

NORTH MAINE WOODS

2024 \$4

**MEN & WOMEN
IN
GREEN**

TREASURES OF THE
Allagash

Protecting our
HERITAGE
Insuring the
FUTURE



Experience **THE** *Tradition*

Welcome to one of Maine's most unique regions which provides remote recreational opportunities and supports our natural resource based economy. In this magazine, you'll find tips for a safe trip and learn more about forest resource management.

2024 Visitor Fees and Checkpoint Information

	RESIDENT	NON-RESIDENT
Under 18.....	Free Day Use & Camping	
Age 70 and Over	Free Day Use	
Per Person Per Day	\$13	\$18
Camping Per Night.....	\$12	\$15
Annual Day Use Registration.....	\$160	N/A
Annual Unlimited Day Use & Camping	\$250	N/A
Camping Only Annual Pass	\$125	\$125
<i>Including seniors age 70 and over</i>		

Special Reduced Seasonal Rates

Summer season is from May 1 to September 30. Fall season is from August 20 to November 30. Either summer or fall passes are valid between August 20 and September 30.

	RESIDENT	NON-RESIDENT
Seasonal Day Use Pass	\$95	\$140
Seasonal Unlimited Camping	\$140	\$180
Camping Only Seasonal Pass.....	\$75	\$75
<i>Including seniors age 70 and over</i>		
Commercial Sporting Camp Visitors.....	\$40	\$60
<i>Per trip, for any trip over 3 days</i>		
Leaseholders and Internal Landowners of Record	\$70	\$70
<i>May purchase 2 annual passes through the NMW office</i>		
Guest Passes for Leaseholders.....	\$100	\$100
<i>May purchase up to 8 annual passes through the NMW office</i>		
Visiting Participating Businesses	\$1	\$1
<i>for meals and supplies, up to four hours limit</i>		

Special Youth Opportunity

In order to create more opportunities for families, and allow more young people to enjoy the out-of-doors, NMW has increased the age from "under 15" to "under 18" for free day use and camping.

Fees payable by cash or check.

For Allagash Wilderness Waterway fees, see page 18 in this brochure. For Penobscot River Corridor fees, see page 20.

Visitors traveling by vehicle will pass through one of the following checkpoints. Please refer to the map in the center of this publication for locations.

NMW Checkpoints

Allagash	6am-9pm daily
Caribou	6am-9pm daily
Dickey	6am-9pm daily
Fish River	6am-9pm daily
Little Black	6am-9pm daily
Six-Mile	6am-9pm daily
St. Francis	6am-9pm daily
Telos	6am-9pm daily
Twenty-Mile	6am-9pm daily

Canadian Border Checkpoints

Estcourt	8am-4pm M-F
US Customs 1-418-859-2501	
Canadian Customs 1-418-859-2201	
St. Pamphile	1-418-356-2411
6am-8pm M-Th	
US Customs 1-418-356-3222	
6am-4pm Friday	
Canadian Customs 1-418-356-3151	
St. Juste	1-418-244-3648
6am-8pm M-Th	
US Customs 1-418-244-3026	
6am-4pm Friday	
Canadian Customs 1-418-244-3653	
St. Aurelie	
6am-8pm M-Th	
US Customs 1-418-593-3582	
6am-4pm Friday	
Canadian Customs 1-418-593-3971	

The schedules of operation for Canadian border checkpoints and both U. S. and Canadian Customs offices are subject to change at any time, so it is advised that you call the number listed for the crossing you intend to use for current information. U.S. Customs offices are closed during New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day and Thanksgiving.

U.S. citizens are required to have a U.S. Passport or U.S. Passport Card to enter the U.S. Other travelers will need NEXUS, FAST, or SENTRI identification. By Federal Law PL 99-570, there is a \$5,000 fine for a first time offense of entering Maine without proper permission, plus an additional fine of \$1,000 per person involved. This includes entry by foot or by water.

NORTH MAINE WOODS 2024

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Executive Director INTRODUCTION

My name is Bill Greaves and I would like to reflect on my history and connection to the North Maine Woods as a region. Having been born in Presque Isle, and graduating from Presque Isle High School, some of my best memories as a child are hunting and fishing with my dad, Stan, and brothers Tom and John in the great North Maine Woods. Of course, teasing my younger sister Joanne and tormenting my older sister Sandra, were also lots of fun.



After high school graduation I went to the University of Maine, Orono, where I graduated with an associate degree in Forest Management. I worked several jobs including marking timber in Baxter State Park, measuring forest inventory plots for International Paper, and working in mills for International Paper and J.M. Huber.

In 1984 I married my wife Melanie and had two fantastic boys, Brandon and Scott. In 1986 I was fortunate enough to be hired by the Maine Forest Service as a Forest Ranger in Wesley. Several years later I transferred to the Musquacook patrol unit where my family could also enjoy growing up in the North Maine Woods. I retired for the first time in 2020, after a 33-year career and promotion to Lieutenant of the Northern Region. Subsequent jobs included working for the Houlton Band of Maliseet Indians as Emergency Management Coordinator and part time Deputy for the Aroostook County Sheriff's office.

As you can see, a rolling stone gathers no moss. I took a chance and applied for the available Executive Director's position. In early January, I was offered the Executive Director position at North Maine Woods Inc., and with great enthusiasm, I accepted the position. Having spent a lifetime working and recreating in northern Maine, I feel like this is the ultimate opportunity. Being familiar with the NMW staff and their long history of supporting recreation in the North Woods has been a bonus. I have full confidence in our office staff of Mike, Kelli, Sammi, and Laura, and all the seasonal campsite crews and checkpoint attendants. We will all be working hard to keep the traditions of this multi-use forest alive and well.

If you love this unique area as much as I do, thank the landowners for allowing public access. Abide by the "Rules of the Road," and treat the North Maine Woods with respect.

Sincerely,
Bill Greaves



The Maine Forest Service protects hundreds of thousands of acres in NMW from wildland fire every year. It is everyone's responsibility to be safe with campfires and report wildland fires that you encounter. Remember, you must attend your campfire at all times. It's important to put your fire dead out before you leave your site for the day. A heavy wind and dry conditions can create a large wildland fire from what was an innocent campfire, and the person who lights the fire is responsible for damages. Campers are reminded that it is unlawful to burn prohibited items such as plastic, metal cans, bottles, and any type of trash. Please carry your trash out.

The Maine Forest Service has seen a significant increase of campfires that are not fully extinguished. Rangers responded to 174 campfire-caused wildfires last year. Only YOU can change this trend! Please take the time needed to protect the land that you enjoy!

If you encounter a wildland fire, report it immediately. Information that is helpful when reporting a fire includes: where the fire is (township, GPS coordinates, nearest road), what type of vegetation the fire is burning in, what type of fire behavior is being exhibited, is there a water source nearby, and are there any camps or tree plantations threatened. This information helps Maine Forest Service provide a quicker, more efficient response. To report a wildland fire, obtain fire permits, or to receive additional information you may call:

Northern Region | Ashland **207-435-7963**

Central Region | Old Town **207-827-1800**

Allagash District Office | Portage **207-435-6644**

Aroostook Waters District Office | Masardis **207-435-6975**

East Branch District Office | Island Falls **207-463-2331**

Moosehead District Office | Greenville **207-695-3721**

For any emergency, call **911**

RULES OF THE ROAD

FOR INDUSTRIAL LOGGING ROADS

These rules apply to all road users.

Your safety is important.

- Give all logging trucks the right of way! The roads in this area were built to move wood products. For safety, please give logging trucks the same respect provided to fire trucks and ambulances. Logging trucks typically travel on the crown of the road for stability. When you see a truck coming from either direction, please pull over to let it pass safely.
- Obey posted speed limit signs. Maximum speed is 45 mph.
- Lights on for safety.
- Always travel on the right hand side.
- Be prepared to stop at all times.
- Never stop on a corner. Always give yourself at least 500 feet of visibility front and back.
- Reduce speeds on freshly graded roads. You are more likely to blow a tire or lose control because of loose gravel.
- Never block side roads. Even roads that seem unused may be needed in emergencies.
- Refrain from driving on newly constructed roads and roads that are "soft" from spring thawing or fall rainfall to prevent severe rutting.
- Do not linger on roads or stop on bridges. Most bridges in NMW are one lane.
- Park vehicles well off the road.
- Do not park in front of checkpoints. Use parking area provided
- All drivers must have a valid state or provincial driver's license.
- All vehicles yield right of way to loaded trucks. All traffic yield to equipment working in roads. Pass only after operator's acknowledgement.



photo by Lonnie Jandreau



MISSION

To provide the visiting public with high quality, traditional outdoor recreational experiences that are compatible with providing renewable forest resources which sustain approximately 20% of Maine's economy. Forest recreation, when managed properly, is compatible with harvesting forest products.

General Information

Cutting live trees is not permitted. You are welcome to use dead and down wood for your fire at an authorized location. To prevent the spread of injurious insects, movement of firewood more than 50 miles is discouraged. Importation of firewood to Maine is prohibited. Extreme caution is always the rule. Remember a small fire is best for cooking. By Maine law, there is a \$50 fine for leaving any fire unattended. The steel fire ring provided is the only place a fire may be built at authorized campsites.

Limits on camper trailer and vehicle sizes. Only single vehicles less than 28 feet in length, or vehicle and trailer with a combined length of less than 44 feet, and with a maximum width of 8 feet, will be allowed entrance. Large vehicles within these limits may be required to travel at certain low traffic periods through any checkpoint if requested by the checkpoint receptionist on duty.

Bicycles, motorcycles, all terrain vehicles, tractors and horses are not allowed in the NMW at any time of year. This is necessary for logging road safety and avoidance of fire hazards in hard to reach locations.

Through-traffic between Canada and Maine is discouraged via the private road system in the NMW. These roads are privately built for the purpose of managing the woodland area. Recreationists are encouraged to travel to their desired destinations within the area and then return to the country from which they entered. Parties entering at a Canadian border

checkpoint must leave via the same checkpoint. Through passage between the US and Canada is allowed for camp owners and other visitors only when at least one night's lodging is spent within NMW.

Water supplies in the NMW are not tested for safety. It is recommended that you bring in water from a known safe source. You should not drink water directly from any stream or pond without treating it to kill bacteria and other organisms. The safest way to treat the water is to boil it for at least one minute at a rolling boil. While other methods of treatment are available, they may not be totally effective against all harmful organisms and are not recommended.

Biting insects are common most of the summer. Visitors should be equipped with insect repellent at all times. The peak time for mosquitoes and blackflies is from the end of May through July. Daily periods of increased insect activities are during early morning and evening hours.


The weather varies greatly in northern Maine. May temperatures range from 20 to 70 degrees on any given day, and snow may even fall. During the summer, temperatures average 50 to 90 degrees. It is suggested that visitors pack clothing for both extremes. Rain is unpredictable with the average seasonal amount between 35 and 45 inches. The temperatures begin to drop below freezing in mid-September with daytime highs in the 50s. In November it

is common for temperatures to approach 0 with highs in the 40s, and snow can begin to build up. November hunters are cautioned to camp near main roads and listen to weather forecasts.

There are very few stores or gas stations in the NMW. All supplies must be carried in with you.

Fireworks are prohibited in NMW. Although the State of Maine legalized the use of fireworks in 2011, the new law also requires that users of fireworks have landowner permission. None of the private landowners and managers of public land within North Maine Woods have agreed to give permission or allow the use of fireworks. Fire hazard is the major concern, but public safety and disturbance to other recreationists and wildlife are also factors cited in their decision to prohibit fireworks in NMW.

A majority of visitors come to the NMW to enjoy peace and tranquility. Although there are no rules regarding the use of generators, chainsaws, other types of motors and radios, we do ask that visitors use common sense and be considerate of others.

All parties flying into the area must abide by the area's rules and regulations. NMW Land Use and Camping permits are available from many commercial bush pilots or you may obtain permits by contacting North Maine Woods, PO Box 425, Ashland, ME 04732 or info@northmainewoods.org. 

VALUABLE INFORMATION AT **www.northmainewoods.org**

When planning a trip to the North Maine Woods (NMW), you will find an abundance of helpful information on our website including self registration forms, employment opportunities, land use, regional history, rules and regulations, checkpoint hours of operation, user fees, camping locations and safety. You can search for businesses that cater to a variety of outdoor activities including: cabin rentals, charter services, guide services, outdoor products, vehicle shuttle services, sporting lodges, camps or whitewater rafting. Our site provides information on the St. John River canoe trip and a map of the 3.5 million acre NMW region. NMW also manages the 180,000-acre KI-Jo Mary Multiple Use Forest located between Millinocket, Greenville and Brownville. Camping information is available as well as information on these popular attractions: Gulf Hagas Gorge, Katahdin Iron Works, the Hermitage, and the Appalachian Trail. You can also find fee information on the Allagash Wilderness Waterway and Penobscot River Corridor.



We also have a “Links” page that can direct you to a variety of State websites where you can find information and regulations on canoeing, hunting and fishing and purchase hunting and fishing licenses. There are links to over two dozen websites where you can find canoeable river water flow rates, regional weather forecasts and other useful information.

The website features the NMW, KI Jo-Mary and Allagash Wilderness Waterway Campsite Guides. Each guide uses Google Earth to depict Authorized and Fire Permit campsites throughout each respective region. Once downloaded, users can pull up photos and a list of amenities for each location. These guides were designed to offer you a virtual tour of campsites throughout the region. Another feature is the “Bulletin Board” where we post important news, information, and current conditions within NMW.

The website hosts a photo gallery where visitors can submit photos of their NMW experiences in eight different image categories (wildlife, landscape, camping, fishing, canoeing, hunting, historic and working forest). 📷

FIREWORKS ARE PROHIBITED

Robby Gross, Maine Forest Service District Ranger

Did you know that landowners within the North Maine Woods do not allow consumer fireworks on their properties? While it may be legal for you to possess consumer fireworks, you still need permission if it is your intent to use them away from property you own. Another item that has been popular in Maine is the sky lantern, otherwise known as floating or Chinese lanterns. These devices are illegal in Maine and cannot be possessed at all.

There is a significant threat of wildland fire when using consumer fireworks in forested and grassland areas. Maine’s Forest Rangers respond to, on average, 10 wildland fires a year caused by using consumer fireworks. These fires have historically been kept low in acreage, but all it takes is the right weather conditions for smaller fires to grow very quickly. Nationally, fireworks cause an estimated 18,500 fires a year and thousands of injuries.

