

river-driving in the spring. On the east side of the river a little below the mouth of Mattanawcook Stream is a small island called Pete's (for an Indian, Pete Lola). West of Mattanawcook is Choke-cherry, from the abundance of this fruit on the island, and south from this extends Hemlock as far as the lower end of Mattanawcook. In this same line is Sabattis, named for an Indian who was very old seventy years ago. On this island Sabattis built a house, the only one on any island in the group except Mattanawcook. It is now sixty-five or seventy years ago that the writer, standing on the opposite bank of the river saw a whirlwind nearly wreck the old Indian's cabin and at the same time lift his bark canoe from the high bank and carry it whirling into the river current. He at once pulled across, overtook the canoe and brought it back to the landing.

Directly east from Sabattis is Maple, and south of this is a small island called Pumpkin. In former days Little Mattanawcook lay south of the large island, separated only by a narrow passage, through which, as the shortest, we were accustomed to cross the river, but in recent years this passage has been filled by drift which has been made permanent by the growth of grass and shrubs. A little island near the shore of the Fellows farm is known locally as Little Island. About a mile below this group and very near the west shore is Mink Island, and finally, at the southern extremity of the town lies a large island the Indian name of which is variously spelled, but commonly Hokamok or Mahockanock. This island occupies an expansion of the river and has a considerable area of high land. At the foot of a hill grows the rare, handsome and medicinal blood-root.

The islands described belong to the Penobscot Indians.

For nearly a hundred years the Indian has here paddled his bark canoe and caught the fish and the muskrat for his food, and for uncounted ages the loon has sent his weird scream across the reaches.

LUMBERING

Lumbering had become a somewhat important industry along the coast of Maine as early as 1634, especially at Berwick, York and Saco. It soon extended farther east and it is reported that lumber was "played out" along the coast of Maine at the close of the Revolution. It is very difficult and perhaps it is not possible to determine at what date the cutting and driving of logs on the upper Penobscot River began.

Bangor was a trading post in 1769. The first real settler came in 1770, and we know of no other till 1774. It was incorporated as a town in 1791. It will be remembered that in 1805 a party of eleven men, including two Indians, went up the Penobscot as far as Mt. Katahdin. It seems probable that these men, who lived in Bangor and Orono, were looking for trees to cut, and if so they could not have failed to be impressed by the enormous pine trees they saw along the course of the river, or to have long remained inactive. Here, then, may have been the beginning of lumbering on the upper Penobscot.

At first each individual or company doing business on the river handled his logs in the driving and rafting as best he could, but it was soon found that they were much in each other's way, and this difficulty constantly increasing gave rise to co-operation. This began, probably, not later than 1820, and we find that in 1825 the operators on the river sought and found relief. The Legislature granted a charter to build a boom at Argyle to hold and assist in handling the logs that came down the river. This boom at once became a very important affair, and in 1827 Rufus Dwinal, one of the leading lumbermen of the period, bought the franchise, and in 1832, under a new charter, he built the boom at Pea Cove. General Samuel Veazie gave \$20,000 for one-half of Dwinal's interest, and the next year he paid the same sum for the other half, and Veazie remained sole owner till 1848, when he sold to David Pingree and others. Numerous acts additional to this act of 1832 were granted by

the Legislature, extending the charter and increasing the amount of toll to be paid till 1854, when the Penobscot Lumbering Association was incorporated by the Legislature. This corporation consisted of seventy-four of the leading lumbermen of the river, James H. Bowler and William R. Hersey of Lincoln. The Association was authorized to take a lease of all the booms, shores and buildings of the boom corporation, and at the same time an additional act was passed requiring the boom corporation to lease its buildings as above. These charters were extended in 1869, in 1883 and in 1899, each time for fifteen years.

The next important development in the co-operative movement was the incorporation of the Penobscot Log Driving Company. This was chartered in 1846 to drive all the logs on the West Branch from the foot of Chesuncook Lake to the East Branch. Many additional acts were passed giving right to build dams, to extend their operations, to increase tolls, etc., but "from 1846 to 1903 the Penobscot Log Driving Company held control of the West Branch and handled its difficult problems with such skill that only twice did it fail to get its logs into boom—in 1861, when, on account of the war men could not be had, and in 1880 when the Chesuncook dam burst and left no head of water." The Great Northern Paper Company took its improvements and rights.

There were also other companies on the Penobscot for driving logs.

The lumbering business probably reached its climax about 1850.

It is recorded in Hatch's "Maine: A History" that pines were cut that were six feet in diameter, and one that was seven feet; that one scaled 6,600 feet, and one 6,670 feet.

In addition to the enormous quantities of lumber driven down the river as logs, immense amounts, both as logs and as sawed lumber, have been floated down as rafts.

