

1937

The Silver Aisle: The Appalachian Trail in Maine

Myron Avery

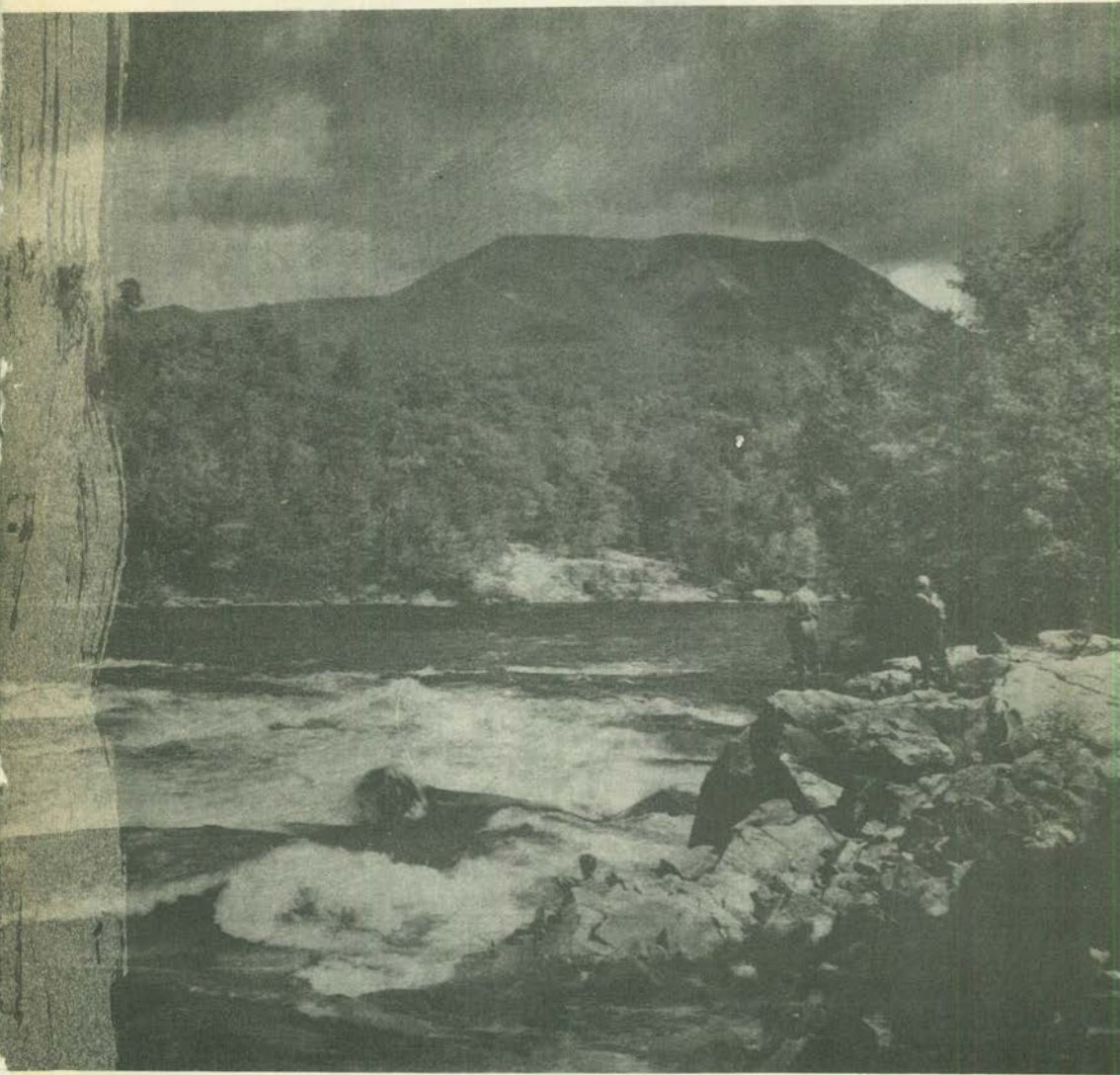
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The Silver Aisle



The Appalachian Trail in Maine

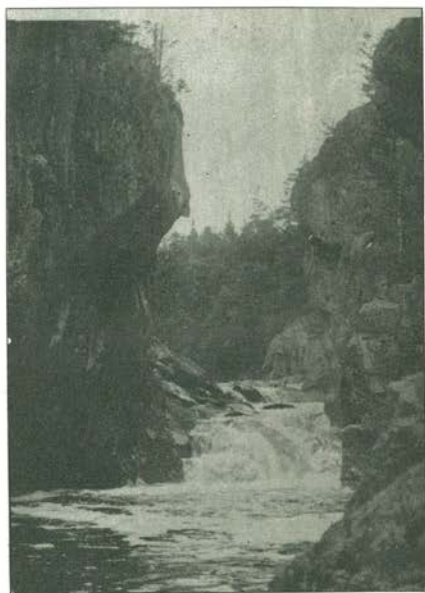
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Great Basin - Katahdin.
Photo by Dr. Lore A. Rogers.



Katahdin from Togue Ponds.
Photo by Alice Stuart.



In Gulf Hagas.



Crossing the West Branch of the Penobscot
before the Cable Bridge.
Photo by Mark Taylor.

Cover Photo: Katahdin from Nesowadnehunk Falls, by Mark Taylor.

T H E S I L V E R A I S L E

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THE APPALACHIAN TRAIL IN MAINE

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By

MYRON H. AVERY
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Published

By

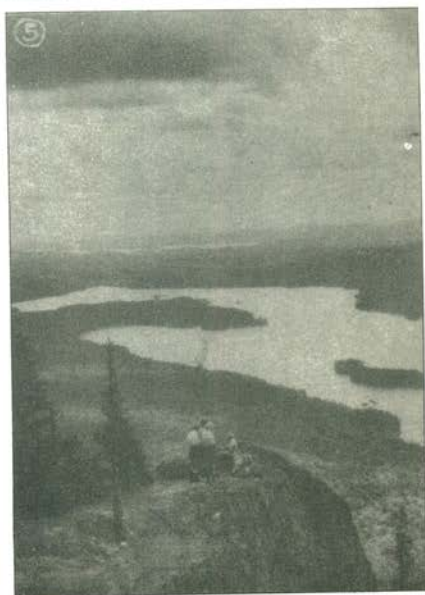
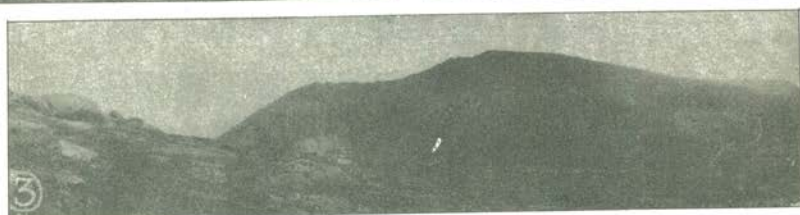
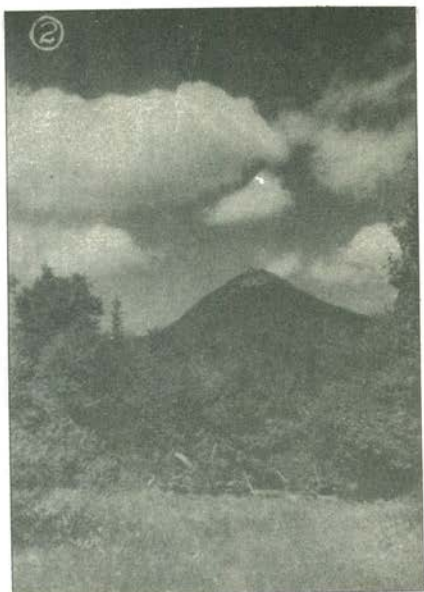
THE MAINE APPALACHIAN TRAIL CLUB
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1. Trail workers on The Appalachian Trail commence at an early age - Wilson Heard.
2. Doubletop.