Every year, Forest Rangers encounter camp owners and recreationists who use consumer fireworks. It is our job to educate people about the dangers of consumer fireworks and the potential devastation that can happen if used inappropriately. In some cases, enforcement action may be necessary to protect the forest resources that we all enjoy. When visiting NMW, leave your fireworks at home.



Maine Forest Rangers rely on you to provide information about wildland fire starts. If you smell or see smoke please report it promptly. A quick response allows a fire to stay small in size. Some information that is helpful to a fire suppression response includes:

- Location of the smoke / fire? What is the best access?
- What color the smoke is? How large is the fire and how is it behaving (smoldering, running, crowning?)
- Is there a water source nearby?
- Did you see heavy equipment nearby?
- Are there buildings that may be threatened by the fire?

If you happen to drive by a Forest Ranger or a Maine Forest Ranger facility, stop and say hi. We are happy to talk to you and can provide valuable information to help you enjoy your stay in the North Maine Woods. Until then, we hope that you have a great camping season and enjoy all that Maine has to offer.

Ashland Regional Headquarters: 207-435-7963

Houlton Department of Public Safety: 207-532-5400

Old Town Regional Headquarters: 207-827-1800

Bangor Department of Public Safety: 207-973-3700

Technology Reduces Costs and Keeps Visitor Fees Stable

If you arrived at one of our staffed checkpoints after daily operating hours or entered through one of the unstaffed automated checkpoints last season, you are aware that we have made some significant adjustments in the way we operate. These changes were implemented so we can continue our mission of keeping the area open to public use by protecting property through managing access. We are doing this with the use of motion sensitive cameras, satellite internet service and telecommunications at some entry points. Supplementing people with technology has been occurring at many businesses in order to improve operations and to maintain or reduce operating costs. NMW has been going through a similar transition.

Automated checkpoints

As a non- profit organization, North Maine Woods operates on a break even basis. The amount charged for overnight camping is directly related to costs NMW incurs for maintaining campsites. The same is true for the amount charged for day use. Day use fees offset costs for operating checkpoints which allow access into the NMW region. None of the fees go toward road maintenance or to landowners. In an effort to continue to allow access while keeping user fees reasonable, we have installed a number of automated, unstaffed checkpoints in recent years which is a more cost effective way to manage access.

Visitors entering the North Maine Woods on some low traffic access roads may encounter automated, electronic checkpoints. These check-



points are not staffed, but have instructional signs, motion sensitive video cameras and a telephone located in a small building next to the road. Signs instruct visitors to call the number provided which will connect them to one of our employees who will help them self-register and pay appropriate fees. Once the registration process is complete, permission will be granted to enter. If someone wants to enter or leave NMW via one of the automated checkpoints, it will simplify the process if they pre-register at a staffed checkpoint or have season passes, L Passes or Guest Passes with them.

NMW staff monitors traffic at these locations 24 hours a day, seven days a week and the cameras record all video for the year at each location.

Dickey Checkpoint was the first to be automated in 2005 and, following several years of successful operation, automated checkpoints were added to other locations including Seboomook Dam and Northeast Carry on roads leading into North Maine Woods from Seboomook Township north of Rockwood.

Winterville checkpoint on the so-called Red River Road heading west from St. Froid Lake in the town of Winterville, and Oxbow Checkpoint on the Oxbow Road. We encourage visitors to pre-register at the Eagle Lake Town office which is open weekdays from 8am to 4:30pm and can be reached at 207-444-5511.

Night Time Entry and Motion Detection Cameras

All checkpoints that are staffed during the hours of 6am to 9pm are also open to traffic during nighttime hours. All locations are equipped with night vision surveillance cameras so we can track vehicles passing at those locations. The video from those cameras are monitored by staff located in our Ashland office 24 hours a day, seven days a week from May through mid-November.

Telephone communication is available at all locations which allows visitors to call our office at night to register and enter or leave NMW or get assistance in case of an emergency. Although this system may not be as convenient as having someone at the checkpoints, it is less expensive and so reduces the need to increase fees paid by visitors. With cameras recording traffic 24 hours a day, seven days a week, it also helps us keep track of who is traveling in and out of the area should we have theft or vandalism problems. 📞



Changes have been implemented so we can continue our mission of keeping the area open to public use by protecting property through managing access. We are doing this with motion-sensitive cameras, satellite internet service and telecommunications at some entry points.

	Township	Sites	Shelters	Water Access	Vehicle Access	Canoe Access	Camper Access
ASHLAND REGION							
Little Munsungan Lake	T8R9	2		y	y		
Chase Brook Road	T10R9	2		y	y		y
Munsungan Falls	T8R9	3		y	y		y
Malcolm Branch	T9R8	2	2	y	y		y
Mooseleuk Dam	T10R9	3	2	y	y		
N. Br. Machias River	T11R7	6	2	y	y		y
Machias Bridge	T11R7	2		y	y		y
Machias River	T11R7	1		y	y		y
Chase Lake	T9R10	3	1	y	y		y
Ragged Mountain Pond	T9R10	2		y	y		y
Jack Mountain	T11R8	3			y		y
S. Br. Machias River	T10R7	2		y	y		y
Pratt Lake	T11R9	1	1	y	y		y
Island Pond	T10R10	2	1	y	y		
Machias Lake Dam	T12R8	3	1		y		y
20-Mile Bridge	T12R8	3	1	y	y		y
Little Clayton Lake	T12R8	1		y	y		
Moosehorn Crossing	T12R7	2	1	y	y		y
Upper Elbow Pond	T10R10	1		y	y		
Peaked Mountain Pond	T10R10	3		y	y		
Russell Crossing	T11R8	3	1	y	y		y
Musquacook Stream	T12R11	2		y	y		y
McNally Pond	T11R10	2		y	y		y
2nd Musquacook Lake	T11R11	6	2	y	y		y
Squirrel Pond	T11R10	1	1	y	y		y
Beaver Sprague	T11R7	3	3	y	y		
Weeks Brook	T11R8	1		y	y		y
Smith Brook	T9R9	1		y	y		
Big Hudson Brook	T10R9	3		y	y		
Munsungan Thoroughfare	T8R10	1		y			
Little Moosehorn	T8R10	2			y		y
Kelly Brook	T11R14	5		y	y		y
Squirrel Mountain	T11R13	2			y		y
Ross Lake	T10R15	3	1	y	y		y
TOTAL		82					

ALLAGASH REGION							
Little Falls Pond	T17R11	1		y	y		
Fall Brook Lake	T18R10	2	1	y	y		y
Little Black River Pit	T19R12	2	1	y	y		y
Upper Little Black	T19R12	1		y	y		
Little Black River	T19R12	2	1	y	y		y
Chimenticook Stream	T17R13	2		y	y		y
West Twin Brook #1	Allagash	1		y	y		
West Twin Brook #2	Allagash	1			y		y
West Twin Gravel Pit	Allagash	1		y	y		y
Blue Pond	T13R13	1		y	y		y
Deadeye Bridge	T18R13	3			y		y
3rd Pelletier Pond	T16R9	3		y	y		y
Ben Glazier	T14R12	1			y		y
Big Black River Road	T15R13	2		y	y		y
Wells Campsite	T16R13	1			y		y
Big Black Fall Site	T15R13	3		y	y		y
Connors Cove	T18R10	4		y	y		y
Camp 106	T16R13	1			y		y
Pelletier	T15R12	2			y		y
TOTAL		34					

	Township	Sites	Shelters	Water Access	Vehicle Access	Canoe Access	Camper Access
TELOS REGION							
Umbazooksus West	T6R13	4	1	y	y		y
Umbazooksus East	T6R13	2	1	y	y		
Kellog Brook	T6R12	3		y	y		y
Indian Stream	T7R12	2		y	y		
Indian Pond	T7R12	6	2	y	y		y
Haymock Lake	T8R11	8		y	y		y
Cliff Lake	T8R12	5	1	y	y		y
Pillsbury Deadwater	T8R11	2		y	y		y
Spider Lake	T9R11	3	1	y	y		y
Little Pillsbury Pond	T8R11	4	2	y	y		y
Coffeelos South	T6R11	4		y	y		
Coffeelos North	T6R11	2		y	y		y
TOTAL		45					

ST. JOHN RIVER							
Turner Bogan	T8R17	2		y		y	
Flaws Bogan	T8R17	1	1	y		y	
Flaws Bogan Camp	T8R17	1		y		y	
Southwest Branch	T9R17	1		y		y	
Doucie Brook	T10R17	2		y		y	
Knowles Brook	T10R16	1		y		y	
Northwest Branch	T10R17	1		y		y	
Ledge Rapids	T11R16	2	1	y		y	
Moody Campsite	T11R16	2	1	y	y	y	y
Red Pine	T11R16	4	2	y	y	y	y
Burntland Brook	T11R16	2	1	y		y	
Nine-Mile Campsite	T12R16	2		y		y	
East Nine-Mile	T12R15	1		y	y	y	
Connor Farm	T13R15	1		y		y	
Seven Islands	T13R15	3	2	y		y	
Priestly Campsite	T13R14	3	1	y	y	y	y
Simmons Farm	T14R14	3	1	y		y	
Big Black Rapids	T15R13	3	1	y		y	
Ferry Crossing	T15R13	2	1	y	y	y	y
Seminary Brook	T15R13	1	1	y	y	y	y
Longs Rapids	T16R13	2	1	y	y	y	
Castonia Farm	T16R12	1		y	y	y	y
Ouellette Brook	T16R12	1		y	y	y	
Ouellette Farm	T16R12	2	1	y	y	y	y
Fox Brook	T16R12	3	2	y	y	y	y
Poplar Island	Allagash	1	1	y		y	y
TOTAL		48					

FISH RIVER REGION							
Gleason Brook	T13R7	1		y	y		y
Carr Pond	T13R8	4		y	y		y
Fish River Falls	T14R8	8	2	y	y		y
Fish Lake	T14R8	5	1	y	y		y
Big Brook	T14R10	3	1	y	y		y
Fox Brook	T13R9	3	1	y	y		y
TOTAL		24					

AROOSTOOK RIVER REGION							
Munsungan Branch	T8R8	1		y		y	
Mooseleuk Branch	T8R8	1		y		y	
Lapomkeag Stream	T9R7	1		y		y	
Houlton Brook	T9R5	1		y		y	
TOTAL		4					

	Township	Sites	Shelters	Water Access	Vehicle Access	Canoe Access	Camper Access
RAGMUFF/SEBOOMOOK REGION							
Lane Brook	T2R4	4	1	y	y		y
Leadbetter Falls	T2R18	3		y	y		y
Leadbetter Pit	T2R18	3	1	y	y		y
Gilberts Crossing	T2R4	3	1	y	y		y
Lane Brook (Boundary Rd)	T3R4	1		y	y		y
Cheney Pond	T3R4	3		y	y		
Penobscot Dam	T4R4	4	1	y	y		y
Penobscot Pd (Ice Box Pit)	T4R4	1		y	y		y
Long Pond	T3R5	4	1	y	y		y
Dole Pond	T3R5	4	1	y	y		y
Dole Brook	T3R5	1		y	y		
Hurricane Pond	T5R20	1		y	y		
Hurricane Stream	T5R19	2	1	y	y		
Snake Campsite	T4R18	6	1	y	y	y	y
Nulhedus Pit	T1R4	1			y		y
Little Lobster Lake	T3R14	2	1	y	y		y
35-Mile Campsite	Dole Twp	1			y		y
TOTAL		44					
OXBOW REGION							
Lapomkeag Field	T8R8	2	1	y	y		y
Millinocket Stream	T8R8	2		y	y		y
Munsungan Stream	T8R9	2	1	y	y		y
TOTAL		6					

	Township	Sites	Shelters	Water Access	Vehicle Access	Canoe Access	Camper Access
CAUCOMGOMOC REGION							
Caucomgomoc Landing	T7R15	5	1	y	y		y
Caucomgomoc Dam	T6R14	3	1	y	y		y
Henrys Island	T7R15	1		y		y	
Rowe Thoroughfare	T7R15	1		y		y	
Round Pond North	T7R14	4	1	y	y		
Round Pond Inlet	T7R14	1		y	y		
Lost Pond	T5R16	2		y	y		
Russell Stream	T4R16	1		y	y		y
Big Bog	T5R18	4	1	y	y		y
5th St. John Bridge	T6R17	2		y	y	y	y
5th St. John Dam	T6R17	1		y	y		
Wadleigh Pond Beach	T8R15	1		y	y		
Wadleigh Pond	T8R15	3	1	y	y		y
Wadleigh Pond South	T8R15	1		y	y		y
St. Francis Lake	T8R16	2		y	y		y
Baker Lake North	T7R17	5	1	y	y		y
Baker Lake South	T7R17	1		y		y	
Boulet Campyard	T7R17	2			y		y
Turner Pond	T7R16	2		y	y		y
Crescent Pond	T9R15	2		y	y		y
Johnson Pond Island	T8R14	2		y		y	
Elm Stream	T4R16	2		y	y		
TOTAL		48					



Camping in the North Maine Woods

Camping permits are issued at the checkpoints upon entrance to the North Maine Woods area. Camping is allowed at the more than 300 designated, marked camping areas for a two-week maximum time limit per campsite. The North Maine Woods map in this publication shows campsite locations. There are two types of campsites available for use:

Authorized Campsites: These campsites are marked on the NMW map and are listed here for reference. While all campsites are rustic, there are steel fire rings, cedar picnic tables and toilets at the authorized campsites. Fires may be carefully built in the steel fire rings, and many of the campsites have picnic shelters. A Maine Forest Service fire permit is not required.

Designated Fire Permit Campsites: These are locations where over-night camping is allowed but where building campfires requires a Maine Forest Service fire permit. The locations of designated fire permit campsites are shown on the NMW map. These campsites have fewer facilities than authorized campsites. Although some fire permit campsites are not

as attractive as authorized campsites, fall hunters prefer sheltered locations rather than windswept lake shore campsites.

Outhouse Update: North Maine Woods is currently using an active enzyme (Bio Quest SST-850) for the treatment of outhouse solids. We ask that visitors do not dump lime, deodorizers, trash, or liquid materials into outhouse openings. These foreign substances will either kill or greatly reduce the effectiveness of the enzyme.

