

tanawcook Stream. Eli Webb of Portland built ten miles north from Mattawamkeag, and it is said that Charles Merrill made a few miles, probably in Lincoln. The road was not really completed till a year or two later than the time specified. In September, 1834, the proper officers reported the road in the contemplated condition, and the State assumed its repair and preservation.

### *Town Roads*

The following list is not complete but it includes some roads which appear to be the more important (as they were laid out by the Selectmen) and the date of their acceptance by the town.

1—Apparently the first laid out by the Selectmen and accepted by the town was one leading from a point "near the mill house and stream," supposed to mean the house built by Ira Fish near the Plumly store, the road running north 15 degrees east. The farther direction and description of this road seem difficult, but it is said to extend to the Military Road "east of Humphrey Merrill's barn." The whole length was 521 rods. It seems quite possible that the entire road was never constructed or that it was soon discontinued. As far as we know, the only buildings ever on this road were those of William Barnes which probably had already been erected, and the shop which was built for a cabinet-maker's shop about 1835 by B. O. Leuzarder, and which he occupied many years. This was between the tannery and the bridge and directly over the stream. Water was taken for power from the pond through a pen-stock. This road was accepted at a town meeting 5 April 1830.

2—The next road accepted at the same meeting as the first was that extending from the school-house in former school district No. 7 on a line south of Cumbolassee Pond by Houston's mills. Length, 532 rods.

3—This is the Enfield, or back road from Lincoln village over the upper bridge passing J. Parsons, James Pinkham and Nehemiah Kneeland. This road was eventually con-



tinued to the Enfield line and to Passadumkeag, and formed, during the staging and driving days, an alternative route for through travel. Accepted, 5 April 1830.

4—This included roads from the Asa Kneeland place (Jameson place) south-easterly to Meadow Brook, then a little more easterly to a point near Mr. Edwards' opening, and another, diverging, ran southerly to the Coburn district. These were the first roads into the Transalpine section, the former extending nearly to the Edwards house, 420 rods, the latter 383 rods.

5 & 6—In the spring and summer of 1831 a large amount was expended on the road running through to Lee, and 5 March 1832, the town voted one thousand dollars to meet a like amount granted by the State for this road, and 4 March 1833, five hundred dollars in labor for the same.

7—Continuation of the Enfield road from James Pinkham's to the south line near Ezra Kneeland's, accepted 30 Aug. 1832.

8—The road of about two miles from Lincoln Center to a junction with the Lee Road was accepted 9 May 1835.

9—From the Military Road in front of the Geo. W. Towle house (Fuller) to the school-house. This was accepted 7 March 1842.

10—A road from the State road at the north-east corner of J. W. Archer's lot where his blacksmith shop now stands northerly to the north-westerly corner of Nathaniel Bodwell's mill lot, 103 rods, accepted 1 May 1848.

11—From the corner of P. T. Jones' house, near the school-house to the west end of the High School building (Academy), 50 rods, thence north 50 degrees west to Lee Road, 20 rods. 1 May 1848.

12—The road on Ballard Hill north of the Leighton house. 11 May 1848.

3—From the Military Road past the Mattanawcook Mill Co. and across the stream to the road leading by the land of A. O. Ingersoll, the Mattanawcook Mill Co. to build the bridge. Accepted 7 March 1869.



The town voted, 1 March 1830, that roads be three rods wide.

*Bridges.*—Cold Stream has one or two bridges within the limits of Lincoln but apparently the town has had little or nothing to do with these. Bridges must have been built across the Cumbolassee at a very early date, and across the Mattanawcook as early as 1826, but we find no record of any bridge-building till 13 Sept. 1841. In this year the town voted to rebuild the lower bridge on the Mattanawcook, and to repair the upper.

20 May 1843. Town voted to build the bridges over the Cumbolassee.

3 March 1849. Town voted \$300 to build bridge over Cumbolassee on road from Lincoln Center to Lee.

12 Sept. 1853. Town voted to hire \$200 to repair Mattanawcook bridge.

27 March 1854. Town voted \$150 to repair the upper bridge.

17 Sept. 1859. Voted to build the two bridges across the Mattanawcook.

15 Oct. 1859. Voted to postpone the building of the lower bridge one year.

6 Nov. 1860. The building of the lower bridge on the Mattanawcook to be let to the lowest bidder.

2 May 1871. Voted to build wooden bridge across Mattanawcook Stream.

3 April 1872. Voted to build new bridge across Mattanawcook Stream and to hire \$2,000 for the purpose.

4 May 1901. Town voted to build two bridges across Mattanawcook Stream, abutments to be forty feet apart, and to hire \$4,000 or such part as needed for building the bridges, which shall be of steel.



## PENOBSCOT RIVER

The Penobscot is emphatically the river of Penobscot County. While the valley embraces a much larger area the main stream is almost wholly in Penobscot County, just touching Waldo and Hancock near the mouth. It is the largest and the longest river in the State, and is, in every sense, a noble river. It is somewhat more than two hundred miles in length, or, including all its windings, perhaps three hundred miles.