3. Katahdin: Pamola, Knife-Edge, Baxter Peak and the Tableland.
Photo by E.S.C. Smith
4. Big Niagara Falls on Nesowadnehunk Stream.

5. Lake Orono from Barren Ledges.

THE SILVER AISLE

Through somber-hued spruce and fir forests, across the depths of the Maine wilderness with its cathedral-like stillness - unerring in its course as a driven arrow - lies a silvered aisle - the gateway to the finest of Maine's mountains, lakes, forests and streams. With Maine's poet, those who travel this course of peace, beauty and solitude may indeed feel that -

This is the forest primeval, the murmuring pines
and the hemlocks,
Bearded with moss, and in garments green, indistinct
in the twilight.

Visions of earthly beauty, the joy of contemplation in lonely grandeur and the sense of physical well-being and mental relaxation, which grow out of exertion, are the lot of those who follow this path through its somber setting. For the white blazes of The Appalachian Trail lead far distant from the rush and clamor of highways and the wearying complexities of cities and towns. Time turns backward for a century and it is as if one were retracing the journeys of the pioneers. This route through the wilderness is the course of the two hundred and sixty-six miles of The Appalachian Trail across Maine. This Trail - the project of hiking clubs in the eastern states - is a master foot-path. The longest trail in the world today, and perhaps at any time, the ridge-crest counterpart of historic old Indian routes, The Appalachian Trail extends from Maine's finest peak - the superb, massive granite monolith which is Katahdin - some 2054 miles south to Mt. Oglethorpe in Georgia, the southern end of the Blue Ridge Mountains.

R.M.
The proposal of The Appalachian Trail was originally advanced in 1921 by Benton MacKaye of Shirley, Massachusetts. Forester, philosopher and dreamer, MacKaye, from his wanderings in the New England forests, had conceived the vision of a trail, which for all practical purposes should be endless. He gave expression to his plan in an article, THE APPALACHIAN TRAIL, AN EXPERIMENT IN REGIONAL PLANNING, in the October 1921 issue of the Journal of American Institute of Architects. MacKaye's proposal aroused interest among the outing clubs in the east and The Appalachian Trail Conference was formulated to transform this dream into a reality. Years of planning, labor, struggle and adversity, culminating in final

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success, have witnessed the practical completion of the project.¹

Of all this master trail, the section in Maine was the last to be undertaken and the last to be completed. With the elimination of the gaps elsewhere in the through route, by 1931, attention was focused on the uncompleted section in Maine. Here, originally, the project had seemed impossible of construction. The route lay through an utter wilderness. It was far removed from centers of population. In Maine there were no outing or mountaineering clubs - as in other sections - to maintain and develop the Trail. It had seemed as if there was no alternative except to establish the Trail's northern terminus at Mt. Washington in the White Mountains of New Hampshire. Before, however, abandoning the Maine link, a detailed study was made of a possible route, and gradually a feasible location of a high scenic order was developed. This is not the place² to tell of the labor, discouragements and un-hoped for assistance; but the end of 1933 saw a completed, marked trail extending one hundred and seventy-five miles from Katahdin to Mt. Bigelow. Thus there came into being this contribution to Maine's recreational resources - the work of Maine people and of those who were fully appreciative of the unparalleled opportunities which the Trail would afford. During 1934 the work was steadily pushed forward, advancing and improving the main Trail and developing side trails to interesting localities. The year of 1935 witnessed the outstanding progress in the Trail project. On the recommendation of James W. Sewall, of Old Town, Maine, CCC Forester, the Trail in Maine was formally adopted in 1935 as a CCC project. Crews from four camps, Millinocket, Greenville, Flagstaff and Rangeley, covered the route of the Trail, widening it, cutting out bushes and logs, renewing the marking and developing a trail of an outstanding type. Other states have sponsored through trails. Vermont has its 260-mile Long Trail, extending from the Canadian border to Massachusetts; the White Mountains of New Hampshire are a network of trails, mainly the result of amateur labor; and Connecticut has an extensive state-wide trail system. But the CCC labor on the Trail in Maine has overcome the de-

¹ A comprehensive statement of the Trail project, detailing its history, route, guidebook data and bibliography, is contained in a 36-page booklet, entitled THE APPALACHIAN TRAIL, obtainable from The Appalachian Trail Conference, 901 Union Trust Building, Washington, D.C. at a cost of 25 cents.

² For a detailed account of the successive marking of sections of the Trail and those responsible for the work, see GUIDE TO THE APPALACHIAN TRAIL IN MAINE, and the 1933, 1934, 1935, and 1936 issues of In the Maine Woods (published by The Bangor and Aroostook Railroad, Bangor, Maine).

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iciencies attendant upon amateur construction, and sections which might otherwise be narrow, semi-overgrown or difficult to follow are now an open route - a joy to travel. In its aspect of a superior quality of construction of a true wilderness route, the Maine Trail is unique. Apart from its scenic attractions and wealth of lore and history, this is the outstanding feature of the Maine section of the through Trail.

The supervision of The Appalachian Trail in Maine is under the jurisdiction of the Maine Appalachian Trail Club, organized in 1935. This organization comprises those who have been instrumental in developing the Trail in the State, and is unique in that the sole qualification for membership is to have rendered distinguished service to the Trail project in Maine. There are no dues. The President of the Maine Appalachian Trail Club is Walter D. Greene; Honorary Vice-Presidents are Forest Commissioner George H. Seavey, Commissioner of Inland Fisheries & Game George J. Stobie and James W. Sewall. The Secretary is J. F. Schairer, and the Treasurer Marion Park. The Directors of this organization are Professor W. H. Sawyer, Jr., Forest Supervisor Robert G. Stubbs, Game Warden Helon N. Taylor, Shailer S. Philbrick, and A. H. Jackman. The Overseer of Trails is Myron H. Avery, of Lubec; and the Publicity Chairman is Roy H. Flynt, Augusta, Maine.

As the Trail in Maine leads through an utter wilderness, often distant many days' journey from the nearest town or road, admittedly to become lost from the Trail in Maine would be a serious matter. But let no one, who would otherwise undertake this journey, be deterred by any such consideration; for those responsible for the Trail have devoted much emphasis to its marking. It is this marking which makes it a silvered route, for throughout the Trail is most conspicuously indicated by an unbroken line of white paint blazes, which face the direction of travel. On narrow or less-used sections, these blazes are within sight of each other; on better worn sections they are farther apart. As the insignia of the route, this marking is further supplemented by diamond-shaped galvanized iron or square metal markers, which bear the "AT" monogram and the legend "Appalachian Trail - Maine to Georgia". The titanium oxide paint, used in painting the white blazes, not only assures an existence of four to six years for the marking but its luminous quality aids travel in the evening hours. A further reassurance is a device known as the "double blaze", one blaze placed above another, which calls attention to a turn, thus aiding in preventing failure to notice a turn from a well-worn route into a more obscure trail. This is the only blaze symbol adopted for uniform use on the entire Trail. Cairns, piles of stones built so as to be obviously artificial, and paint on rocks also indicate the route where other marking is not possible. All side trails - to springs or viewpoints or approach trails - are marked by blue paint blazes. Large wooden white board signs also indicate the

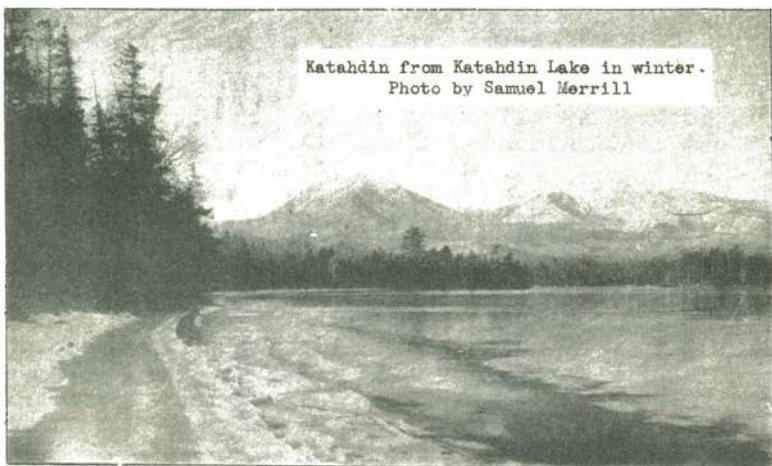
Where The Appalachian Trail Begins. Photo by G. Herbert Whitney.