Campsites on Google Earth: Campsite locations within the North Maine Woods are shown on Google Earth. Visit our website (www.northmainewoods.org) to download this feature found on the homepage and the maps menu. In addition to showing campsite locations, there are photos and a written description of each campsite to help you decide which campsite to visit.

Please carry your trash out. Do not leave trash at your campsite or along-side roads and waters.

BOOTS ON THE GROUND & IN THE AIR

*By Lee Kantar, State Moose Biologist
Maine Department of Inland Fisheries and Wildlife*



Getting collar ready for cow relocation

Maine has a population of moose that is unrivaled in the lower 48 states. A big reason is food. Of all North American ruminants (even-toed hoofed mammals that chew their cud, including Sheep, Bison, Caribou, Elk, Deer, and Mountain goats), moose have the highest percent of shrubs and trees (90%) in their diet. The next closest, the white-tailed deer, eats shrubs and trees 60% of the time, the rest of their diet is comprised of small leafy plants (forbs) and grass. Maine is one of the most forested states in the country and has a vast area of private forest lands that produces lots of moose food. Moose, being the largest member of the deer family, require a lot of food each day to meet their energetic needs; during the summer that is about 3% of their

body weight. For example, a prime bull will eat approximately 30 pounds of twigs and leaves per day. Moose move around a lot (20 square miles, an area the size of Portland!) to gain access to enough food and favor forests that have been recently cut (2-10 years).

Maine's thick woods makes it tough to see moose and determine how many moose there are in Maine. To meet this challenge, we use a helicopter to hover or fly slow over the tree-tops and look down at these moose that are so hard to see from the ground.

More than a decade ago, IFW started using helicopters to count and classify moose, thus increasing the ability to count, sex and age moose, as well as estimate productivity (number of cows to calves). IFW also uses observations of GPS collared female moose and calves to quantify annual rates of adult female and calf survival and collection of female reproductive organs from harvested moose to understand factors that influence moose numbers. Yet given the ability to scientifically estimate the most important population attributes of moose: size, structure, reproduction, and mortality, there appears to be ever more controversy about the number of moose Maine has and their health.

Boots on the ground and in the air: While IFW has only 1 full time person dedicated to

moose management, other biologists work on moose during different times of the year: in the winter as part of the aerial survey work and GPS collar study, during the summer calving season, and in the fall at moose check stations. All of this translates to thousands of hours of boots on the ground and in the air focused on the various aspects of moose biology and management.

In the air: Consider this, counting, sexing, and aging moose (calf, adult) on the ground is challenged not only by trees and shrubs blocking your vision, but by time. How long does it take a person to see 100 moose on the ground? To do this on the ground one has to find a moose, determine whether they have antlers or not, correctly identify males from females, and whether calf, yearling, or adult. Now repeat this at least 100 times and you can imagine how difficult this is. In a helicopter at 200 feet above the ground an observer can see straight down from the skid of the helicopter outwards. An observer can see a snowshoe hare running! The helicopter's windows allow for direct viewing to the ground and with winter as a white backdrop and helicopter blade noise, moose are readily spotted. Lastly with the speed of a helicopter, biologists can quickly sex and age moose, typically 1 per minute. This involves knowing what a good moose habitat looks like from

above ground, based on biologists who also work extensively in the moose woods on the ground. Like an experienced moose hunter, a biologist uses their knowledge of the age class or height of trees, the type of trees, and the proximity of different tree stand types to each other to provide important clues as to what comprises good moose habitat. In the helicopter, 3 biologists and an experienced pilot can cover a few hundred square miles very quickly and on average can sex and age 100 moose in 150 minutes! This is strictly impossible on the ground.

Now consider this, the survey to sex and age moose is one type of survey IFW conducts to determine how many bulls, cows, and calves are in a particular wildlife management district (WMD). IFW conducts a separate survey to count moose using what is called a mark-recapture model. In this survey, to estimate how many moose are in a WMD, two biologists mark the observation of each moose they see along seven 25-mile routes (transects). A transect is measured 190' out from the helicopter by calibrating a measured 190' strip on the ground when hovering 190' above the ground at the airport. To be able to see and count moose from a helicopter effectively requires flying right above the treetops! The transect lines cover 175 miles within a 100 square mile area that is used to represent the whole WMD. The area that will be surveyed is mapped prior to the flight, so the survey area best represents the amount of softwood, hardwood, mixed wood, harvest areas and wetlands in the entire WMD. The observation of each moose is relayed to a third biologist who determines if the moose that each observer sees is the same or different. The ratio of moose that were seen and marked versus those that were not seen by one of the observers is used to calculate the number of moose seen.

To date biologists have flown over 5,000 miles of moose habitat in the core moose range in WMDs 1-11 and 19. A typical survey takes about 5 hours to fly the 175 miles searching for moose along the way (again, in all different habitat types). These flights take place every winter as early as snow is on the ground, usually December, and before mid-February when the days get longer, the sun gets warm-

er, and moose spend more time in softwood stands. We return to the same WMDs every few years to document changes in the moose population.

On the Ground: Department biologists who work on moose are extremely lucky, for not only do they work on understanding moose to conserve and manage the population effectively, but personally they enjoy viewing, looking for dropped antlers, and hunting moose. During a calendar year, biologists respond to mortalities from GPS collared moose. Each collar is equipped with a mortality sensor that is triggered if the moose stops moving for several hours indicating that the moose has died. On field days when we are investigating mortalities of GPS collared moose, we often see live moose, providing an opportunity to observe what they are doing during the winter, examine moose activity and feeding areas, and conduct a complete necropsy on the moose for the survival project.

In the past, during the late-spring summer, biologists walk-in on GPS collared female moose on a weekly basis to determine if they've given birth to calves. This work is conducted daily from May through the beginning of August regardless of weather, walking through moose habitat to watch GPS collared moose.

In the fall, many department biologists work at moose check stations to collect measurements on moose. These measurements include the famous tooth pulling for aging moose, measurements of antlers, weight, counts of winter ticks, and collection of female ovaries that provide insight and data into the physical condition of moose and reproductive rates.

A word about Science: Wildlife science is an actual branch of scientific inquiry. Think of using science to manage wildlife as the referee in



Conducting winter tick count



Collared male yearling

a professional sport. Science uses experience, professionalism, observation, data, statistics, and rigorous study design to explain phenomenon. Like a sports referee, a scientist can make decisions when both sides (teams) disagree about what happened. Science uses information (data) collected in specifically designed ways to answer important questions and inform decisions. Now you might say referees sometimes make the wrong call, and to deal with that, they have multiple referees and instant replay to correct for errors. In science, we have something similar to measuring error rates. So, if we say we have 4 moose per square mile based on our aerial survey, by having repeated samples we can measure the variability or spread in the estimate. This allows us to report an estimate with the error rate. For example, 4 moose per square mile plus or minus 0.5 moose. Thus, instead of both sides arguing right and wrong, scientific methods give us the capability to measure it and assign a value within certain bounds. This is good news for managing such important wildlife species that are difficult to obtain a complete count or statewide census! 🦌

THE MEN AND WOMEN IN GREEN



Clockwise from top left: Wardens Billy Atkins and Wilfred “Sleepy” Atkins pictured with a moose near Ashland in 1948. A photo of Game Warden David Jackson with his trusty snowshoes taken in Allagash. Game Warden Cash Austin checking an angler with a limit of fish on a lake in the North Maine Woods. Recent photo of the Maine Warden Service camp on Clear Lake, dedicated in memory of Pilot Daryl Gordon as “Camp Gordon”.

**By Kale L. O’Leary, Game Warden
Maine Department of Inland Fisheries & Wildlife**

Since 1880, Maine Game Wardens have patrolled and protected the vast forests that we have all come to know as the great “North Maine Woods”. Since the early beginnings in 1880, the Warden Service’s primary mission has always been protecting Maine’s natural resources. Each year, Game Wardens conduct hundreds of compliance checks on hunters, anglers, and trappers to ensure that fish and wildlife laws are followed, ensuring these resources remain available for future generations to enjoy.

Over the last 144 years, our job has expanded to involve not just law enforcement, but also search and rescue practices, education, community, and landowner involvement. To be effective, we rely heavily on the cooperation, assistance, and support of all who travel north to enjoy the North Maine Woods, along with the Maine Guides and sporting camps that operate in this region.

Being a bit of a history nut myself, I often think of the legendary Wardens of yesteryear who patrolled the North Maine Woods, like David Jackson, John Robertson, Cash Austin, Charlie Davis, Curly Hamlin, Rod Siriois, Terry Hunter, or the Warden families like the Pelletiers and Drummonds. These Wardens patrolled the same roads, woods, and waters that the Wardens of today roam, but with advancements in technology, equipment and the ever-changing dynamics of roads and access, I often wonder if they would recognize these same places. Wardens at the turn of the 20th century would have been prosecuting Caribou poaching cases as the herd began to dwindle, with one of the last sightings of a Caribou in Maine occurring near Churchill Dam on the Allagash Wilderness Waterway in 1911 by Game Warden Bert Spencer. In Annette Jackson’s book “My Life in the Maine Woods,” she talks of her Game Warden husband David Jackson’s exploits on snowshoes, apprehending deer poachers in the vast deer yards along the

Allagash River of this era. Moose hunting, one of the major draws to the North Maine Woods today, only began in 1980, with the first controlled hunt and few permits issued. All indications are that sightings of moose prior to 1970 were few and far between. Retired Warden Pilot Gary Dumond told me a story of the first coyote kill he ever saw in the early '70s on Carpenter Pond off the Pinkham Road, when packs of coyotes first became established in Maine. Emerging development, forest pest outbreaks, timber practices, and new fauna to the landscape have definitely changed these wild places over the last century.

History has always been important for our agency as we remember the past and those paved the way before us, while looking to the future. The North Maine Woods area is also where four Maine Game Wardens have paid the ultimate sacrifice in the line duty. Wardens Mertley E. Johnson and David F. Brown died in the line of duty near Big Bog in the St. John River headlands country while pursuing illegal fur trappers in the area in 1922. Warden Jean Baptiste Jalbert drowned while canoeing on the St. Francis River in 1933. Most re-

cently, Warden Pilot Daryl R. Gordon perished in a plane crash on Clear Lake while flying a patrol flight to assist ground Wardens in their efforts in March of 2011.

Like everything in life, change is inevitable. One thing that has not changed however are the men and women in green who strive every day to protect the North Maine Woods and the birds and animals found within its sprawling boundaries. We will always remain committed to serving the citizens, visitors, and wildlife of the Pine Tree State in all of our different capacities.

As game wardens work to protect our precious natural resources, we rely on the public to be an extra set of eyes and ears. If you witness a violation or suspect illegal activity, please report it! To reach a Game Warden 24-hours a day, please contact the dispatch center nearest you:

Houlton Regional Communications Center: 1-800-924-2261
or Maine Operation Game Thief at
1-800-ALERT-US (1-800-253-7887)

Message from the Maine Warden Service



Maine's game wardens welcome you to the North Maine Woods! Maine's backcountry is unrivaled in the east and many of you have made it a destination for that very reason. The remoteness and vastness of the North Maine Woods poses some risks to those who are not well prepared for such an adventure. Making sure you prepare for the unexpected is critical in making sure your trip is safe and enjoyable. We ask that you always provide someone with your trip plans in the event that something happens. If you deviate from your trip plans, let a family member know.

Searches and rescues involve significant resources and are often hazardous to conduct. Many search and rescue missions can be avoided by using good common sense and being prepared. We ask that you carry a phone or other communication device in the event of an emergency. In the North Maine Woods, don't assume your cell phone will work as mobile coverage here is poor and in many cases unavailable. This is another reason why it is so important to provide trip plans to family members, on the dash of your truck or back at your camp or campsite.

Other key items include bringing plenty of extra fuel, at least one spare tire and a jack, a winch or come-along, a means to make a fire, a shovel, and some extra food and water in your vehicle in the event your trip gets delayed or you must spend the night in the woods unexpectedly. Incorporating these simple tips into your North Maine Woods adventure can make a significant difference in locating you quickly and safely should you become lost or injured during your trip. Maine's game wardens wish you a safe and memorable trip to our great North Woods. For more information about our Department, visit us online at mefishwildlife.com.

Maine Department of Inland Fisheries and Wildlife - We're all in for the Maine outdoors!



Celebrating FOREST CONSERVATION

Whether you're fishing for wild brook trout on Penobscot Lake, paddling the Allagash River or hunting moose in Aroostook County, Maine's 12-million-acre North Woods offer a stillness and naturalness that are unique. Three and a half times the size of Connecticut, Maine's forestlands are the largest expanse of wilderness east of the Mississippi, home to the darkest night skies in the eastern United States, and recognized for sequestering nearly 70% of Maine's annual carbon emissions. Maine's North Woods foster biodiversity, help keep water clean, are a foundation for forest and outdoor recreation economies, and are part of the essence of what characterizes Maine.

The Forest Society of Maine (FSM), based in Bangor, is Maine's land trust for the North Woods. FSM's mission is to uphold the recreational, cultural, economic, and ecological values of Maine's forestlands. Using conservation easements, FSM works with willing landowners to permanently conserve woodlands that sustain local economies and livelihoods, protect wildlife habitat, produce regionally sourced timber products, prohibit development, and safeguard the ecological integrity and distinctive character of Maine's forests. FSM celebrates its 40th anniversary this year—40 years that have brought about the conservation of more than one million acres of forestland, mostly through conservation easements.

The more than one million acres of forestland that FSM has helped conserve feature upwards of 180 ponds and lakes, 2,000 miles of river and stream shoreline, 780 miles of lake and pond shoreline, and 25 mountains. Several FSM conservation projects have even pro-

tected the headwaters of great rivers that flow through Maine's watersheds. And most of FSM's easements are on privately owned lands.

In fact, Maine's North Woods are more than 90% privately owned. The legacy of private landownership in Maine has fostered unique opportunities for conservation through easements. An easement is an enduring form of conservation protection. It is a voluntary legal agreement between a landowner and either a land trust or government agency that permanently limits uses of the land to protect conservation values while also typically ensuring public access. Landowners continue to own the land, pay property taxes, and retain the right to implement sustainable forest management. Conservation easements prohibit development, prevent conversion to other land uses, protect special features and habitats, and typically allow traditional recreation activities such as hiking, hunting, and fishing. Easements across the landscape often connect to other conserved lands, creating conservation corridors that provide critical natural infrastructure for mitigating and adapting to environmental change.