Its history begins fully four hundred years ago, and from that time it has been visited by many explorers who, without exception, have extolled its grandeur and its beauty. More than twenty years before the landing of the Pilgrims ships from England plowed its waters to Bangor and glowing descriptions are given of its shores by these visitors, and here in 1607 the first Protestant sermon ever preached on the American continent was delivered by the chaplain of one of these ships. The history of the Penobscot from that time so long ago would fill, has filled, volumes but our present concern is with the river above Old Town and Milford. This is what is designated the upper Penobscot, or, as the dwellers below Old Town say, *up river*. From Milford to Medway, ascending the river one passes, on the east, Greenbush, Passadumkeag, Enfield, Lincoln, Winn and Mattawamkeag; on the west, Argyle, Edinburg, Howland, Mattamiscontis, Chester and Woodville, a distance of about sixty miles. Medway lies on both sides of the river at the junction of the east and west branches.

The first expedition up the river above Old Town of which we have record is that of Joseph Chadwick who, in 1764, with John Preble as captain and interpreter, Dr. Will Crawford as second surveyor and nine Indians made the journey from Fort Pownal (Fort Point) at the head of Penobscot Bay, up the river and through to Quebec. He was sent by Massachusetts to explore the country, and especially to see if



it would be practicable to make a road through to Quebec. He made maps and plans as far as possible of the country through which he passed, but the Indians seemed to be jealous of their country, and some of them refused to go on. Two days were spent in dispute and as they objected to having any drafts or plans made, Chadwick was obliged to agree that only writings should be made. The Indians said when they were among Englishmen they obeyed their commands, "and now best you do obey Indian orders." They made a stop at "Persadonk," an Indian village near where Passadumkeag now is, and found here a large quantity of maple sugar which the Indians had made, some wigwams having as much as three or four hundred pounds, a stock for a year. He speaks of the Perscaquess (Piscataquis), a rapid stream and rocky but some good land. Mattawamkeag is mentioned as a somewhat populous village in times of war, but mostly vacated at that time.

His description of Mt. Katahdin is probably the first ever written.

The next journey up the river seems to have been that of 1805 described by Whipple. There is an account of a trip up the river in 1804 by five men of Bangor whose names are given. This was undoubtedly the same party, but Whipple, who wrote only ten years later than the event, presumably knew the party and knew the facts in the case. This party consisted of eleven men from Bangor and Orono, including two Indians. They ascended Mt. Katahdin and estimated its altitude at 13,000 feet, and this is followed by the statement that if this is nearly correct it is by far the highest land in the United States. Chadwick, in 1764, makes no estimate of the height of the mountain, which is found to be 5,385 feet.

We find that General Neal Dow when a young man passed up and down the river and through to Houlton exploring lands, and General Joshua L. Chamberlain did boating on the river at one time.

The botanical expedition of Dr. Aaron Young was here early in the fall of 1847. The reporter for the party, John



K. Luskiz, says: "We dined at the tavern of Mr. Fish in Lincoln village, a beautiful, thriving place near the mouth of the Mattanawcook River. Never having passed through this town during the summer season we were really disappointed in its appearance. It is beautifully situated on the east, or rather south-east side of the Penobscot; has the largest population of any place above Old Town; and we saw some well-cultivated farms, as much so as any we remember to have seen east of the Kennebec."

There is a published account of a party, probably the same as the above, consisting of eight persons, who remained in Lincoln over Sunday 12 Sept., 1847. This account is as follows: "On the morning of 11 Sept., 1847, one-half of the party started from Brewer and arrived at Lincoln about six o'clock, a distance of about fifty miles. Our feelings were in the best of trim for the journey, and though the sky was overcast, the prospect along the way excited much interest. While passing through Enfield a view of Cold Stream Pond was very pleasing. This pond is about five miles in length and more than two in width, and surrounded with lofty forest hills whose impressive shadows curiously veiled the tranquil surface. Along the way from Milford onward we had occasional glimpses of Mt. Katahdin, and within a few miles of Lincoln the old mountain loomed in grandeur above the wide-spread region before us. We spent the Sabbath at Lincoln in pleasant intercourse with friends, participating in the religious privileges of the day. The site of the village is prepossessing and favorable to its growth in all desirable respects. A stranger is surprised to meet with so populous a place in the interior of Maine. Its churches and Academy give promise of good to itself and the adjacent wilderness. Rev. A. J. Bates joined the party at Lincoln."

The Penobscot River must be considered an important factor in the settlement and development of Lincoln and in the subsequent industrial and economic relations of the town. As a grand highway it served the Indian in his bark canoe from time unknown; it served the hunter, the explorer



and the surveyor before the sound of the axe was heard in Mattanawcook; the earliest settlers came upon its waters, along its shores or on its bridge of ice in winter; steamboats have plied upon it, logs and rafts have floated down its current for more than a hundred years, making Bangor for many years the largest lumber market in the world. The river and its tributaries have supplied unlimited quantities of fish and game along its banks. Their water power has driven the wheels of numberless mills and the "lumber-laden river flowing down" is a thing of beauty always.