Deer:
Photo by Tom G. Morris

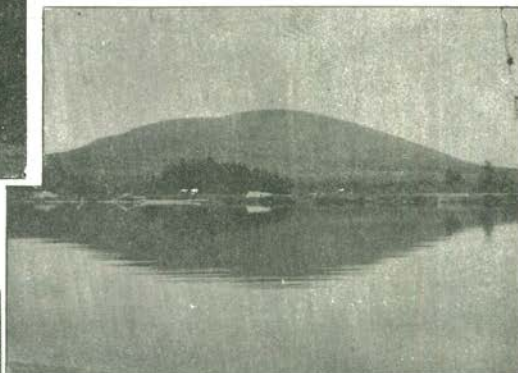


Katahdin from Katahdin Lake in winter.
Photo by Samuel Merrill





The fawn at Rainbow Lake - the Secretary of the Maine Appalachian Trail Club. Photo by A. H. Jackman.



Joe Mary Mountain.
Photo by S. S. Philbrick.



Nahmakanta Lake.
Photo by Dorothy Thompson.



Rainbow Lake summerhouse.
Photo by S. S. Philbrick.



Lower Joe Mary Lake from
Potaywadjo Ridge.
Photo by Mark Taylor



The Horns Pond in winter-
Mt. Bigelow
Photo by Walcott Cutler

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route and distances at important intersections. In addition to the external marking, the Trail Conference has prepared and issued maps and a Guidebook with detailed and measured directions so that the route can be followed, even if the markers were destroyed through some cause. Were the traveler inadvertently to make a wrong turn, the absence of blazes would immediately serve as an unmistakable warning. All that is required on the Trail is ordinary attention to follow the marking and to avoid unmarked trails. Thus, enjoying its attractions to the utmost, one may travel the route with a feeling of security.

Accommodations

A unique feature of the Trail in Maine is that, although it leads through an utter wilderness, yet it is so located that comfortable accommodations may be found at the interval of a moderate day's journey. This seeming incongruity of finding accommodations each night on a twenty-four day journey of 266 miles in the wilderness is explained by the existence of sporting camps, a form of hostelry peculiar to Maine. These camps, attractively situated on some lake, are comprised of a group of log cabins with a central dining hall. Rustic yet comfortable, with their interesting hosts, they add much to the pleasure of travel along The Appalachian Trail in Maine. The available public accommodations along the Trail are listed in GUIDE TO THE APPALACHIAN TRAIL IN MAINE; see also map of the Trail route. Again the Maine Trail is unique in possessing this advantage.

Thus the traveler along the Trail in Maine, utilizing the sporting camps, may indeed know the joy of traveling light. His pack will be reduced to the barest personal necessities; ten pounds will suffice; energy may be devoted to pleasures along the route rather than expended in the drudgery of being a human packhorse. In one's pack there should be found a change of clothing, socks, underwear, swimming suit, toilet articles, rain suit, flashlight with extra bulb of proper candlepower, GUIDE TO THE APPALACHIAN TRAIL IN MAINE and accompanying maps, cup, compass, matches and some form of emergency food. A supply of band-aids, if one is so unfortunate as to develop blisters, and a small first-aid outfit will complete the essentials. Canteens are not required. There are no poisonous snakes in this part of Maine. Spare clothing may be mailed to the sporting camps.

Those who wish a more strenuous, self-sufficient trip will camp out and carry their own equipment.³ For the resi-

³A helpful publication, listing many items of light weight camping equipment, suitable for use in Maine, is LIST OF CAMPING, HIKING AND TRAIL-MAKING EQUIPMENT, 32 pp., issued (25¢) by The Potomac Appalachian Trail Club, 901 Union Trust Building, Washington, D.C.

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dent of the State, this offers no problems. However, a recent amendment to the Maine Statutes now requires the employment of a guide by a non-resident who lights fires while camping; the earlier law had limited this requirement to non-residents engaged in hunting or fishing. An exception to this law is the use of public campsites, established by the Maine Forest Service. A continuous series of such public campsites (lean-to shelters) is planned for the Trail route; seven were built by the CCC in 1935 and five in 1936. The existing lean-tos are listed in GUIDE TO THE APPALACHIAN TRAIL IN MAINE. However, as the continuous series of such public campsites along the Trail has not yet been completed, non-residents, who wish to camp, should communicate with the Commissioner of Inland Fisheries & Game at Augusta, Maine, and advise the Chief Fire Wardens of their route. (Obtain a Forest Service directory from the Forest Commissioner, Augusta, Maine.)

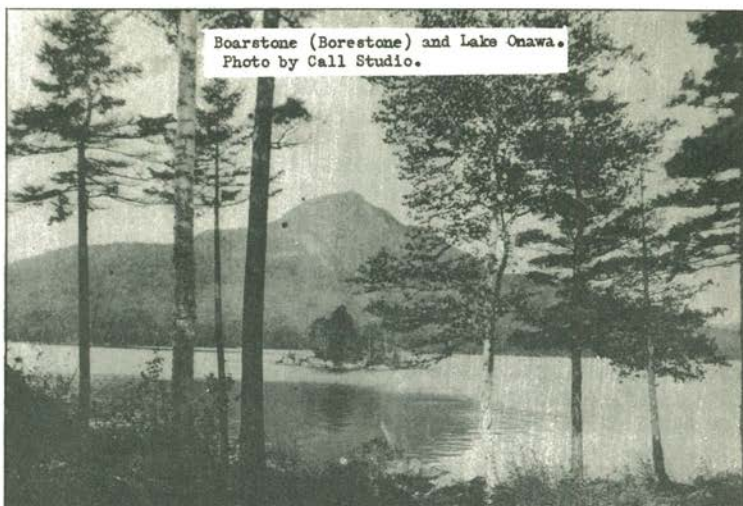
The Journey

And now with our preliminary arrangements made, and some knowledge of the project having been acquired, we commence our travel over The Appalachian Trail in Maine. Katahdin, the Trail's beginning, is our starting point.⁴ This is not the place to tell of Katahdin or its manifold attractions; its story has been told elsewhere⁵ in many forms. The narrative of this journey commences abruptly at the crest of Katahdin - Indian for "greatest mountain" and well-worthy of its age-old tribute. While The Appalachian Trail is, in the ideal, a crest-line route, yet from Katahdin across Maine, there is no continuous mountain range. A series of peaks, which the Trail traverses, lie in a general southwest-northeast direction. To connect these groups into a continuous range requires considerable imagination, yet in the famous northeastern boundary controversy, it was this line of peaks which the British asserted to be the highlands between the waters emptying into the Atlantic and those flowing into the St. Lawrence, as the northern boundary of Maine was defined by the treaty of 1783.

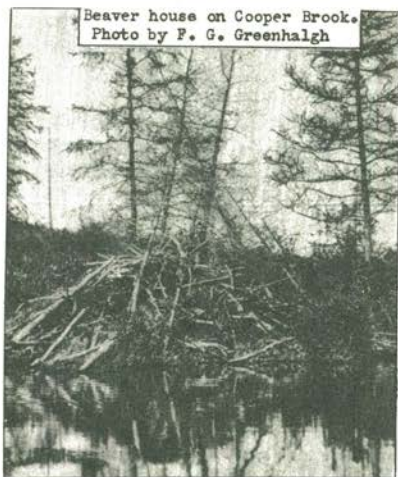
We leave Katahdin at its west end between two stone monoliths, termed the "Gateway", and descend the Hunt Spur to

⁴As the Trail data have been prepared to read in both directions, the journey may be made with equal facility in either direction.