FSM's approach to forestland conservation embraces the values and traditions of Maine and helps to maintain the privilege of public access on private lands. FSM recognizes that the tradition of public access to private lands is maintained through the good will of landowners and responsible members of the public.

Partnerships with landowners and organizations across the landscape are supporting the longstanding traditions of Maine and keeping Maine's forests as forests. How wonderful it is that people of all ages can experience Maine much as it is today for generations to come!

TREASURES OF THE *Allagash* TELL FASCINATING STORIES

Long Lake Dam is not at the foot of Long Lake; it's at the foot of Harvey Pond. But when the 17-foot-high dam was completed in 1911, it did, indeed, create a long lake inundating Harvey Pond, Long Lake, Umsaskis Lake, and extending well up the river toward Churchill. McNally's Sporting Camp, now a mile up Chemquasabamticook (Ross) Stream, was accessible by float plane! Why was the dam built? To extend the season during which logs could be driven north on the Allagash River to its confluence with the St. John River in the Town of Allagash.

The Conestoga Wagon

The motorized dump truck had not been invented by 1911. Rocks and gravel had to be excavated by steam shovels and carted by horse and wagon to the jobsite. The Watson Wagon Company in Canastota, NY was making belly-dump wagons that could be palletized in flat packages, shipped economically, and assembled at their destination. These wagons, understandably known throughout the north Maine woods as "Conestoga" wagons, as they resembled the Conestoga covered wagons that were used in the 1700s and 1800s, found their way to many road and dam construction sites including Long Lake Dam.

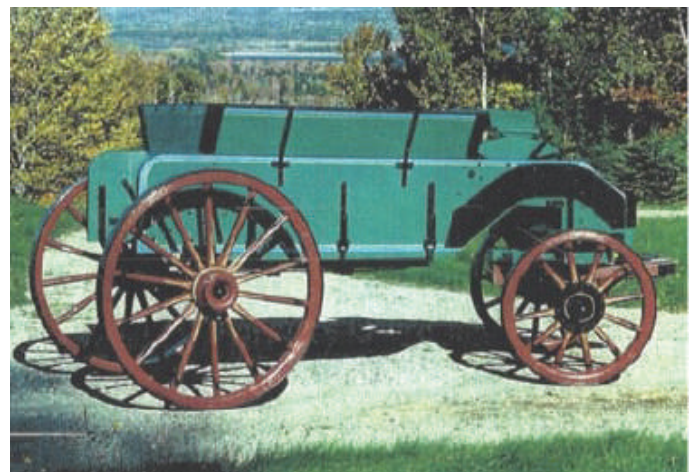
They worked beautifully, albeit on a very small and slow scale by today's standards. The steam shovel would fill the wagon with about 1-1/4 yards of gravel and rocks; it would be driven by horse to the dam; then, with a kick of a lever, the bottom doors would burst open dumping the load below. The wagons could turn on their own length, so they were very versatile and well suited for work on the top of a dam.

Upon completion of the dam, the wagons were stored in a barn near the dam but within a decade had been made obsolete by the invention of gas-powered dump trucks. So, for decades the wagons were quietly ignored and thus preserved. Then, in the mid-sixties, after the Allagash Wilderness Waterway was created, the barns covering the wagons were burned. Fortunately, and for some unknown reason, the wagons were rolled out of the barn before it was burned and there they sat, weeds and trees growing up through them for about 25 years.

Thankfully, in the early 1990s the management of the Waterway recognized the value of preserving the very important physical evidence of Maine's logging history. During this same time period, volunteers were stabilizing the famous locomotives and cataloguing all the man-made relics found along the waterway – including the remains of the wagons.

In 1995 a pair of canoeists, having watched the gradual deterioration of the wagons for years and recognizing the signs of the new approach to preserv-

continued on page 16



Top: What a new belly-dump, "Conestoga" wagon looked like. Bottom: One of the belly dump wagon volunteers standing next to the rotting wagon near Long Lake Dam.

continued from page 15

ing relics along the Allagash Wilderness Waterway, asked for permission to rebuild one of the wagons. Permission was granted, and in late November of 1995, two canoes left from the Umsaskis Lake landing to retrieve the bits and pieces of one of the deteriorated wagons at Long Lake Dam. Without any wheels, the wagon's weight was almost enough to sink the Old Town Tripper canoe which they towed behind the second canoe back to Umsaskis landing.

Two years later on October 5, 1997, completely reconstructed and in total working order, the wagon was returned to the Allagash Wilderness Waterway. The restored "Conestoga Wagon" is on display at the Churchill Depot History Center.

The Velocipede

Six years later, the same group of volunteer restorationists received a letter from the Department of Conservation about another pair of relics of the Waterway. This time the relics were a pair of velocipedes - small three-wheeled, man-powered carts designed for travelling on train rails. The velocipedes were rotting into the ground and in dire need of attention if they were to be preserved.

The Sheffield Velocipede Car was invented in the 1870s and it is unknown when these cars were built. These cars last saw service on the Umbazooksus and Eagle Lake Railroad (subsequently named the Eagle Lake and West Branch Railroad) which was constructed by Edouard "King" LaCroix in the winter of 1926. The reconstruction of the velocipedes was complete in 2005. One is on display at the Churchill Depot History Center and the other is at the Patten Lumbermen's Museum.

The Tramway

Some of the other more recent popular historic preservation projects include the Tramway Reconstruction Project lead by Roger Morneault and his team of volunteers, who this past year completed a modified version of the early 1900s log discharge roller ramp; and the Henry and Alice Taylor Camp Rebuild Project completed in 2013, championed by Gary and Melford Pelletier, and their team of volunteers.



Clockwise from top left: The velocipede just before being loaded for the rebuild. Pieces of the wagon were laid out for reconstruction. The velocipede in the shop being rebuilt. The completed velocipede, looking new and actually working. It was tested on railroad tracks prior to being delivered to the Churchill Depot History Center.

The Restricted Zone

Along with these impressive, preserved displays, the AWW shorelines – majestic ancient vestiges in their own right – remain home to an abundance of important historical remnants; all of which have the opportunity to tell remarkable tales of the people who once inhabited this wild protected natural resource. When the AWW was formed it came with an imaginary protective bubble stretching along the entire watercourse called the "Restricted Zone." The Restricted Zone is described in rules as "the land area of 400 feet to 800 feet that extends in all directions from the bounds of the watercourse." The AWW also has specific rules about leaving all artifacts within the Restricted Zone undisturbed, the rule says:

Artifacts within the Restricted Zone are the property of the State, and their disturbance, removal, or possession is prohibited except as specifically permitted in writing by the Director of the Bureau of Parks and Lands for research, preservation, or educational purposes.

Below left to right: Lead volunteer, Roger Morneault, standing next to the first phase of the Tramway Reconstruction Project. Modified version of the tramway log discharge roller ramp.



AWW Rangers appreciate visitors following this rule; doing so ensures that all those interesting items you discover stay where you found them, so future generations can also enjoy and learn from them. Beyond leaving things in their natural state, it is also vital to refrain from leaving your mark on artifacts. Leaving a colorful design, or your name, on anything in the Allagash isn't that inspiring and could result in you receiving serious consequences. Therefore, Rangers also ask that visitors not put graffiti or carve on rocks, trees, buildings, picnic tables, privies, or anything metal (especially the old trains located in the Historic Tramway District). The AWW Ranger team and North Maine Woods thank you for doing your part to keep the vibrant history and culture intact by being thoughtful stewards during your visit to this rare, wild, and treasured Waterway. 🌲

**AWW Ranger
Trevor O'Leary
on the porch
of the historic
Taylor Camp.**



**At left: AWW Ranger Trevor
O'Leary with the remnants
of a cylinder block from a
Lombard log hauler. BPL
employee, Joe Powers,
putting a new smokestack on
one of the old locomotives.**



Left to right: The wood fired boilers that powered the tramway. An old boat along the shores of Umsaskis Lake. An old ornate fly wheel used somewhere in the Tramway Historic District.

ALLAGASH WILDERNESS WATERWAY

The Rules

The rules governing the Allagash Wilderness Waterway were established to protect the Waterway and its users. These rules contain important information on several subjects, such as the limitations placed on the use of boats, motors, canoes and authorized access points. Please refer to the rules when planning your trip. For a copy of the rules, please contact:

Northern Region
Bureau of Parks and Lands
106 Hogan Road, Bangor, ME 04401
Phone (207) 941-4014

The Trip

Ability, desire and time are among the most important factors to consider when planning the type of trip you wish to undertake. Some visitors will want to engage a guide, outfitter or experienced canoeist. Others may wish to arrange for float plane transportation into or out of the Waterway. Info on outfitters, guides and float plane services is available from North Maine Woods.

The longest trip through the Waterway starts at Telos Lake and ends at West Twin Brook, a distance of about 92 miles. This takes 7 to 10 days. It is wise to allow extra time, since some days strong winds make canoeing on the large lakes very difficult. With extra time built into your schedule, you will not be tempted to venture onto the lakes during dangerous conditions.

Shorter trips may be taken from Telos north to Churchill Dam, which is mostly lake, or from Umsaskis Lake to West Twin Brook, which is mostly river.

For a side trip, consider that three miles west of Lock Dam lies the mouth of Allagash Stream. An experienced canoeist can make the 6-mile trip with pole and paddle

Access

Both summer and winter access points to the AWW are designated and managed. Please refer to the AWW rules for the locations of authorized launch sites, hiking trails and winter access points.

Party Size

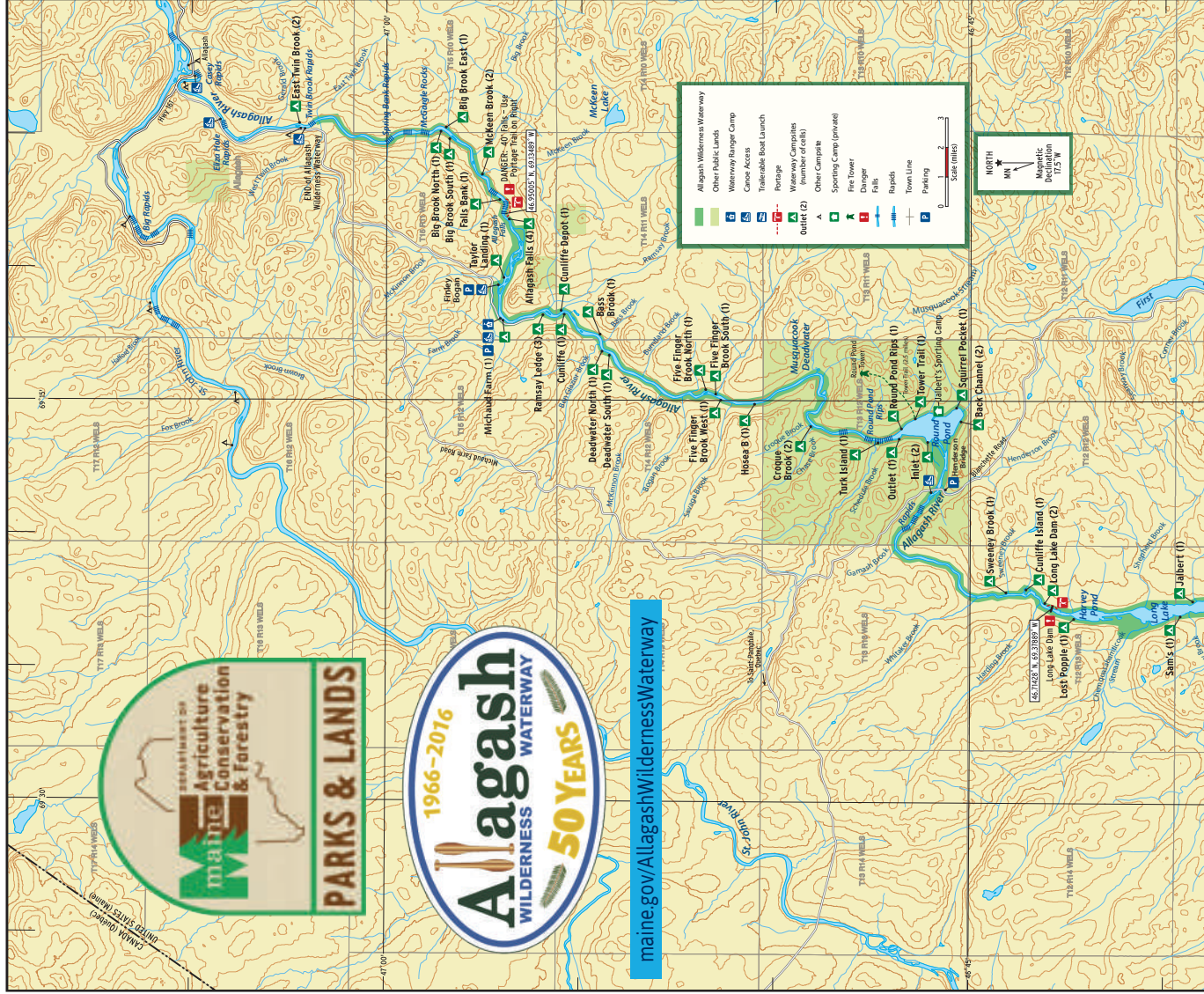
Groups of more than 12 persons of any age, including trip leaders and/or guides, are prohibited from traveling the Allagash Wilderness Waterway or camping at AWW campsites.

For current water levels, visit <http://waterdata.usgs.gov/mel/nwis/current/?type=flow>

CFS (cubic feet per second) below 500 means that the rocks are starting to show. CFS below 250 means that people are searching for the channel and dragging a lot.

Along the Way

Lock Dam: The earthen dam was built in 1841 to divert the flow of Chamberlain Lake water into the East Branch of the Penobscot River.