The Penobscot rises in the mountains and highlands north, east and west of Mt. Katahdin by two main branches, the East Branch and the West Branch, which unite at Medway and flow in a general southerly course and empty into Penobscot Bay. Past Lincoln, however, the course is directly southwest, and as there are no rapids throughout this extent of about twelve miles, this is known among rivermen and others as the Mattanawcook deadwater. Here are numerous islands belonging to the Penobscot Indians.

Henry D. Thoreau's descriptions in "Maine Woods" of the upper reaches and tributaries of the river are classic.

### FRESHETS

From generation to generation the mighty Penobscot rolls its flood of waters to the ocean, smooth and placid, or rushing over rocks and precipices, doing much good to many, doing harm to none, but sometimes its power is turned to danger and destruction. The Indian says the Great Spirit is roused. Some of its moods are chronicled in the following notes, mainly from published notices in the Bangor papers.

1843

In the spring of this year occurred a destructive freshet on the river.

1845, December 24

The ice made in the Penobscot River the present season upon a high freshet. The ice, by this means, was pressed



down in great masses under the ice farther down river until the bed of the river for some distance below this city and up above Old Town is literally filled with ice. The tide has not ebbed more than three feet since the river closed. The falls at Great Works and at Old Town can be ascended with a boat on account of the great quantity of back water. The low land on the banks of the river between Old Town and Mattawamkeag is overflowed, and the mail stage has to take a route of forty miles round. So great a quantity of ice in our river is quite unusual, and unless it shall find some means of escape before spring, some trouble will probably ensue.

1848

An ice freshet, no particulars.—J. Nelson.

1853, February 8

On this date the ice left the Piscataquis and jammed upon the falls, causing the water to flood the village of Passadumkeag. All the bridges were carried away in an hour. The large barn of Mr. Kelley was moved and many buildings were flooded from four to six feet deep. It was with great difficulty that the horses and cattle were driven to an adjoining hill, the only elevated land that could be reached, and this, after the first half hour could only be reached by boats. The loss to the town and to individuals must be very large. At the last accounts the water had subsided somewhat, but communication was then kept up only by the use of boats.

1854, October 2

The springs and streams were reported to be probably as low as they were ever known. The inhabitants were obliged to resort to the river for water.

1858, October 4

The Penobscot River steamers recommenced their regular trips from Old Town to Mattawamkeag today. The



water has been so low that they have been unable to run for some time past.

1863, April 22

This was a fine April day. On the morning of the 23d it began to snow early and continued all day, all night and the next day till the middle of the afternoon when it cleared, leaving thirty inches of snow. Sleighing for ten days.—Notes of E. B. Pike.

### FERRIES

The principal ferry across the river is at Lincoln Center. When this was established we do not know, but probably it was early in the history of the town. The road leading to the ferry on the Lincoln side, on petition of the people, was changed by the County Commissioners 14 December, 1869 from its former location very near the Cumbolassee Stream, to its present location. The street is forty feet wide, and twenty-eight rods in length from the Military Road to the river and is a continuation of Frost Street. One year was allowed for opening and making the road. The County Commissioners were A. O. Ingersoll, I. S. Bennock and I. B. Norcross.

No complete list of the contractors and operators of this ferry is available. The earliest known was Sylvanus B. Hatch from about 1855 for many years. Following him was Benjamin L. Lovett for a long term of years, and then William M. Scott who, it is understood, put up the wire for the crossing. Ithiel C. Blackman had the contract for eight years from 21 March, 1895, and at the present time C. C. Allen has it and James E. Harvey is ferryman.

There is a ferry between Winn and Chester and at Estes Mills, two and a half miles below Winn village. There was one between South Lincoln and Mattamiscontis but this was probably long ago discontinued.



## RAPIDS

The only rapids to be considered are what are known as Sebonibus Rips very near the line between Lincoln and Winn. Mohawk Rapids are just below Lincoln. Five Islands where there were rapids, is now Winn.

## ISLANDS

In the Penobscot River opposite the town of Lincoln lies a group of islands. Snow Island, named for the earliest settler of Winn, which lies off the most southerly portion of that town, may also be mentioned, and just below this are Hersey and several smaller islands. From this point the river is clear and narrow for three or four miles, well past the ferry at Lincoln Center where it again expands and the Mattanawcook group of islands begins. This group consists of fifteen islands, larger and smaller, the three most northerly lying in a more or less direct line across the river; near the west shore is Long Island, a little to the eastward a small body known locally as Little Island, and very near the inward-curving east shore is Nelson Island which makes a safe harbor in which the Penobscot Navigation Co. often placed their steamboats for the winter, safe from the ice-floe. At about this same point is the head of Mattanawcook, much the largest of the entire group. Mattanawcook Stream comes in here from the east and Madunkeunk Stream from the west. At the time of the settlement of Lincoln no Indians were here, but some families came from Old Town soon afterwards and built their small houses on Mattanawcook Island and for ninety years there has been a small village on this island. Some land has been cleared and cultivated, and in 1869 a school-house was built from an appropriation by the State, under the direction of the School Committee of Lincoln. The Indians have done a little in the way of cultivating the soil. They have also hunted and served as guides for parties going up the river, but a considerable part of their occupation has been work in the woods in winter and