⁵See MOUNT KATAHDIN IN MAINE, second edition, 1935, 28 pages, by M. H. Avery, published by the Maine Development Commission, illustrated with map, containing a detailed account of the scenic features of Katahdin, its trails, methods of approach, accommodations and guidebook data. This publication may be obtained, gratis, from the Maine Development Commission, Augusta, Maine. The text of this booklet appears in the second edition of GUIDE TO THE APPALACHIAN TRAIL IN MAINE.



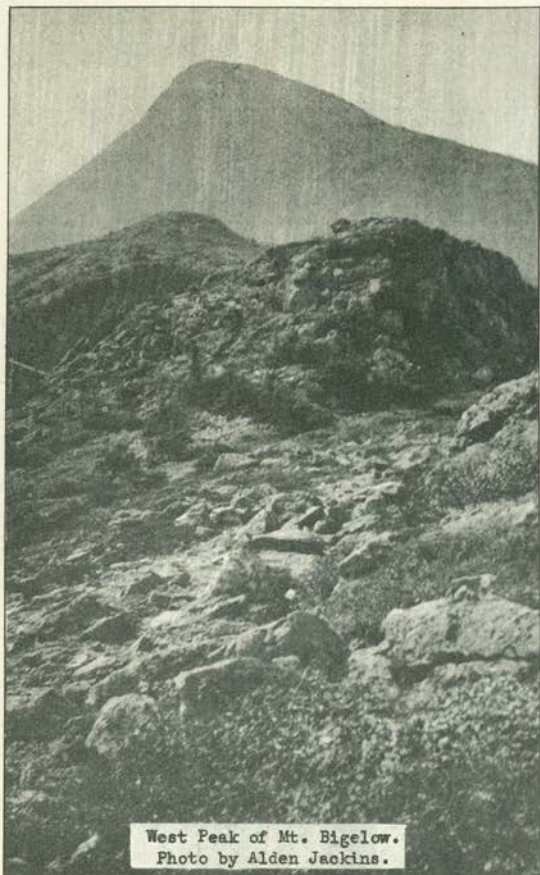
Boarstone (Borestone) and Lake Onawa.
Photo by Call Studio.



Beaver house on Cooper Brook.
Photo by F. G. Greenhalgh



Big and Little Squaw, Elephant, Baker and Whitecap
Mountains from North Peak of Moxie Bald.
Photo by Samuel Merrill.



West Peak of Mt. Bigelow.
Photo by Alden Jackins.



Where the Bigelow Range Trail meets
The Appalachian Trail.
Photo by James W. Sewall.



Up Katahdin (Hunt Trail section
of Appalachian Trail).
Photo by Mark Taylor.



Just below the Gateway at Katahdin
on The Appalachian Trail.

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beautiful Daicey Pond, the location of the first sporting camp to be encountered on our journey. From Daicey Pond the Trail leads down the worn old road along Nesowadnehunk Stream to the West Branch of the Penobscot, a dark, rushing torrent as it gathers momentum for its leap over Nesowadnehunk Falls, with the ominous roar which, some distance back on the Trail, warned of the river. A cable bridge, built at the old dam piers by the CCC, has supplanted the former uncertain canoe crossing here after the old dam was destroyed a few years ago.

The crossing of the West Branch has brought us into very close contact with the lumber industry as now carried on in the Maine woods. It has passed through three stages: the primitive old pine times, the long logs (spruce) and now the pulpwood (four-foot lengths of spruce, fir, and poplar or "popple", as the woodsmen term it).

These rivers form the highways by which the logs were driven to the mills, principally at Bangor, where the Penobscot meets the tidewater, once the center of the nation's lumber industry. Cut in the deep snows of winter, the logs were "yarded" on the ice and banks of streams, whose swollen torrents in early spring carried them to the mills. Oftentimes the drives would be "hung" by low water. Much clearing of streams, removal of obstructions and building of dams to serve either for water storage or fenders, were required to insure the passage of this uncontrollable craft. The hardships of the men who broke the jams, ran the logs, "sacked" the rear and stood waist deep in the ice-cold water from daylight to dark and "camped" beside the rivers in the melting snows, developed a distinct type - the river-driver - at his best in white water and where danger threatened. The story of the river-driver, with all his fortitude, courage and even his shortcomings, has been graphically told by Mrs. Fannie Hardy Eckstorm in THE PENOBSCOT MAN.

The early lumbermen, who penetrated the Maine wilderness, had valued only the white pine. The primitive conditions under which pine was cut are told in FOREST LIFE AND FOREST TREES by John S. Springer. Published in 1852, nothing is known of the background of the book or of the writer; yet a distinct note of nostalgia for the once familiar scenes of the wilderness - seemingly a thing of the past - pervades the entire book. With the rapid depletion of the enormous virgin "pumpkin" pine, it was inevitable that the lumbermen should turn to spruce, then considered an inferior species.⁶ Thus, in the second stage, the drives were still long logs but of spruce instead of pine. Then came the development of

⁶ A most interesting, illustrated history of the cycle of the pioneer logging industry is THE PENOBSCOT BOOM AND THE DEVELOPMENT OF THE WEST BRANCH OF THE PENOBSCOT RIVER FOR LOG DRIVING, by A. G. Hempstead, University of Maine Studies, second series, no. 18, The Maine Bulletin, vol. 22, no. 11, May, 1931.