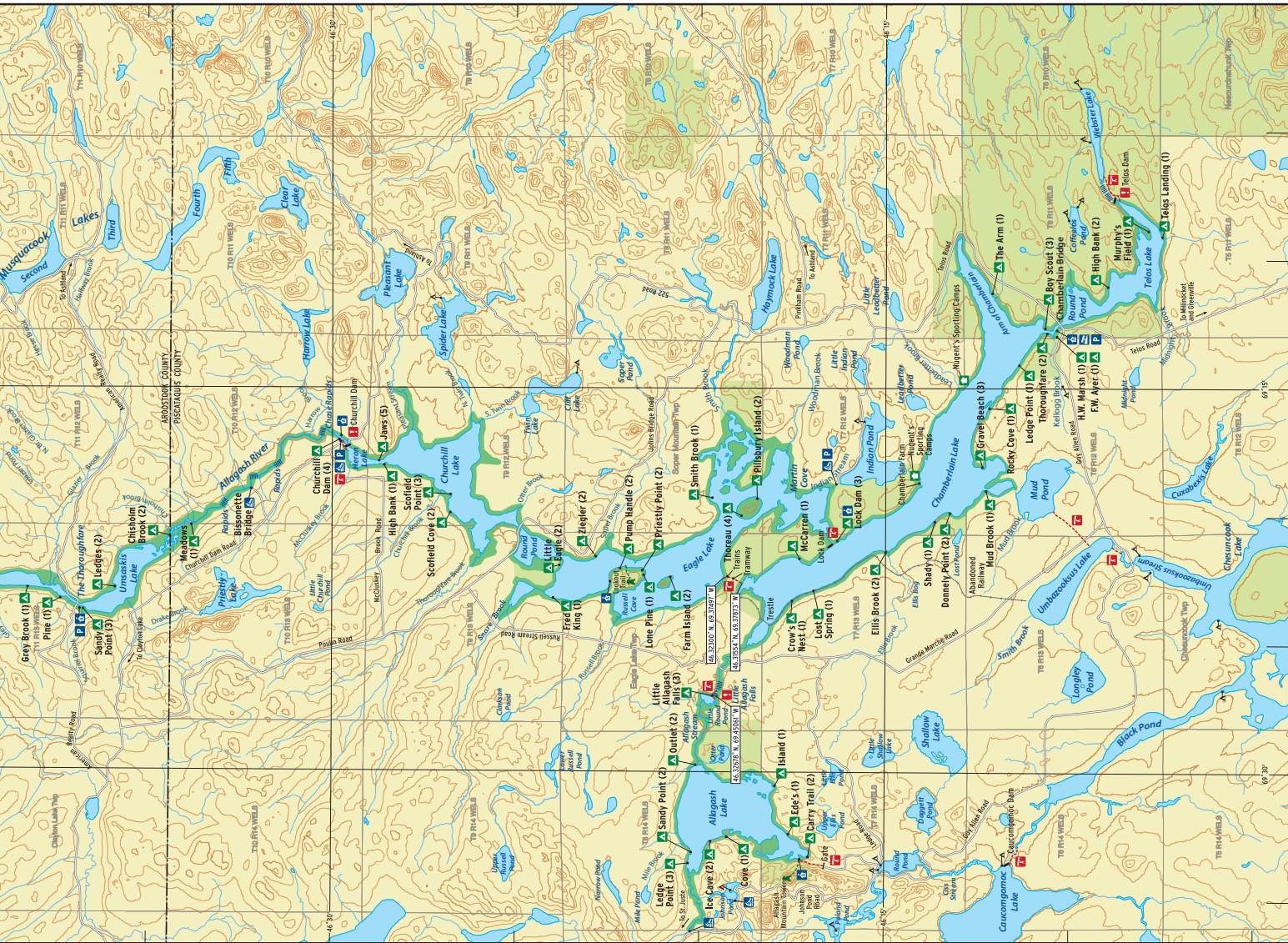


up this stream to the unforgettable solitude of Allagash Lake. This lake and stream are closed to airplanes, motors and mechanized equipment of any type. Only canoes are permitted here.

to canoe.

saskias Lake. Chase Rapids is famed for its “whitewater” canoeing. It takes an experienced person in the stern, able to guide a canoe through the rocks when water is running high. On bright days after 2:00 pm, canoeists will experience considerable glare from the sun as they run the rapids. Sunglasses help.

Another 5 miles through Long Lake will carry you into the 10-mile run downriver to Round Pond, which is 3 miles wide.



The trip across Umsaskis Lake to the thoroughfare at Long Lake is 5 miles long. Here the private American Realty Road crosses the Waterway.

Another 5 miles through Long Lake will carry you into the 10-mile run downriver to Round Pond, which is 3 miles wide.

An 18-mile paddle to Allagash Falls, a third of a mile portage, and a run of 8 miles will bring you to West Twin Brook.

West Twin Brook is the end of the Allagash Wilderness Waterway, but many prefer to continue another 5 miles to Allagash Village at the confluence of the St. John and Allagash Rivers. It is about 15 miles downriver to St. Francis and another 15 miles to Fort Kent.

Water levels vary throughout the season, but there is usually good recreational water for all types of canoeists from May through October.



the Penobscot River

Exciting Rapids

Comfortable Campsites

Leisurely Flat Water

Upper West Branch

The Upper West Branch and Lobster Lake area offer pleasant canoeing and camping. Canoeing groups usually put in at Roll Dam Campsite, Penobscot Farm or Lobster Lake. It is a leisurely three day trip to Umbazooksus Stream or five to seven day trip to the take out at the former site of Chesuncook Dam. Paddlers encounter quick water only from Big Island to Little Ragmuff and (at very low water) Rocky Rips. Lobster Lake is a popular camping spot for canoeing and fishing groups. Groups using Lobster Lake should be aware that high winds can cause dangerous waves. Caution is recommended in the use of small watercraft.

Chesuncook Lake

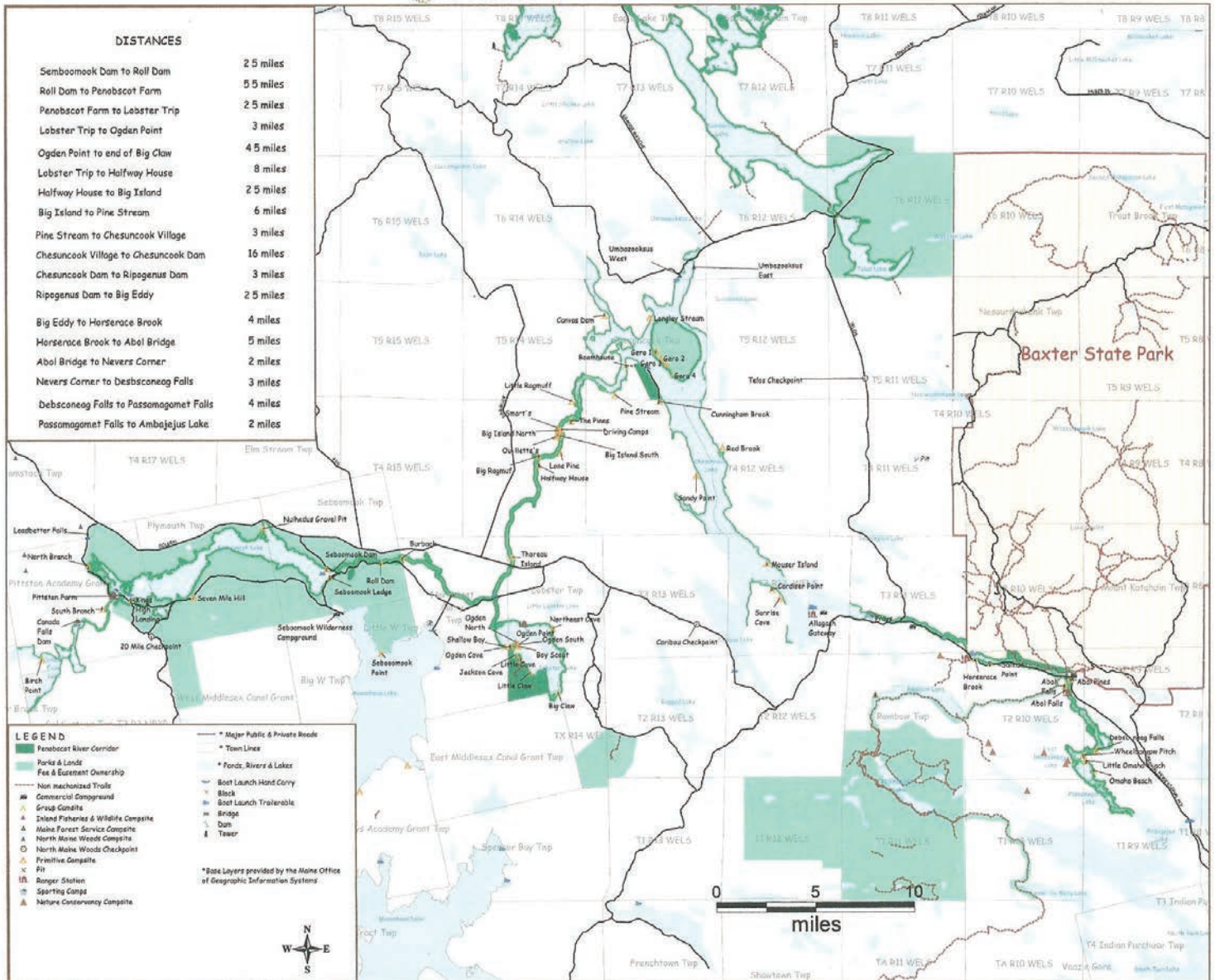
Chesuncook Lake is the third largest lake in the state, with a flowage length of 29 miles. High winds can cause dangerous waves. Be careful. Chesuncook Village is a popular stopping spot for canoe groups. In bygone days, the village had over 100 year-round residents, a school, post office, stores, church, hotel, boarding house and an organized town government. Today the village boasts two sporting camps, several seasonal camps and a church that has Sunday services during June, July and August.

Lower West Branch

The Lower West Branch offers easy access for camping and fishing groups. The “Golden Road” is a primary land management road used for the transportation of forest products and runs parallel to the river for 10 miles from Abol to Ripogenus Dam. Ripogenus Dam to Big Eddy contains very severe rapids runnable only by an experienced team in a whitewater craft. It is recommended that groups wishing to run the Lower West Branch make arrangements with a whitewater rafting company.

Big Eddy to Ambejeus is mixed flat water and rapids with several falls and stretches of heavy rapids. Canoe groups who wish to run the Lower West Branch should be experienced and use extreme caution due to the many rapids and falls. Several portages are also required. Refer to the AMC Canoe Guide.

Penobscot River Corridor




Campsites

Camping is allowed only at sites designated by the Bureau of Parks and Lands. All sites are primitive, many accessible only by watercraft. All sites have a fire ring, table and outhouse. Fire permits are not required; however, fires must be contained in fireplaces provided, fire pans or portable stoves. Visitors are limited to no more than 7 consecutive nights. The Bureau of Parks and Lands may authorize an extension on a day to day basis. Tents or other equipment cannot be left unoccupied on any site more than one night and sites must be vacated by noon on the last day of the permit. If you are not interested in primitive camping there are commercial campgrounds and camps in the West Branch area.

Camping Fees: Under 10 years of age is free. \$6 per night per person for residents. \$12 per night per person for non-residents. Plus a 9% lodging tax.

Organized Groups

Groups of more than 30 people are prohibited. Groups of more than 12 people are restricted to using designated group campsites. Group campsites are marked by a  on the map. Trip leaders of boys and girls camps licensed by the Department of Human Services are required by law to obtain a permit from the Department of Inland Fisheries and Wildlife in advance of the trip.

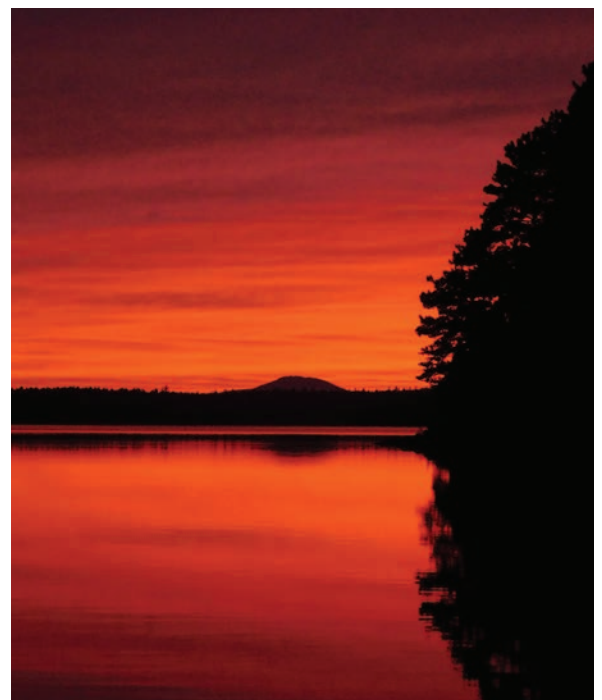




Photo of a modern patrol vehicle and one of the first patrol vehicles used by Forest Rangers.

KINGPINES AND WILDFIRES

protecting Maine's forests for more than 300 years

By Timothy Kjellman, Maine Forest Service Ranger

The history of Maine's Forest Rangers goes back much further, and is more interesting, than most people realize. The earliest "occupational ancestor" of today's Rangers were the Surveyors of Pines and Timber back in the late 1600s. Due to New England's White Pines, exceptional timber for ship masts, the King of England hired surveyors to blaze particularly useful trees with a broad arrow to mark them as property of the Crown.

This decision was not a very popular move among the American pioneers, and eventually led to the Mast Tree Riots in 1734, and the Pine Tree Riots in 1772. The Pine Tree Riot inspired the more commonly known Boston Tea Party, is the first recorded use of the New England flag, and encouraged the American Revolution by showing that British rule could be defied.

In 1781 the District of Maine, then a part of Massachusetts, designated a Land Agent to clarify rightful land claims and identify trespassers. He quickly became preoccupied with preventing the theft of timber, which was still a major source of income.

Forest Rangers have always been called to deal with unusual circumstances, although as far as I know the 1839 incident with Land Agent Rufus McIntire tops them all. Revolutions are complicated, and 58 years after the end of the War, the borders between British-owned Canada and the United States still hadn't been agreed upon. New Brunswick loggers continued to cut in the disputed territory, raising tensions which came to a head at the Battle of Caribou in 1838. McIntire was subsequently dispatched to resolve the conflict and enforce timber regulations.

After confiscating some logging equipment from the Canadians, his camp in Masardis was surrounded during the dark of night, and he was taken hostage. He would stay in custody in Fredericton for the duration of the bloodless conflict, afterwards dubbed the "Pork and Beans War," which resulted in the current borders we see today.