The Batteau.—The batteau is the boat that is universally used on the river for transporting men and materials, the wangan, or cooking and camping outfit. Its form and propor-

tions have been gradually developed, fitting it for its use on the river where its sharp bow and stern, its strongly sloping sides and narrow bottom render it easy to steer and to thread its way in quick water and among rocks, while it is a good carrier, and it may be, without too much difficulty, transported over the *carry*. These boats are usually painted red and make a pleasing bit of color on the water.

The Peavey.—The peavey belongs distinctly to the Penobscot. Joseph Peavey, then of Upper Stillwater, formerly of Lincoln, in 1858, standing on the bridge watching some river-drivers at work below with the old "swing-bail" cant-dog, conceived an improvement. He was a blacksmith and going to his shop near by, he worked out his idea. The tool, as he made it, has ever since been known as the peavey and is universally used in log driving.—*Maine: A History.*

Joseph Peavey lived in Lincoln from 1843 to 1858, and was married in Lincoln 8 Dec., 1843, to Maria Brackett. He owned a considerable amount of property in Lincoln.

WATERWAYS

The waterways of Lincoln lie in three systems, the Cum-bolassee, the Mattanawcook and the Cold Stream. The first is near the northern border of the town, and consists of six ponds and connecting streams. The first or upper pond in the chain is Caribou, lying four and a half miles from the river. The road from Lincoln into Lee passes very near the south end and Tobin brook, rising at the Lee line, flows into the east border of the pond. This pond enlarges near the middle and the northern portion expands in an irregular manner, making a body of water one and one-half miles long and of an average width of three-eighths of a mile. On the north-west a bay receives the water from Egg Pond, one-half mile long and nearly as wide. Really continuous with Caribou but turning sharply towards the west is Long Pond, two and a half miles long but narrow, extending in its long dimensions nearly east and west. At the foot of Long Pond sawmills were built in the early days and these mills are

still in operation. Several brooks flow in from the north, and half a mile west is Cumbolassee Pond, one mile in length, and one mile south-west of the last lies Snag Pond, and into the last-named flow the waters of Center Pond which lies half a mile to the eastward. From Snag Pond the waters empty by Cumbolassee Stream into the Penobscot at Lincoln Center.

The second system of ponds is the Mattanawcook, lying in the central part of the town, partly in number two and partly in number three. The first of these is Upper Pond which lies with its southeastern extremity very near the Burlington line. It is about two miles long and three-fourths of a mile wide, but of a quite irregular shape. A short distance from this is Folsom Pond, nearly round and about one-half mile in diameter, into which Crooked Pond sends its waters, and these, through a much expanded channel, flow into Mattanawcook Pond. This is two miles in length and more than half a mile in width with a hook extending from the east end towards the east and north. The westerly end lies south-east of Lincoln village and very near. Into the north bay flows Dead Stream, about four miles long, through low land. Into the southerly side flows Rocky Brook, which is formed by two branches, one rising in the vicinity of Transalpine, the other farther west.

The third of the three systems is that of Cold Stream, in the extreme south portion of the town. The first of these four ponds is Little Round which is *triangular* in form. This just touches Burlington at its southern extremity, the second wholly in Lincoln and the third about equally in Lincoln and Enfield, with a small portion in Burlington. The outlet of these is through the large Cold Stream Pond, thence by Cold Stream four and a half miles into Passadumkeag Stream. The three last described are called rather indiscriminately Cold Stream Pond. These and their tributaries comprise all the streams and ponds in the town except Pollard Brook and a few other small streams that flow into the Penobscot between Mattanawcook Stream and the south

line of the town, and a few in the southwest which empty into the Madagascal waters in Burlington.

The total area of these fifteen ponds is approximately five and one-third square miles, somewhat more than thirty hundred acres, or six per cent of the total area of the town.

STEAMBOATS

We find that two charters were granted by the Legislature of Maine for steam navigation of the Penobscot River above Old Town previous to 1846. One of these was in 1827 and the other in 1838, but as far as we know neither of these companies was ever organized, or made any attempt to navigate the river.

In 1846, however, the Legislature passed an act "to promote the navigation of the Penobscot River," authorizing William Moor and Daniel Moor, Jr., to improve the Penobscot River above Old Town by the removal of obstructions to navigation, and by the construction of suitable dams, piers, etc. They were also authorized to build upon the shore or bank of said river any canal or canals to connect the navigable parts of said river, or, in case it should be deemed the preferable mode of improvement, to build any railroad for the like purpose. The above grant was on condition that said William Moor and Daniel Moor, Jr., their associates and assigns should, within seven years from the date thereof, improve the navigation of said river from Old Town to Piscataquis Falls, and from Piscataquis Falls to the foot of Five Island Rips in like manner specified, and should build and run a steamboat over said route. They must not obstruct the running of logs, rafts or lumber, nor of boats not propelled by steam. The franchise was for a period of twenty-seven years.