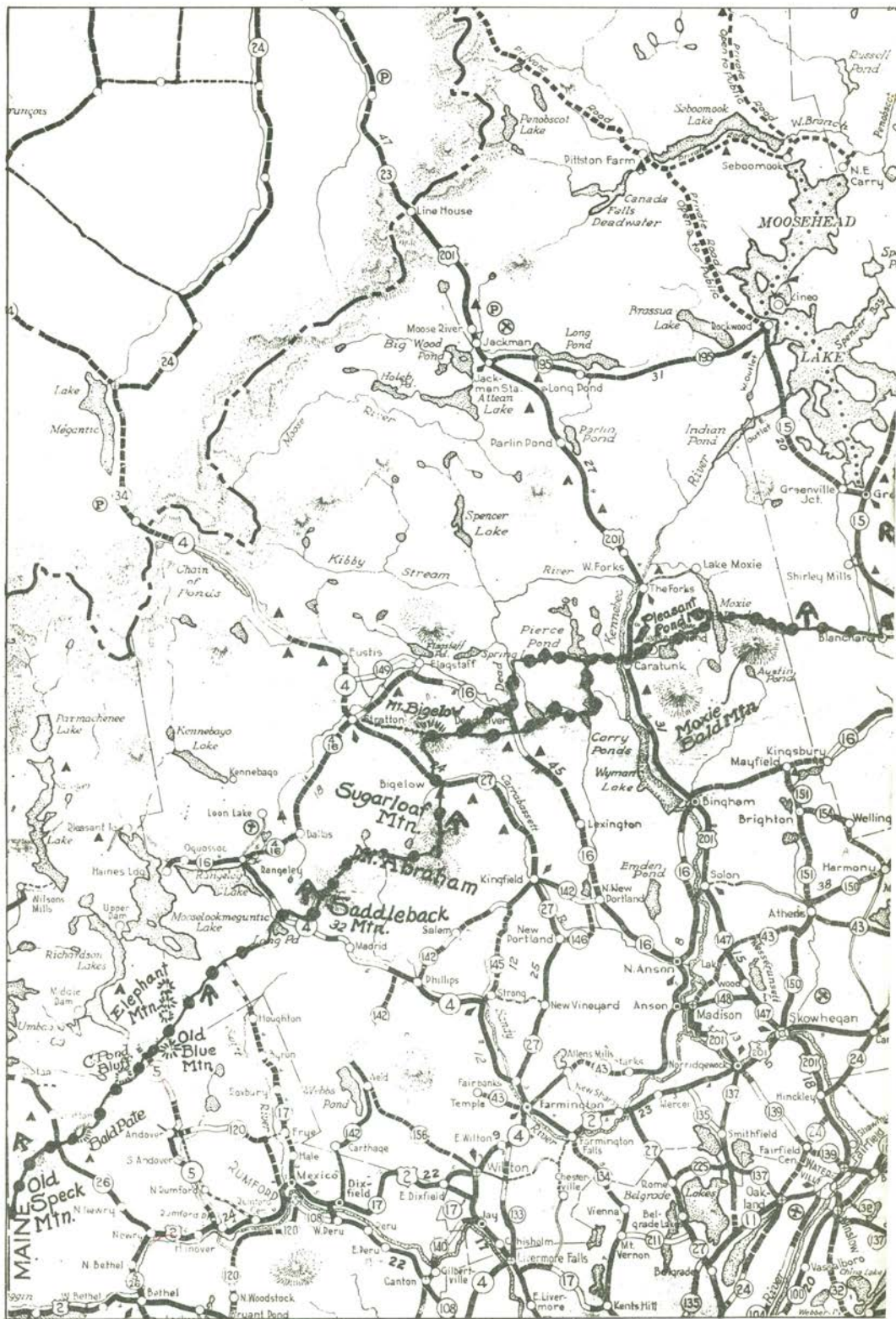
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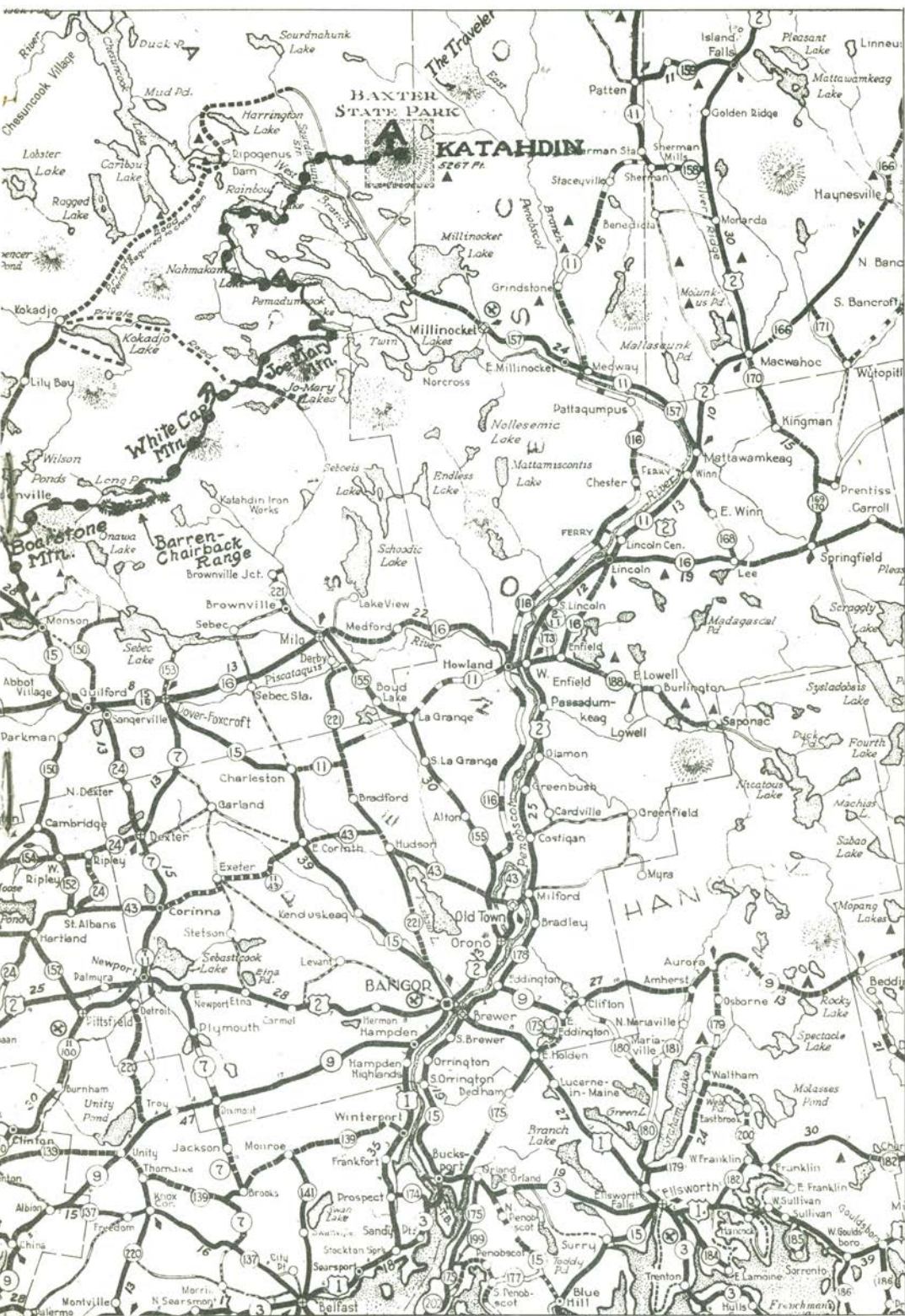
the pulp industry in Maine, particularly the growth of the Great Northern Paper Company with its building of the frontier town of Millinocket and its enormous paper-making machines. Soon it was discovered that the logs, cut in four-foot lengths, could be driven much easier than the long logs.