The modern iteration of the Forest Rangers began to take shape in 1891. The Land Agent at the time, Cyrus A. Packard, received a promotion to Forest Commissioner, a raise of two hundred dollars per year, and a new enemy: wildfire. Before this, government protection from wildfire was practically non-existent, and great fires raged across the state. Even after, dry years and a lack of funding gave the Forest Commissioner a difficult road ahead. A severe fire

In the 1960s, a forester walking through the woods of Aroostook stumbled across an ancient dying tree blazed with a peculiar centuries-old sign, the King's broad arrow. The section of that tree bearing the sign can still be seen at the Ashland Logging Museum today, and a great number of other artifacts can be seen in the Maine Forest Service exhibit at the Maine Forestry Museum in Rangeley. But the mystery remains if any more of these "King's Pines" still tower above remote regions of the Maine wilderness, or what other memories of days gone by sit in a dusty attic, a dark woods, or on a lonesome peak, just waiting to be discovered.

Illustration from "New England Masts, and the King's Broad Arrow" by Samuel F. Manning



This prescribed burn in Nashville Plantation was completed recently to reduce fuel loading, for training, and site prep for a study being conducted by a local college.



season in 1903 led to some additional funding being provided, but they were still only able to hire a skeleton crew of fire wardens. After calls for increased conservation from President Theodore Roosevelt and another disastrous fire season in 1908, the Maine Forestry District was established to protect the nearly 10 million acres of unorganized townships in Maine, funded by private landowners and headed by the Forest Commissioner. Fire Wardens were also appointed to prevent, suppress, investigate, and prosecute wildfires.

Over the next fifteen years sixty-four fire towers would be built to detect wildfires as soon as they appeared. It's said that in the old days nearly everyone in Northern Maine served with the Forest Service over their lifetimes, and the remains of those fire

towers attest to this fact. The Great Fires of 1947 tested the strength of Maine's fire resources when over 200,000 acres burned and 16 people were killed. Thankfully, Maine came together along with students, volunteers, fire fighters, state, private, and national organizations, military resources, and even captured German POWs to protect our communities. At the time, the Maine Forestry District worked hard to extinguish any fires that popped up in the unorganized townships. Thanks to their efforts, those areas were much less impacted than the rest of the state. In the aftermath, Maine realized it needed a more robust response to wildfires. As such, mutual aid agreements became the norm between departments, new stations were built, often in the burned over communities, and the coverage of Fire War-

dens, now called Forest Rangers, would be expanded to protect the entire state.

Today, Forest Rangers still patrol Maine's woods, inspecting timber operations, serving the public, and looking for smoke. We serve the people rather than the Crown, ride trucks instead of horses, and are more likely to cooperate with Canadians than battle them. However, friendly rivalries at annual meetings are an honored tradition. With the use of drones, satellite mapping software, and other advancements in technology, our job is continuously changing. Still the mission has remained the same: "...to protect Maine's forest resources and homes from wildfire, respond to disasters and emergencies and to enhance the safe, sound, and responsible management of the forest for this and future generations." 🙌

Cutting Golden Road right-of-way, 1970s



Protecting our **HERITAGE**

Insuring the **FUTURE**

Land Ownership

The current ownership of the North Maine Woods (NMW) is complicated due in part to the historical events of the last two centuries. In about 1783, Maine and Massachusetts were one state and the area that is now Northern Maine was divided into six-mile square townships and sold at auction. By the time it became a separate state in 1820, over half of Maine (10 million acres) had been sold or granted. The remainder of the land was sold by 1878. In many cases, two or three people jointly purchased, in common and undivided, one or more townships.

Over the years, the many heirs of those original buyers have further diversified the ownership. An heir might have owned an undivided 15% of the whole township, which is 15% of every tree, rock, road, etc. Beginning around the turn of the century, some of the family owners began to sell their holdings to industrial landowners. Industrial ownerships increased during the 20th century while at the same time the remaining family ownerships were divided into smaller shares with each succeeding generation.

Ownership is now a combination of private individual, private industrial, and public interests. The complicated ownership by township is compounded as there are 155 townships within the NMW management area.

This diversified ownership pattern is the primary reason for the NMW organization. Recreational users of the area are guided by one set of uniform regulations and fees. Users do not have to obtain several permits or pay different user fees to many separate landowners.

North Maine Woods

The concept of North Maine Woods evolved from a landowner committee organized in the mid-1960s to resolve differences between logging contractors over road use and maintenance. Log drives were ending, and the major access road systems were expanding. As a result of the improved access, there was a significant increase in recreational traffic as more people took to the woods to hunt, fish, and camp. Individual landowners began to establish their own control gates to manage these new pressures.

Unmanned gates were constructed as part of an agreement with the State of Maine to keep the number of access points to the Allagash Wilderness Waterway to a minimum. Other gates were erected at the request of U.S. Customs and Immigration to prohibit travelers from using the private road system as a shortcut between Maine and Quebec. During the 1970s travel within the interior of the area was restricted by as many as 26 unmanned locked gates.

Over the past fifty years, landowners have become comfortable with the knowledge that their property was safer inside the managed area, and most interior gates were removed. The number of access points to the Allagash Wilderness Waterway is now controlled by regulation rather than gates. Today travel is possible throughout the entire area with only a few restrictions. This was accomplished through agreements made between adjacent landowners and between landowners and governmental agencies.

In the early 1970s NMW began as an association and assumed the operation of several checkpoints on the perimeter of the area. In 1975 the association changed to a partnership. NMW became a non-profit corporation under Maine law in 1981.

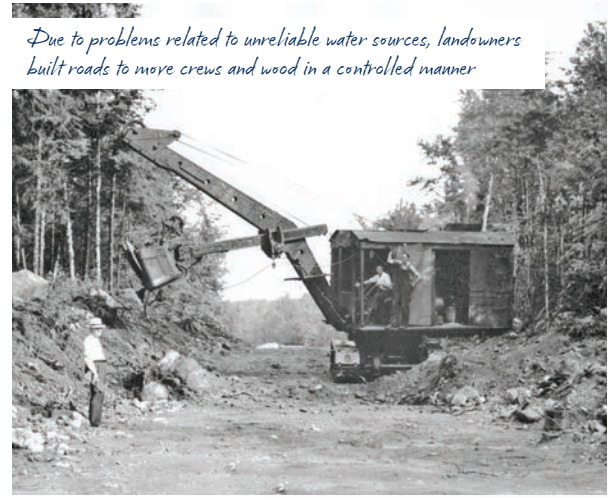
The North Maine Woods area has experienced two expansions. In 1985, the size of the managed area increased by three hundred thousand acres along the southwest border with the addition of lands surrounding Baker Lake and Wadleigh Pond. In 1999, another seven hundred-thousand-acre tract was added to the southern boundary to include property from Chesuncook Lake west to the Quebec border. These expansions have resulted in many unmanned



Landowners developed road tolls to pay for building and maintenance



Cliff Lake 1982



Due to problems related to unreliable water sources, landowners built roads to move crews and wood in a controlled manner



Rocky Mountain Fire Tower, T18R12, 2001

steel gates being eliminated to allow sportsmen the ability to travel from Greenville, Rockwood, or Millinocket all the way to Fort Kent or Ashland. Through economies of scale, these expansions also provided for cost efficiencies and user fee decreases for some categories.

Another change occurred in 1986 when North Maine Woods, Inc. was contracted by several other landowners to manage the 170,000 KI Jo-Mary Multiple Use Forest.

The landowners have coordinated the management of recreational use within the NMW area with state agencies. Visitor use information is shared with various agencies to aid them in planning. NMW has a contract with the Bureau of Parks & Land to collect Allagash Wilderness Waterway and Penobscot River Corridor user fees as visitors pass through the NMW checkpoints. This contract eliminates duplication of effort and expense and allows a visitor traveling to the parklands to register in only one place. Maintenance of campsites on some Public Reserved Lands is carried out by NMW under another contract with the Bureau of Parks & Lands.

North Maine Woods is the area where people and nature meet. Men and women who make their living from the woods and those who relax here love this area. And through North Maine Woods, they work together to see that while they take forest products, fish, wildlife, and pleasure from this great region, they take nothing that will make it any less in the future than it is today.

The Allagash is our best trip for spotting moose!



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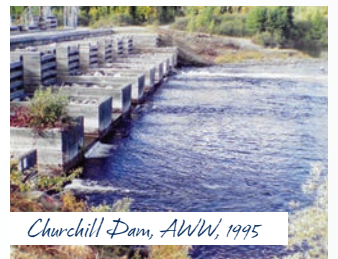
Realty Road, TIRRO, 1999



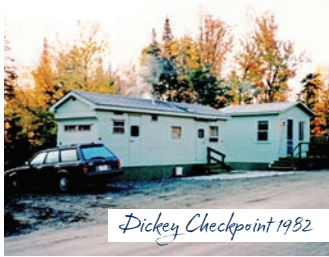
Caribou Checkpoint circa 2000



Clayton Lake Post Office 2004



Churchill Dam, AWW, 1995



Dickey Checkpoint 1982



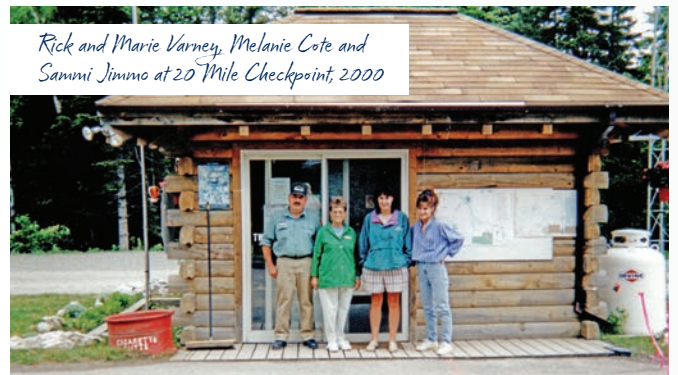
International Paper, Clayton Lake, 1999



Greenlaw Stream 1982



Jacob Cowperthwaite, St. John River Cleanup, 1993



Rick and Marie Varney, Melanie Cote and Sammi Jimmo at 20 Mile Checkpoint, 2000



Priestly Bridge 1981



Old Caucomgomac Checkpoint 1989



Pat Goodblood at Fish River, 1989



Malcolm Branch 1992



Old Escort Checkpoint 1991



Oxbow Checkpoint 1993



Daaquam Scale House 1999



Horseshoe Mountain Fire Tower, TNR, 1999



Little Black 1995



St. Aurelie Scale House 2002



Wadleigh Pond 1985



Old Priestly Bridge
St. John River 1994



Estcourt Checkpoint 2002



Six Mile 1996



Six Mile 1984



Albert Gibson at St. Francis 1994



Al Cowperthwaite at North Branch Machias 1986



Allagash 1993



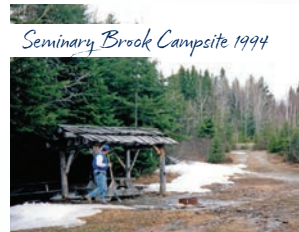
Staff celebrating 25th anniversary in 1996



Tom Bushey, Clyde Eastman, Jimmy Dummer, Darcy Thibodeau, Al Cowperthwaite with his children Jacob and Jenny



Clayton Lake Bunkhouse 1999



Seminary Brook Campsite 1994



St. Pamphile 1976



Telos circa 1980



Telow 1989



Clayton Lake Post Office 2004



Landowners created private forest fire suppression programs prior to 1900 which eventually became the Maine Forest District in 1905



Photo: Log hauler

By Ann Joles

In 2024, Seven Islands Land Company celebrates 60 years of keeping the forest working, but long before there was a Seven Islands, there was a man with a vision for Maine's timber industry. David Pingree Sr., a successful shipping merchant from Salem, Massachusetts, invested in Maine's timberlands in the mid-1800s as a means of diversifying.

White pine was king at the time that Ebenezer Coe was selected as Pingree's land agent, becoming Coe & Pingree, based in Bangor, Maine, then known as the Lumber Capital of the World. It took a lot of moving pieces to build a system that moved lumber from the remote Maine woods to the river to the mill to the market, and this is exactly what they designed and built. Coe & Pingree led the effort to establish overland supply and hauling routes, built supply depots such as Chamberlain Farm, oversaw log drives downriver, and shipped their logs to awaiting markets.

David Pingree, Jr., who stepped into leadership after the passing of his father, was heavily influenced by the progressive, conservationist, and silvicultural theorists of the day. Phyllis Austin wrote in the Maine Times in 1975, that Pingree, Jr. "was one of the first timberland owners committed to growing trees as well as harvesting them. He established the family's conservative mindset for land management: sustained yield to ensure a continual supply of trees, selective cutting, and protection of streams from erosion."

The late 19th century brought softwood pulp papermaking to Maine. With an inventory of softwood and ready water resources for log driving, Pingree timberlands supplied mills throughout the state. Over the winter, four-foot red, white, and black spruce pulpwood was hauled out of the forest by horses and Lombard Steam Haulers and stacked

streamside to wait for spring when it was driven downriver, swirling its way to giant paper mills in Berlin, Millinocket, Jay, and Rumford.

In the 1920s, Pingree agents embraced technological innovation and the burgeoning scientific approach to understanding the world and the business of forestry. They documented operating activities, initiated mapping methods, and created detailed timber inventories. The photography of the land, the people, and the methods used at that time remain a valuable record of the early 20th century lumber industry. Ahead of their time, these methods were later adopted widely in woodlands management.

As everyone knows, lumbermen weren't the only ones drawn to the woods. The rusticators, vacationers, and day trippers have been following tote roads into the Maine woods to enjoy the views, the climate, and the recreation possibilities for decades. To help facilitate the enjoyment of private Maine timberlands, the Pingree family decided to lease land. Tracts were leased for sporting camps and private recreational camps.

In 1964, Seven Islands Land Company was formed to manage the timberlands owned by the Pingree family. Our company's main charge: uphold the stewardship principles long held by the family while navigating an ever-changing forestry industry. No small task, but certainly an important one because a sustainable working forest benefits everyone, providing sustainable wood products, jobs, clean air and water, wildlife habitat, and traditional recreation opportunities.