Under the provisions of this act, which was approved by Governor Anderson 30 July, 1846, the Penobscot River Navigation Company was at once organized and began their work of removing obstructions and preparing for the building of a steamer, and the construction of a railroad past the falls. The first steamer was completed during the winter

and spring of 1846-7, and was named the Governor Neptune, in honor of John Neptune, Governor of the Penobscot Indians. That the naming of the boat was appreciated is indicated by the remark of the small Indian boy who, with one or two invited guests, had boarded the steamer at Old Town, when called upon for his fare, said, "Me no pay. He my grandfather," pointing to the name of the steamer. This boat made her first regular trip from Old Town to Piscataquis Falls the 27 May, 1847, and daily trips thereafter till she was prevented by low water on the 6 July. She recommenced her trips the 4 October and continued until stopped by the ice. On the 27 November, 1847, during a period of high water she ran over Piscataquis Falls, past Lincoln and up the river to Nickatou (Medway), about fourteen miles above Five Islands. This was the first appearance of a steamboat on the waters of the Penobscot at Lincoln. The writer was, at the time, a little more than three months old, and his mother, standing on the hill overlooking the river and holding her baby in her arms, was confident that he saw the boat as it passed. On this initial trip the course was on the east side of the Mattanawcook Islands, but later the more usual route, which was slightly shorter and with a somewhat deeper channel, was west of these islands.

An announcement appeared in the Bangor Whig and Courier of 26 May, 1847, stating that the new steamer will leave Old Town every day (Sundays excepted) at half-past seven o'clock so long as the state of the river will permit, for Argyle, Passadumkeag, Howland and Enfield and intermediate stations, and will return to Old Town at six o'clock P.M., in time for the evening train for Bangor.

In the spring of 1848 the second steamer was ready for service and was named the Mattanawcook. This boat was run to Lincoln the first day of August, 1848, and was laid up in the eddy south of Lincoln Center to remain until certain obstructions in the river at Mohawk Rips should be removed.

The third, the Sam Houston, was completed during the following year, and the three boats were running in 1849

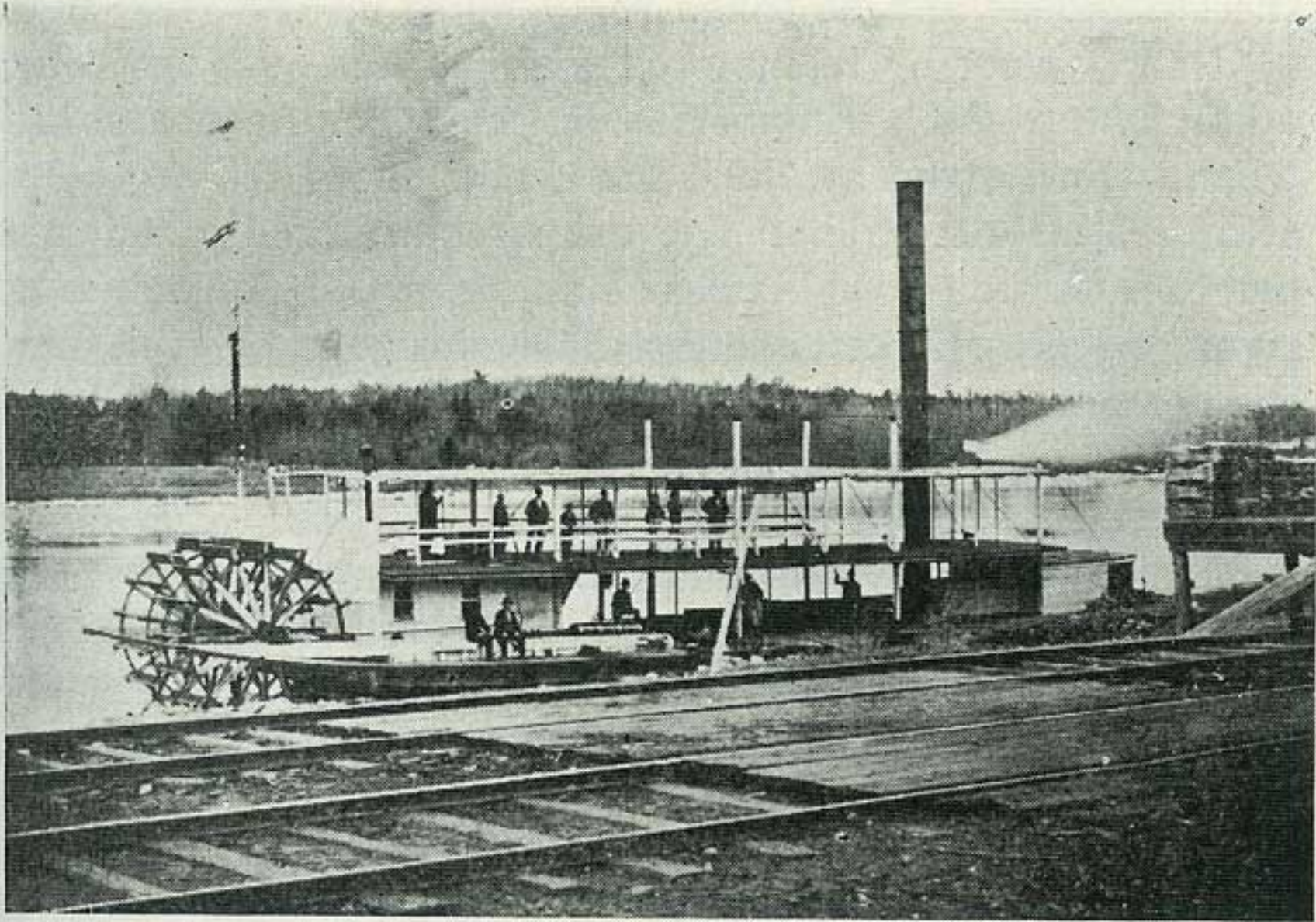
until stopped by the drought the 6 of July. The season of 1848 was remarkable for a long continuance of high water on the river, and 1849 was a season of unusual and long-continued drought. The Moors also built the steamer W. N. Ray, which was deep and sharp and not so easily handled in shallow water.