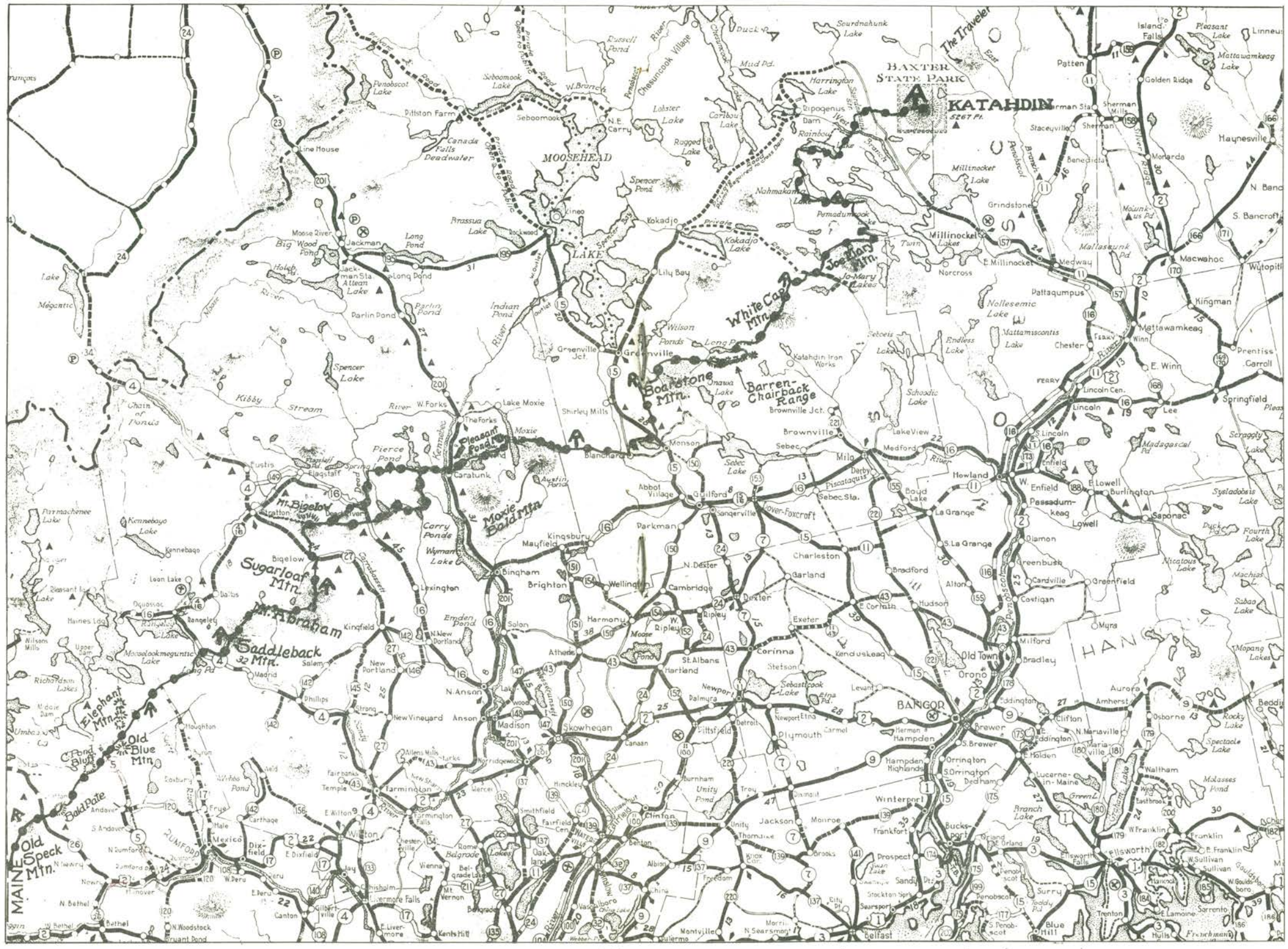
One of the most famous incidents of these picturesque long log-driving days occurred at Nesowadnehunk Falls, where we crossed the West Branch. For transportation on the rivers the lumbermen used batteaux, great, heavy, wooden, flat-bottom boats with a pointed bow and stern, extremely river-worthy craft. The labor of portaging around unrunnable portions of the rivers was tremendous. Nesowadnehunk Falls were never run. Mrs. Fannie Hardy Eckstorm in THE PENOBSCOT MAN tells when these Falls were run once and once only. One May day, shortly after the Civil War, a crew of four Penobscot river-drivers had carried their batteau around the Falls and were waiting for the second boat, manned by Big Sebattis Mitchell, an Indian from the Passamaquoddy, and a Penobscot Indian whose name has been forgotten. Big Sebat had been away from the river for years; but he could not have forgotten that these falls had never been run. Here was his opportunity to do a "beeg t'ing". So he persuaded his companion. The astounded white crew below saw a batteau hover on the brink of the falls, plunge crazily through the maelstrom at the bottom, and sweep out of sight around the bend of the river. Working rapidly, the Indians succeeded in emptying their half-filled boat and were placidly smoking, with only an inch or two of water in the bottom, when the white crew reached the scene. This was more than the pride of the white crew could brook. Painfully they carried their batteau back to the head of the Falls. Then they too ran the Falls. But their boat was smashed and only two of the crew reached the shore. Telling later of the incident, Big Sebattis said:

"Berry much she blame it us (that is, himself) that time John Loss." (Always to the Indian mind John Ross, the head contractor of the drive, was the power that commanded wind, logs, and weather.) "She don't care so much 'cause drowned it man, 'cause she can get blenty of it man; but dose e'er boats she talk 'bout berry hard."

Regretfully, we leave the Penobscot West Branch with its vivid past, cross several ridges and descend to the east end of Rainbow Lake, a long, irregularly shaped body of water. Its shores have been burned and the resulting desolation impresses in an unforgettable fashion the need for extreme care in the woods - either with campfires or in smoking. We follow along the shore and soon reach Rainbow Lake Camps in a wooded oasis in the burned lands.







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The third day is an effortless journey to Nahmakanta, most remote in the Maine wilderness. If anywhere there is peace and isolation, it is at Nahmakanta, encircled by high hills. Even the loggers have been gone from here for a decade. Nahmakanta is Indian for "lake of the largest fish", but its piscatorial attractions - which we do not test, fade beside its other allurements.

The next day leads back of Nesuntabunt (three-headed) Mountain, around the west shore of the lake and down the age-old Nahmakanta Tote-road. From the White House Camps, at the head of Penadumcook Lake, which we reach at the end of the fourth day, we look over the enormous lower lakes on the Penobscot West Branch, here a veritable inland sea. In the distance is a smudge of smoke, where a power boat is towing a boom of logs down the lake. In the days before power boats, the crossing of these lakes with booms of logs by the early loggers was a Herculean task. A raft was built on which a capstan was set up. A small boat would then carry an anchor out ahead. Continuously, day and night, the men trod round and round the capstan, warping the raft down the lake with the boom of logs in tow.

The next morning we retrace the blue-blazed trail, which indicates the side trail to the White House Camps, to the main Trail over Potaywadjo ridge with its enormous spring near the summit, and descend to the picturesque Joe Mary Lakes. Forty miles away, the massive bulk of Katahdin still dominates the landscape. But to the south another mountain, a perfectly shaped dome - Joe Mary Mountain - enhanced by its abrupt rise from the level setting of the Lower Lakes, intrigues our interest. This region was the hunting ground of Joe Mary, a famous Penobscot Indian. Joe Mary's skill in swimming under water was responsible for his nickname of the "whale", for which Potaywadjo is the Indian word. Joe Mary Mountain is off the through route but a four-mile, blue-blazed side trail leads to its summit. From the exposed ledges on its northern slope, the entire route of the past five days' travel lies before us. This mountain is of much interest to the geologist. On the lower slopes are metamorphosed slates, which were heated and altered by their contact with the adjacent Katahdin granite. Part way up is the same rock, lacking the white veins of the injection Hornfels of the lower slope. At the summit is the Cambro-Ordovician sandy slate unaltered by any contact with the Katahdin granite. At Joe Mary we break our travel by a day's canoe trip over the chain of the three Joe Mary Lakes with an unequalled view of the Katahdin Range. The opportunity for canoeing, practically at each camp along the route, is an added unique feature of the Maine Trail.

Beyond Berry's Yoke Ponds Camps, with their many interesting features, White Cap, a huge mountain mass towering over the surrounding country, is the lodestone toward which our next day's journey is directed. From the camps at West Branch Ponds is made the long traverse over White Cap. Here

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is an enclosed lookout tower, maintained by the Maine Forest Service, one of some seventy-five towers from which an unceasing vigil is maintained. The panoramic view from White Cap (3,707 ft.) is superb - it challenges that from Katahdin. Nestled high on its slope are ponds, which are relicts of the glacier that covered northern Maine.

The long descent from White Cap leads to one of the most spectacular parts of the Trail in Maine - "The Gulf" of the West Branch of Pleasant River. Here the stream is deeply entrenched in a slate canyon. Waterfalls, sheer walls, fantastic shapes and formations succeed each other. The Hubbard and Farrar Guidebooks of Northern Maine each devote a chapter to the features of this locality, but so completely had the region been forgotten and the old trails lost, that the builder of these side trails in 1934 had to find the points of interest through the description in the fifty-year old Guidebooks.

From the attractively located Long Pond Camps, our rendezvous after the descent of White Cap, a tremendous barrier looms across the route of the Trail. It is the Barren-Chairback Range, a densely forested mountain ridge of five peaks, extending fifteen miles. The difficulty of carrying the Trail through this region proved an almost insuperable obstacle to the completion of the Maine link, when once a feasible route had been determined.