Seven Islands became a leader in certification in 1993 when it was named the largest Certified Well-Managed Forest in the northern hemisphere, under Scientific Certification Systems' (SCS) "Forest Conservation Program." Since that time, we have maintained that certification with yearly



audit opportunities under both the FSC and SFI programs, demonstrating our long-term commitment to the health of the forest, the environment, and the communities in which we live and work.

The Pingree family finalized a deal with the New England Forestry Foundation in 2001 to conserve in perpetuity more than three-quarters of a million acres, including 110 lakes and ponds, 2000 miles of river frontage, and wildlife habitat. Cementing our resolve for the future of the timberland, “The idea of the easement was a ‘win-win-win’. This was a case where it worked for the private landowners; it worked for the environment, and it worked for the public that can continue to enjoy the property,” said then President of Pingree Associates, Steve Schley. This conservation easement provides for the continuation of the working forest while restricting development.

Sustainable forestry thrives when the forest industry thrives, and

Seven Islands works to ensure local market opportunities. Our family of companies includes two manufacturing facilities in northern Maine. Recognizing the presence of a valuable and underutilized hardwood forest in the northern woods, Maine Woods Company was built in Portage in 1999 to produce high-quality hardwood lumber from logs harvested on the family’s lands and the greater region. In 2006, Seven Islands acquired Portage Wood Products, LLC, a wood-chipping facility that contributes to Seven Islands’ exceptional silviculture practices by producing an outlet for low-grade material that is fundamental to continuing sustainable forest practices.

Today, the Pingree family owns approximately 820,000 acres of timberland in Maine, the majority of which are located within North Maine Woods, and all under the stewardship of Seven Islands Land Company. We believe it when we say it: Proud History, Growing Future.



Photo: 1916 postcard



Photo: Cutting trees by hand



The JM Huber Corporation acquired their first timberland holding in 1942 under the guidance of James Sewall who had become close friends with Hans Huber. By the end of the 1950’s, the company had acquired 360,000 acres in Maine and Kentucky as well as 434,000 acres if mineral rights. In the 1960s David Huber and his wife Sherri moved to Maine and took over management from James Sewall Co. by creating the JM Huber Timber & Minerals Division. Through the 1970s, Huber ownership grew nationally to 600,000 acres of timberland and 780,000 acres of mineral rights. By the end of the 1980s, Huber’s ownership peaked at 900,000 acres of timberland and 1.1 million acres of mineral rights – during this period, they opened their first OSB plant in Easton, Maine.

During the 1990s, Huber divested their holdings in the Southeast. Between 2008 and 2010, during the recession, Huber divested most of their Maine holdings. In 2021, JM Huber Corp acquired Sewall Forestry & Natural Resource Consulting, bringing the relationship started over 80 years ago full circle. Since 2022, Huber has been actively reinvesting in timberland throughout the Northeast.

Huber Resources Corp. began managing lands for other clients in 1998 and currently manages slightly more than one million acres in Maine and another 600,000 acres primarily in the Lake States. Huber Resources Corp. is based in Old Town, Maine.



HUBER RESOURCES CORP



Dr. Peter Buck epitomized the essence of Maine, past, present, and future. He could trace his legacy back to 1630s Maine, and he grew up on a farm in South Portland. After graduating from Bowdoin in 1952, he earned his Ph.D. from Columbia in nuclear sciences and made a career in the nuclear industry. In 1965 he and a young friend opened Pete's Submarine Sandwich Shop, a small business that over time grew to become Subway, the largest fast-food franchise business in the world.

Dr. Buck decided to invest in Maine timberlands with a commitment to working forest, thriving communities, and generational perspectives. His ownership would improve the natural resource for current and future generations. Beginning with the East Middlesex Canal tract near Moosehead Lake, he moved on to acquire the townships around historic Clayton Lake. As "investor" landholders divested timberlands, Dr. Buck stepped in to "grow more trees." Strategically, he add-

ed more large parcels, extending from Moosehead Lake to the Top of Maine, with smaller units from down east to the western border. When Dr. Buck died in 2021, he was the largest single landowner in Maine. The scale of Dr. Buck's holdings challenged LandVest and Huber Resources, Inc. to expand their timber management operations, and now the firms manage some 1.3 million acres for the Buck family.

CLWH

Clayton Lake Woodlands Holdings, LLC.



As the so-called "timber investors" departed, several portions of the holdings had been heavily timbered before they were purchased. Here, again, Dr. Buck directed a carefully managed grow out using the most advanced forestry techniques across all the lands. The Buck family has a long-term perspective, practicing selective cutting, rebuilding bridges and infrastructure, and upgrading sporting camps and other recreational properties. The family is proud to honor its Maine heritage by preserving so much of the North Maine Woods.



W. T. Gardner & Sons, Inc. was founded in 1961 by Bill Gardner as a gravel and wood hauling enterprise. Early on, Bill recognized an opportunity to meet a demand for services related to his area of expertise and filled the void by gradually expanding his operation into the transportation of forest related products. The fleet now trucks well over three million miles per annum. With an eye to the future, Gardner Logging Services, Inc. was formed in 1987. The Gardner's have always practiced selective cutting, believing it is healthier for the forest by letting in light and water to nurture new tree growth. Directed by Tom Gardner and his two sons, Tyler and Shey, growth has accelerated. In addition to W. T. Gardner & Sons, Inc. and Gardner Logging Services, Inc., there are five additional affiliated companies.



GARDNER COMPANIES



LandVest manages 793,935 acres of land for 3 landowners in the North Maine Woods. This includes the management of timberland, roads, bridges, and leases. LandVest's history in the North Maine Woods begins with the establishment of an office in Jackman and the hiring of Steve Coleman. Steve – a Maine Guide and former forester with Scott Paper – passed away unexpectedly in 2011. Locals fondly remember Steve for his float plane, and he was a valued employee at LandVest. Steve's office in Jackman, along with his expertise in the North Maine woods, positioned LandVest well for opportunities in the region. While LandVest had been managing a variety of parcels of land in Maine since the 1980's, acreage grew substantially in the 2000's when they acquired clients with larger holdings.

LandVest's approach to growth involves finding anchor properties and building from there. In 2005, Timbervest approached LandVest to help acquire and manage 60 thousand acres on the Canadian border, known as the Ste-Aurelie Timberlands. There is a long history of economic interdependence between the US and Quebec in the North Maine woods. The border crossings allow easy flow of wood from Maine to the Canadian border mills. The Ste-Aurelie Timberlands had significant connections to Quebec, with 800 thousand taps and long-term leases by French Canadian families. Richard "Carbo" Carbonetti, the former Forest Resources Division VP and now a Senior Advisor for LandVest, recalls utilizing his eighth grade French, albeit poorly, to communicate with them. When the need for more staff grew, LandVest hired Quebecers, as they lived close and were more bilingual.

The addition of the Clayton Lakes property in 2007 contributed significantly to the growth and success of LandVest. The Buck family – owner of Clayton Lakes Woodlands Holdings, LLC— initially purchased a 25-thousand-acre property near Greenville for timber investment and potential family use. Dr. Peter Buck, a complex and seclusive individual, had a goal of owning land from East Middlesex to the Canadian border, which he achieved over time eventually becoming the largest single-family landowner in Maine. The family emphasized the importance of doing things right in their business endeavors and had a long-term perspective on forestry, focusing on growing bigger and better trees rather

than focusing on immediate revenue generation. This fits well with LandVest's high-quality forestry practices and commitment to achieving landowner goals to rehabilitate former industrial lands and build a more resilient forest for the future.



Today LandVest manages over 850,000 acres for the Buck family including several commercial leases and over eighty individual camp leases. LandVest continues to operate out of the Clayton Lake Depot – the village center – which has a bunkhouse with residential buildings, offices, a maintenance shop, and an old library. The village once had a post office that had the distinction of being the only post office in the country where mail going to another point in Maine had to pass through two other states as well as Canada.

As word of mouth spread about LandVest's approach to management, The Nature Conservancy reached out about a contract to manage an abutting parcel of land. LandVest organized a tour with senior managers, presented a proposal, and won the bid. While there were differences in TNC's land management approaches from what LandVest had been doing for other landowners, LandVest adapted their practices to meet the conservancy's long-term objectives. Another significant LandVest project occurred in 2011 when media mogul John Malone purchased over a million acres in Maine. Steve Coleman and a LandVest team assisted with the purchase of the property, which at that point, was the largest land transaction that LandVest had ever done. While LandVest did not manage the land going forward their involvement was a critical component of their overall growth as a company.

LandVest has grown significantly over the years in both managing land and consulting for diverse owners. The company continues to grow with new revenue sources like carbon credits and is engaged in making forests more resilient to address climate change impacts. LandVest's success in third party green certification audits is another important element of the services provided to a wide array of clients. The ability to integrate both transactional work and management sets LandVest apart, reflecting the founders' focus on managing land as an investment with financial, ecological, aesthetic, and personal considerations.

More than a moose hunt

Life is about
perspective

The ebb
and flow is
uncontrollable

Through it all it was
hunting that kept my spirits high



By Zane Foust

Life is about perspective: the good, the bad, the ups, and the downs. The ebb and flow is uncontrollable, and the lens by which we see our situations can make all the difference.

My name is Zane Foust and when I was eight years old, I was diagnosed with Addison's Disease and Polycystic Kidney Disease. The constant medication, sickness, and possible need for a kidney transplant skewed my perspective at an early age. My family and I endured years of struggles while searching for a diagnosis. Through it all, it was hunting that kept my spirits high. Despite everything, my father and I continued to hunt, even when he had to carry me in and out of the woods.

In 2014, we learned of an organization called Hunt of a Lifetime. Hunt of a Lifetime offers children with life threatening illnesses or disabilities a chance at exactly that, a "hunt of a lifetime." After much deliberation, we applied for the program, and I was chosen for a moose hunt in 2015 in the great state of Maine. However, with the nature of my illnesses, we were unable to make it that year and a plan was made to reschedule. Due to illness, scheduling, and of course COVID-19, we were finally able to set a date for the same moose hunt, 8 years later.

On September 24, 2023, my father Dave and I touched down on the runway in Presque

Isle, Maine, ready for a week of adventure. My health was good, and we were both giddy with excitement. As we made our way to the baggage claim, our guide, Jeff Lavway of Big Machias Lake Camps, was there to greet us. And, just like that, the trip began. As any good guide would, Jeff made a point to say, "Make sure you sign the bottom of your moose permit." At this point, my father and I both had a blank stare and gut-wrenching feeling, because neither of us had received the permit from the state of Maine and honestly, hadn't even thought about it until that moment. It was 3 P.M. on Sunday and we both assumed there was no way we would have this resolved in time for opening morning. Jeff, seemingly unphased said, "Let me make a few phone calls." Jeff prides himself on the relationships he has built with the local game wardens and within no time, the apparent concern became no concern at all. Thanks to all the wonderful folks at Maine IF & W, my tag was in our hands first thing Monday morning.

Early the next morning, we set off to find a moose. We started off on the edge of a small creek making cow calls. After a slow start to the morning with no moose responding to the call, we loaded back up in the truck and started down the road to another location. As we headed down the road, a small bull stepped out at about 40 yards and stopped. Being from Missouri, I had never seen a moose, much less even thought about how massive they were! After a few minutes of

watching, we decided to move on to the next calling location.

Later that morning, as the sun began to climb higher, we set up on a small hilltop and began to call. This time, a bull responded. A young bull stepped into view at about 50 yards and crossed the small grass two track road we were set up on. After a quick glimpse, he continued on his way without a shot. As we collected our thoughts and put our guard down, someone noticed movement 200 yards away, at the opposite end of the hilltop. We soon realized it was a moose - and a good one. I quickly got settled the best I could on the shooting sticks and centered the crosshairs for a quartering-to shot at around 200 yards. With the moose on high alert and not seeming like he wanted to stick around, I pulled the trigger.

We picked up a blood trail that led down the hill and it didn't last long. The blood was sporadic at best, and it didn't appear to have been a lethal shot. Jeff and I followed the trail through thick underbrush and bogs, stepping over large logs and deadfalls, for as long as we could before making a collective decision: that it was not a lethal shot. I was crushed. I had an opportunity and felt I had blown it. I had been perfectly confident in the shot and situation, but, as hunting does, it humbled me and made me appreciate the other two young bulls we had seen that morning. We headed back to camp to change out of wet clothes and regroup for the next day's hunt, confident we would find another moose.

The morning of day two started the same as the first, no bulls responding to calls, yet we had found many different moose along the roads. Our count was up to 12 moose by midafternoon! As the sun began to set, we headed for the last calling spot of the evening. Moving along at a good speed, we had all made the silent assumption that the evening was coming to a close with no moose on the ground.

Suddenly, Jeff slammed on the brakes just as a moose stepped onto the side of the small road. This was not just any moose, but from what my Missouri eyes could tell, a giant! In a matter of seconds, without even thinking, I was standing off the side of the road with my rifle shouldered trying to get on the bull. As I free handed the gun with the bull standing 75 yards broadside, I quickly took aim, got the OK from Jeff, and squeezed the trigger: click. I somehow realized that in all the hurry of getting set for the shot, I had not actually loaded a bullet into the chamber. Now the gig was up, and the bull was not sticking around. I hurriedly racked the bolt on my rifle and somehow ended with my crosshairs back on target as the bull headed down the edge of the small road to a turn. Quartering hard away from me, I pulled the trigger. This time, I was greeted with the expected recoil, and the moose was hit hard. He immediately picked his hind leg up and began to run down the road, being chased by two more shots from my rifle.

After I had collected myself, and we debriefed

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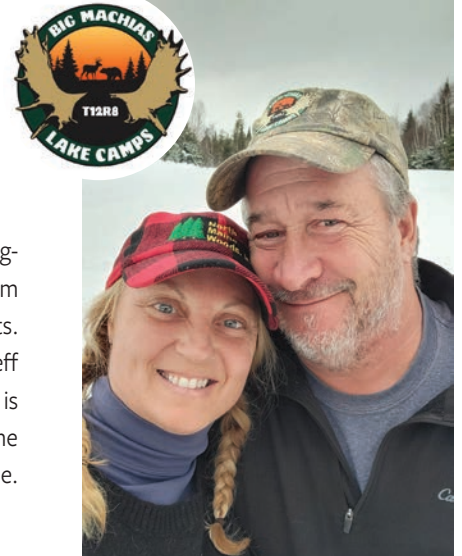
Making dreams come true!