The horse railroad for transporting passengers and freight past the Piscataquis Falls was completed early in the season of 1849, and the canal and locks for allowing steamers to pass around the falls was constructed later, probably in 1854.

This Company, after improving the channel and carrying out the other provisions of the charter, had the exclusive right to navigate the river above Old Town. General Samuel Veazie, however, in 1849, built a steamer of 48 tons, which he put on the route between Old Town and Piscataquis Falls. This was run for General Veazie by Levi Young and Warren R. Young, and made its first trip 10 May, 1849. The Moors at once sued for injunction and relief, which, after a long trial, was granted by the Supreme Court, and the steamer, which was named the Governor Dana, was driven off. She was then taken to pieces and shipped on the bark Rio Grande to San Francisco, where she was rebuilt, with twenty feet added to the length, and put into service between San Francisco and Sacramento.

William Moor and Daniel Moor, Jr., perhaps did not consider the navigation of the river practicable, and they assigned the charter to their brother, Wyman B. S. Moor. When this was done we do not know, but it must have been early in the history of the company as W. B. S. Moor's name only appears as President or manager of the company, and Dudley W. Moor as Secretary.

Henry Moor was another brother of W. B. S. Moor, and the former was killed by an explosion on a steamer running between San Francisco and Sacramento in March, 1853, and as the Governor Dana which the Moors had driven from their route was running, probably under another name, on



THE JOHN A. PETERS

the river there, we are led to wonder if it was the same boat that the Moors had driven from their route that killed the brother.

The Penobscot River Navigation Company then continued to operate these boats until 1858. In this year the Company sold the boats and franchise to William N. Smith of Old Town and others, and the new owners built three more boats, namely, the John A. Peters, the Lizzie Smith and the Aroostook, thus making seven steamers in the fleet. The last two just named were flat, the Lizzie Smith having a draft of about six inches, the Aroostook considerably more, but both were easily steered and well adapted for navigating in shallow water. All the boats were stern-wheelers.

The class most benefited by the steam navigation of the Penobscot, was, perhaps, the lumbermen, in the transportation of heavy goods and supplies for lumbering operations. The river drivers and the raft runners after taking their lumber into the booms near Old Town, could step on board

the steamboat and be taken forty miles up the river more pleasantly than by teams or heavy coaches over the rough and muddy roads. Lumbering on the upper Penobscot had, by this time, about attained the height of its activity. The steamers afforded relief also to merchants and others who had occasion to travel between Bangor or Old Town and "up river" on pleasure or business. They did not, however, drive the heavy teams from the road between Bangor and Mattawamkeag, as their season of service was short and only in the spring and fall.

The Smith Company continued to operate these boats until 1867, when it sold its holdings to the European and North American Railway which was then nearing completion. Some of these boats, after their sale to the E. & N. A. Railway, were used for transporting hemlock bark to the tanneries of Poor & Son at Winn and at Medway. Of the final disposal of the boats we have no knowledge except of the Aroostook. This was taken by Abram B. Brown of Chester, who used it for various purposes on the river, and at last ran upon a rock, causing serious damage. The boat was sinking and "Abe" drove it into a "log" near his house on the Chester shore where it sank. It was dismantled and the machinery taken out, and there is the grave of the handsome steamer Aroostook.