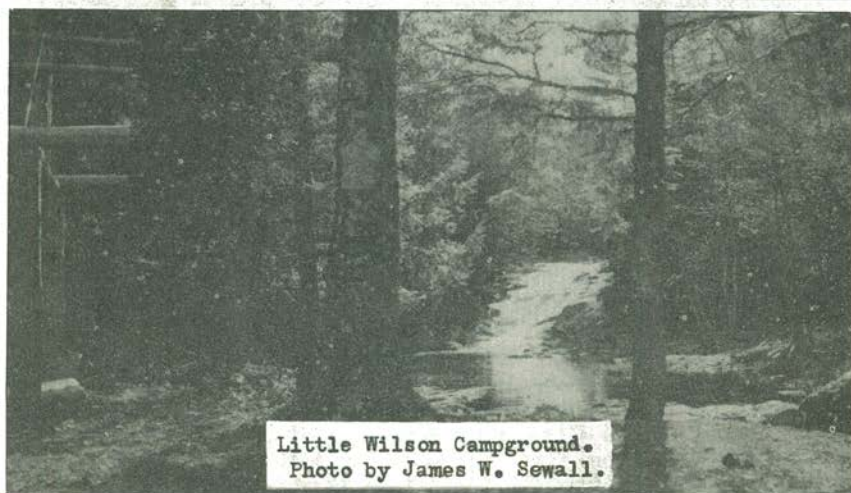
We spend two days in the virgin forest on the Barren-Chairback Range with its delightful trail and high-lying ponds, breaking the traverse at the Long Pond Camps, reached by a blue-blazed side trail. As we travel these cathedral groves of spruce and fir, we term Walter D. Greene's accomplishment in building the Trail along this range one of the great feats in the annals of trail-making. The second day of travel over this range brings us to Bodfish Intervale, entirely encircled by mountains. One dwelling alone remains of the extensive community of a century ago. The various terms used for mountain valleys are of interest: in New England it is an "intervale", in the Southern Appalachians a "cove", while in the west a "park", "hole" or "meadow".

The next day's journey leads through the Little Wilson Region, a forested plain. It has much of interest. Just beyond the pool at the Forest Service Campground on Little Wilson Stream, we notice a blue-blazed side trail, marked to "Jim Whyte's Lookout". This is now a ruined cabin on an open knoll, commanding a wide-spread view. Legend has spun many stories around this picturesque character. Adventurer - with a lurid past - soldier of fortune - and apparently at home in every corner of the universe, this man, his fortress and lack of any apparent means of livelihood, was a mystery to the countryside. Shortly after his death, a well vouched-for story appeared in the January 7, 1934, issue of The Boston Herald, to the effect that Whyte had used this as a station in a gigantic opium smuggling chain. Drugs were brought from

Nesowadnehunk Falls on the Penobscot West Branch.
Photo by James W. Sewall.



Little Wilson Campground.
Photo by James W. Sewall.



The Cave on the Hunt Spur - Katahdin.
Photo by D. M. Maher



The Katahdin Range from the west (Sentinel Mountain), Doubletop, Cross Range,
O-J-I, Barren, The Owl and Katahdin. Photo (Copyright) by E.S.C. Smith



Mahosuc Notch.
Photo by George B. Gorham.



The Horns Ponds on Mt. Bigelow..
Photo by James W. Sewall

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Canada over the Canadian Pacific Railroad, which passed near his cabin; Whyte would then carry the drugs to New York. From the lookout the side trail continues a third of a mile to Big Wilson Cliffs, another viewpoint. A mile and a third farther, another side trail leads to the fifty-seven foot Little Wilson Falls in a sheer slate canyon. This cascade is one of the best known in the State. Three miles farther, as we cross Little Wilson Stream, we notice, near the log which serves as a bridge, a pile of slate, built up like an abutment. This was a support of the bridge on the old stage road which crossed here and is the sole remains of the once flourishing village of Savage's Mills, settled in 1824 and abandoned in 1858. The forest has obliterated all traces of the settlement; from the forest to the village and back again to the forest, the cycle is complete.

Beyond, the Trail leads through Monson, famous for its slate quarries. This is the first town encountered since leaving Katahdin. Six miles farther is Blanchard on the Piscataquis River and on the Bangor and Aroostook Railroad.

The second section, into which the Trail in Maine naturally divides, extends from the Piscataquis River to Bigelow Village, a distance of sixty-two miles. From Blanchard an easy day's journey leads to the fire warden's camp at the top of Moxie Bald Mountain, whose long bare rock ridge is a notorious target for lightning bolts. The next day's travel leads to Troutdale Cabins on picturesque, narrow Moxie Pond, the center of an interesting mountain and fishing region, where a canoe ferry is made at The Narrows. We cross an abandoned division of the Maine Central Railroad, another example of reversion to the wilderness in central Maine, and reach the Kennebec River. Here occurs the last ferrying on the Maine section of the Trail. Shortly beyond the Kennebec River, at Pierce Pond, long famous for its excellent fishing, as far west as Bigelow Mountain, there is a choice of routes. The right or north fork of the oval leads to the flat lands of Dead River and thence south to the towering mass of the Bigelow Range. The left or south fork turns south from Pierce Pond to the most eastern of the three Carry Ponds, which formed the old Indian portage across the "Great Bend" of Dead River. Known as the Arnold Trail, from the most western of the Carry Ponds, it traverses Roundtop and Little Bigelow Mountains and joins the Dead River route at the base of the East Peak of Mt. Bigelow. We are now in a historic land, through which Benedict Arnold made his daring march across the Maine wilderness to attack Quebec in the dead of winter. Had this expedition succeeded, Arnold might have been the hero of the American Revolution instead of its despised Judas. The gallantry and the hardship of this march are graphically told in Arundel by Kenneth Roberts.

South of the plains of Dead River, with its meandering course, is a group of mountains which, with the exception of Katahdin and its satellites - the Katahdinauguh - are un-

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equaled in the State. Here are ten peaks exceeding 4,000 feet and thirty peaks over 3,000 feet in elevation. All of them - with the exception of four on which lookout towers have been established by the Forest Service, had been trail-less and little frequented. The outlier of this group to the north is the Mt. Bigelow Range, in interest easily the second mountain group in the State. It is a long, narrow crest-line range, covered with dense mature spruce and fir, extending east and west some twenty miles. Its twin peaks are the distinguishing feature of Mt. Bigelow; slightly lower and offset to the north from the range and similar in shape are the two Horns. The mountain was named for one of the officers of the Arnold Expedition, who was reputed to have climbed it. From Dead River Village, the Trail climbs to the firetower on the East Peak of Bigelow, traverses the range for four or five miles, and then descends to the highway at the hamlet of Bigelow Village in the gap between Bigelow and Sugarloaf. On the crest of the range, from a high-lying pond, known as The Tarn, Game Warden Helon N. Taylor has built a seven-mile blue-blazed side trail west along the crest of the range to Stratton, passing such interesting localities as Cranberry Peak and its pond, Arnold's Well and The Cave. Bigelow is well worthy of several days' exploration.

From Bigelow Village, the Trail reaches the perfectly symmetrical bare cone of Sugarloaf, 4,237 feet, probably Maine's second highest mountain. It then leads south along a densely wooded crest across Mt. Spaulding to near the open summit of Mt. Abraham, with its huge boulder fields and Forest Service tower. To the south, Mt. Abraham breaks off abruptly to the flat plains below, but the Trail route bears west across the valley of Orbeton Stream over Saddleback Junior and The Horn to the huge dome of Saddleback, overlooking the broad expanse of the Rangeley Lakes. This is a much frequented region.