By Kelli Sturgeon

Jeff Lavway has been a registered guide since 2006. In 2015, Jeff participated in his first Hunt of a Lifetime (HOL) after he was approached by a representative at a local spring sportsman show. HOL is an organization that offers hunting and fishing experiences to young people who suffer from life threatening illness. The State of Maine allots one moose permit per year to HOL, who covers all travel and lodging expenses for the chosen recipients. Guiding services are typically covered by the outfitter.

In 2017, Jeff and Cory Lavway purchased Big Machias Lake Camps, giving them the ability to also provide lodging as well as guide services. Cory also became a registered guide in 2023. Jeff and Cory have built a great team of people who help with these hunts. To date, Jeff has donated his services to 9 young people for their hunts. All Jeff's HOL participants have successfully harvested a moose, many of which were record sized animals. Jeff says his favorite part of the experience is bonding with these kids and their families. He went on to say that it is by far the most rewarding and uplifting thing he has ever done. Jeff has yet another HOL hunt coming for the 2024 season and is looking forward to it. Thank you, Jeff and Cory, for helping make these dreams come true.

For details on how YOU can make a difference, visit the Hunt of a Lifetime website: huntofalifetime.org.



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HUNT OF A LIFETIME

Tina Pattison founded Hunt of a Lifetime shortly after losing her son, Matthew, to cancer. “I would sit by Matthew’s bedside... we would talk about ‘dreams’—mine and his. I asked him what he would like to do in the future, blocking out of my mind how difficult a word like ‘future’ can be when it is so uncertain. Matthew’s forehead wrinkled for only a moment as he thought of what he wanted to do most in the world. He looked at me with eyes that were for that moment not those of a dying child, but those of a boy who wished for adventure —outside of the sterile confinement of a hospital room.” Matthew wanted one thing; he wanted to hunt moose with his Dad. Despite the knowledge that such a hunt could cost upwards of ten thousand dollars, Tina set out to make her son’s wish come true. Tina contacted a wish granting organization and was told that they no longer granted hunting wishes, and because Matthew had passed his 18th birthday, he would not be eligible to receive a wish. Nevertheless, this determined mother would not stop there. After exhausting all of her options, Tina finally received a call from Clay-



ton Grosso, an outfitter in Nordegg, a tiny village in Alberta, Canada. The Safari Club of Pittsburg, through the Safari Outfitters Association, had contacted Grosso. With the help of Clayton Grosso and his small community, Matthew’s wish became a reality. Sadly, Matthew lost his battle with cancer in the spring of 1999. Now more than twenty years later, in honor of her son, Tina and her team at Hunt of a Lifetime continue to help grant hunting and fishing wishes for other children and young people, up to the age of 21, who have a life-threatening disability or illness.

To learn more about this organization, visit www.huntofalifetime.org. For more information on Matthew and Tina’s personal journey, please visit the About Us section of their webpage. If you would like to apply or to help make the dreams of other children and young people come true, please contact the Hunt of a Lifetime team at:

817-572-4387 (cell) or info@huntofalifetime.org
Hunt of A Lifetime Foundation, Inc.
6297 Buffalo Road, Harbor Creek, PA 16421

More than a moose hunt

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the situation, Jeff and I found blood heading off the road and into the thick, brushy swamp. I was confident that I had made a good shot, yet the previous day haunted me. The weight of everything hit me like a ton of bricks as I prayed to God that I had made the shot I was aiming for. As we trailed blood for just a few yards, my hopefulness began to wane, yet Jeff was optimistic. He knew I was torn up from not making a good shot the day before, but he did not let me get down on myself. It was dark and we were trailing the bull into thick, nasty country. Jeff made the executive decision to back out and come back with help to find the bull in the morning.

The night had been restless and ridden with anxiety, but we were determined to find the moose, with the help of some friends. Among those many people who came to help were Susanne Hamilton and Lindsey Ware and their tracking dog, Fritz. Fritz had been trained for situations just like this. These two sweet women came highly recommended for their success in finding all sorts of injured or downed game. As we located the sign of blood early in the track, the ladies proceeded to get their dog from the vehicle to get its nose oriented on the scent. Fritz, a short statured dachshund, jumped from the back seat of the pickup and began to sniff the ground. We all looked at each other in amusement and disbelief that this tiny dog was really going to be of much help, but at this stage, we were all in.

Within seconds, Fritz was on the track and made quick work past where Jeff and I had stopped tracking the previous night. He flew down the trail making it difficult to keep up with him. We had anticipated it would

be troublesome due to his size turned out to be a large advantage for the small dog as he was able to traverse easily where a larger animal might have trouble. After a short 10 minutes or so, Fritz’s demeanor changed, and he seemed to be on guard. Lindsey mentioned we might be getting close as we almost walked smack dab into the downed moose in a deep, brushy creek. With the help of 20 or so individuals, good spirits, a great guide, and a small dachshund, the moose was loaded up and we were all heading back to camp to celebrate.

As I reflect on this hunt now, I realize what a wild rollercoaster this hunt was, as many hunts are. From starting with no tag, to ending three days later with moose meat and memories, I would say we had plenty of ups and downs! However, the right perspective tends to force me to see the silver lining in all things, hunting, and life. How much more I appreciate the trophy I went home with after the issues we navigated as opposed to a quick, easy, clean experience. How much happier I am that I got to meet all the amazing people (and dogs) who helped us recover the bull that morning. And how much more blessed by God I feel that a kid with a chronic illness in a hospital somewhere can eventually be thinking of memories of a successful moose hunt. Without the lowest lows in life, we never truly appreciate the highest highs. Perspective makes all the difference.

“James 1:2-4—Consider it pure joy, my brothers, and sisters, whenever you face trials of many kinds, because you know that the testing of your faith produces perseverance. Let perseverance finish its work so that you may be mature and complete, not lacking anything.” 

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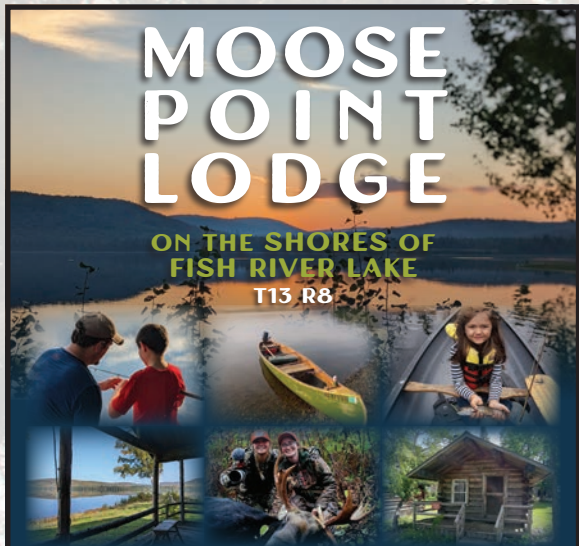
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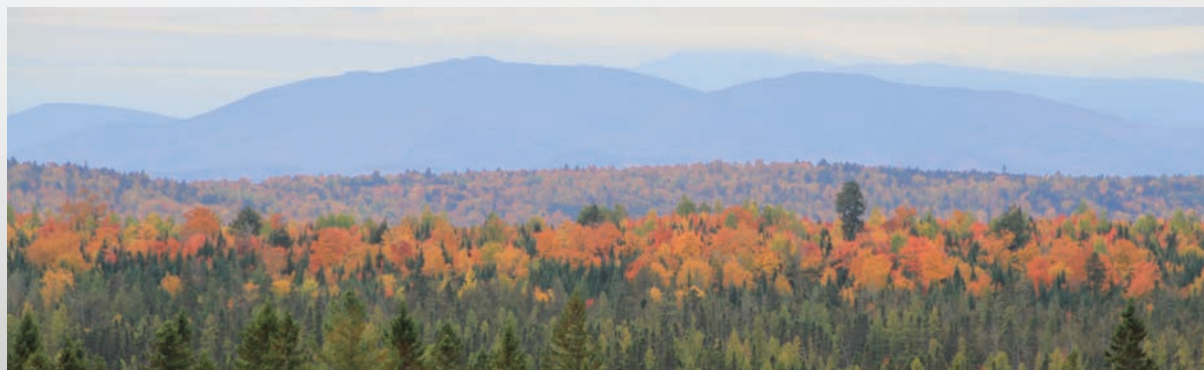
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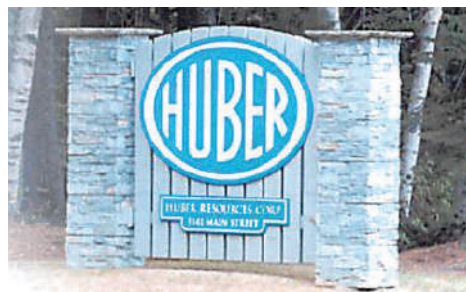
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Road Safety

The primary goal of all of the landowners in the North Maine Woods is the safety of their employees, contractors, and the general public. Please give all logging trucks the right of way. The roads in this area were built to move wood products. When you see a truck coming from either direction, please pull over to let it pass safely.

Visitors to North Maine Woods can improve their own safety by abiding by all the rules of the road, yielding right of way to trucks, (do not expect loaded off-road trucks to move away from the center of the road), avoiding stopping on bridges and main roads (preferably pulling onto side roads or well out of the road before stopping), and above all, paying attention and driving prudently.

The focus and efforts on safety by all companies that own and manage lands in the North Maine Woods continues on a daily basis. Part of the safety program is a cooperative Industrial Roads Safety Committee, which has existed for many years. The committee is an opportunity for representatives of landowning companies and state natural resource agencies to share concerns that need to be addressed for the safety of workers and the public that utilize the North Maine Woods.

Although overall safety trends in the forest management and industrial logging operations are trending in the right direction, we do not want to become complacent to the risks and challenges of the industry. Everyone has a story about a close call or an unpleasant experience while driving on a woods road in Northern Maine. The more awareness that can be brought forward by employees, contractors, and the recreational public on any of these issues, the better off everyone will be in the long run. The goal is to eliminate close calls.

The safety committee initiated discussions to define problems, discuss various approaches to correcting the problems and develop solutions. A very important challenge is integrating public recreational use with industrial use. Industrial use extends to large, heavy equipment and trucks traveling on the roads as well as occasionally working in the roads. Since most recreational users are not accustomed to heavy equipment and large off-road trucks, the challenge is one of training both groups. Frequent meetings of the committee over the last few years led to a number of accomplishments. Involvement of representatives of the trucking industry on the committee brought valuable input and insights into possible solutions.

A significant accomplishment is a consolidation of "Rules of the Road" which is supported by all members of the committee. The rules are published in three languages, English, French and Spanish and are made available to all contractors, landowners and trucking companies as well as the recreational public via North Maine Woods. Extensive training in safe driving has been provided to migrant workers and others, along with first aid training and communication training.

Landowners who are responsible for maintenance of the private road systems began an intensive signage effort, including stop signs, speed limit signs, and warning signs. All signs use international symbols recognizable by anyone from the US or elsewhere. Mile markers have been placed along most major routes and are the basis for radio communications between workers and logging trucks, whereby drivers call out location by mile markers to alert others of their location.

Dangerous road situations have been improved through aggressive brush control to improve visibility, widening sections of roads where needed, reconstruction of dangerous curves and intersections and even re-routing roads where necessary. Some side roads have been named and signed making it easier to get around and give directions. Frequent maintenance of high traffic areas was initiated in an effort to improve safety.

So please, as you spend time in the North Maine Woods, remember that your safety as well as the safety of those around you is important to everyone. If you see something that concerns you, or that you question, do not hesitate to share it with the personnel at a North Maine Woods Checkpoint. Although they may not have an immediate answer for you, they will be more than happy to pass this information on to the proper people. If you need to stop along a road to take pictures, enjoy a view, or just relax, find a safe spot where there is plenty of room, and you do not impede the general flow of traffic along the road.

Please note that all NMW Checkpoints close in mid-November. Although plowed roads are open to the public during the winter months, be aware that snow banks and ice can make roads narrower and more treacherous, especially when meeting log trucks and other traffic. Main roads and side roads are plowed to accommodate the movement of timber and equipment related to the forest industry. 🚧



Landowners and Managers

within the 3,500,000 acres of North Maine Woods

Clayton Lake Woodlands Holdings, LLC ^[4]
 Conservation Forestry, LLC ^[3]
 Dunn Heirs ^[2]
 Fallen Timber, LLC ^[3]
 Fish River Company ^[2]
 Fresh Timber, LLC ^[4]
 Gardner Land Co./Blanchet Logging
 Griswold Heirs ^[2]
 Huber Resources Corp. ^[3]
 Irving Woodlands, LLC

John Cassidy Timberholdings ^[2]
 Katahdin Forest Management, LLC
 McCrillis Timberland, LLC ^[2]
 Pingree Associates, Inc. ^[1]
 Prentiss & Carlisle Co, Inc. ^[2]
 Sandy Gray Forest, LLC ^[3]
 Sawyer Family, LLC
 Solifor Timberlands, Inc. ^[3]
 St. John Timber, LLC ^[3]
 The Nature Conservancy ^[4]

Tree-Star Timberlands, Ltd
 Webber Timberlands ^[2]
 Yankee Fork Corp. ^[2]
 State of Maine

[1] Managed by Seven Islands Land Company
 [2] Managed by Prentiss & Carlisle Management Co.
 [3] Managed by Huber Resources Corp.
 [4] Managed by LandVest Inc.



photo by Lonnie Jandreau

Your Thoughts and Opinions are Important to Us

Message from the North Maine Woods Staff

A good portion of our time is focused on making the NMW area more enjoyable for our guests. This is accomplished through the publication of this brochure, by spending time and effort training checkpoint and campsite staff on practicing good public relations and by improving checkpoint and campsite facilities. Many of the better sources of information on how to make improvements come from our customers. So please contact us if you have suggestions, questions or comments regarding your visits to North Maine Woods. They can be sent to us via email at info@northmainewoods.org or by telephone at 207-435-6213.

North Maine Woods

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This publication is made possible through efforts of editors Kelli Sturgeon and Mike McLellan of North Maine Woods, Hannah Stevens of Seven Islands Land Company and Chris Huston of Irving Woodlands LLC. It was designed and produced by Melissa Arndt. Front cover photos by Mike Langley and Darlene Dumond.