Apparently, this region around the Androscoggin and the Rangeley Lakes was far better known half a century ago, for Farrar's Illustrated Guidebook to the Androscoggin Lakes, etc., published in 1887, reveals an intimate knowledge of many interesting features scarcely known to-day. Beyond Saddleback, the route plunges again into the wilderness through a more level section south of Rangeley Lakes, leads past Four Ponds, and then, from Bemis Brook, crosses a saddle with a magnificent primeval growth of spruce between the strikingly-formed Elephant and the dense scrub-grown crest of Old Blue, two little known peaks in this wilderness of west central Maine. Crossing the picturesque Black Brook Notch, close to the Rangeley Lakes, the route leads over and past a disconnected series of mountains, by C Pond with its precipitous bluff, reached by a side trail constructed by the Bates College Outing Club in 1935, to a highway north of Andover. Here the Trail clears its last hurdle, a striking

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isolated group of peaks, to-day generally known as Baldpate, although for many years, from its appearance as viewed from the west, it was known as Saddleback. Another name for this group is Bear River White Cap.

From Baldpate the Trail descends into Grafton Notch, through which Maine Highway 26 leads from the Androscoggin River to the Rangeley Lakes. Here are many interesting features, such as Screw Auger Falls, The Jail and Moose Cave. From the highway, a short but very steep mile and a half leads to Old Speck, once thought to be the second highest mountain in Maine and admittedly one of the outstanding peaks in the State. Beyond, to the New Hampshire line, is a well-maintained unit of the Appalachian Mountain Club's trail system - the Mahoosuc Trail, amply provided with shelters and over mountains bearing such picturesque names as Mahoosuc Arm, Fulling Mill, and Goose Eye. Much of this trail is along an open, scrub-grown crest with splendid views of the White Mountains. Its feature is the one-mile scramble over and under boulders through the sheer-walled gulch of Mahoosuc Notch. The Mahoosuc Trail reaches the Androscoggin River at Gorham, New Hampshire, on the Grand Trunk Railroad, affording a natural boundary and constituting the western part of the Mahoosuc Trail as an approach to the Maine section which terminates near Carlo Col, at a rather indefinite point in the forested wilderness between Maine and New Hampshire.

Thus ends our travel along Maine's 266-mile section of The Appalachian Trail, which, for excellence of route and construction, ease of travel and available accommodations and the rewards of ever-changing and varied vistas, has few rivals in the eastern United States.

Approaches and Various Trips

Railroad and highway crossings divide the Trail in Maine into three major sections of 118.4, 62.3 and 81 miles, respectively: the eastern, from Katahdin to Blanchard; central, Blanchard to Bigelow Village; and western, Bigelow Village to the Maine-New Hampshire Line. By reason of its character as a through trail, extended circuit trips - to return to the starting point - will necessarily require some retracing of the route. The termini of the eastern section, Blanchard and Millinocket, are on the Bangor and Aroostook Railroad and Maine Highways 15 and 157, respectively. If the approach to this section is made by automobile, to avoid a circuitous return trip to the starting point of either Blanchard or Millinocket, automobiles may be left at Bangor and the train taken to either place. Morning trains, on different branches of the Bangor and Aroostook Railroad, to both towns and a late afternoon and evening train to Bangor from Blanchard and Millinocket, respectively, permit the maximum utilization of the available time. The Canadian Pacific Railroad affords access to the Trail at Bodfish Siding, one-tenth of a mile from the Trail between Monson and Bodfish Farm.

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It is also possible, from each sporting camp en route, to reach the railroad at Greenville, Millinocket or Norcross; arrangements are made with the various camp proprietors. Another automobile approach is at Yoke Ponds via the Kokadjo-B Pond Road from Kokadjo on the Great Northern Paper Company's road from Greenville to Nesowadnehunk Stream. The automobile road from Greenville to Millinocket crosses the Trail at the Katahdin Stream Campsite, 5.24 miles west of the summit of Katahdin; the distance to this campsite from Millinocket is 24.6 miles. (A permit to cross Ripogenus Dam should be obtained from the Great Northern Paper Company, Bangor, Maine.)

Few travelers will have the opportunity to cover the Maine section in one trip; many will prefer to traverse it in a series of shorter trips. For this purpose, the following shorter trips in the eastern section are listed:

1. Millinocket via Katahdin to Millinocket-Nesowadnehunk Tote-road - 2 days.
2. Millinocket via Katahdin to Yoke Ponds (Kokadjo-B Pond Road) - 7 days.
3. Yoke Ponds (Kokadjo-B Pond Road) to Monson - 5 days.
4. Monson to Blanchard - 1 day.

Other short trips on the Trail can be arranged, by leaving a car at Given's (formerly Spencer's) Camps, 8.3 miles from Millinocket on the Millinocket-Basin Ponds Road, and obtaining transportation from the Togue Pond Camps to Katahdin or the Katahdin Stream Campsite. From either Macdonald's or Potter's Camps the return trip to Given's on the Millinocket-Basin Ponds Road can be made by boat in a few hours. From Millinocket to Millinocket, this trip would consume six or seven days, respectively; by starting at the Katahdin Stream Campsite the trip is shortened by two days. Automobile transportation to Millinocket or Greenville can also be procured at Clifford's Camps on Rainbow Lake.

The eastern terminus of the central section, Blanchard, is readily accessible by the morning train of the Bangor and Aroostook Railroad. The western terminus, Bigelow Village, is less accessible; the Maine Central Railroad at Farmington, some 35 miles south from the Trail at Bigelow Village on Maine Highway 27, affords the nearest public transportation; there is a mail bus from Farmington to Carrabassett, some four miles from the Trail at Bigelow Village. Other highways afford an opportunity for shorter trips in this section. Three days west from Blanchard, U. S. Route 201 is reached at Caratunk on the Kennebec River. Two days farther, at Dead River Village is Maine Highway 16; a long day's journey across Mt. Bigelow, on the south side of the mountain, is Bigelow Village on Maine Highway 27. Use of the alternative Arnold and Dead River loops, from either Caratunk on U. S. Route 201 at the Kennebec River or Dead River Village on Maine Highway 16, makes possible a very rewarding four-day circular trip back to either starting point.



Dunns Falls near Andover-B Hill Road.
Photo by John P. Fox.



Sugarloaf -
Maine's
second highest
mountain.
Photo by
Walcott Cutler



Bigelow Col,
East Peak and
Little Bigelow.
Photo by
George P. Gorham



Barren Mountain.
Photo by O.O. Heard

Mt. Saddleback
Sugarloaf and
Spaulding in
the background.
Photo by
R. G. Stubbs.



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In the western section, from Bigelow Village over Sugarloaf and the side trail to Mt. Abraham - a strenuous but feasible day's trip - a dirt road from Maine Highway 16 reaches the Trail from the north at the south end of Reddington Pond. Maine Highway 4, near the Rangeley Lakes, is reached after a moderate two-days' trip over Saddleback Mountain. The use of a short side road, where the Trail reaches Sandy River Ponds, shortens this section by four miles, making possible a one-day traverse of this section, although long and hard. An easy day's journey west from Maine Highway 4, the Houghton-Oquossoc Road (Maine Highway 17) affords public transportation for trips in either direction midway this section. Beyond Elephant and Old Blue Mountains, at Black Brook Notch, is Maine Highway 5 from Andover to South Arm; then one day farther west is the Andover-B Hill Road. Rumford on the Maine Central Railroad, 29.5 miles from the Trail, is the nearest railroad approach. From Rumford a mail bus operates from the railroad to Andover, 10.7 miles from the Trail at Maine Highway 5; during the summer the Andover-South Arm mail bus over Maine Highway 5 affords access to the Trail at Black Brook Notch. There is no bus service over the Andover-B Hill Road but transportation may be procured at the Andover Garage to where the Trail crosses this road, a distance of approximately six miles from Andover. It will be noticed that, west from Maine Highway 4, with the exception of Packard's Camps, the available public accommodations are some distance from the Trail and that, west of C Pond, there is no public accommodation close to the Trail. Beyond, across Baldpate Mountain, is Maine Highway 26, in Grafton Notch, the most western approach to the Trail in Maine. The nearest railroad approach is Bethel on the Grand Trunk Railroad, a distance of 19.7 miles from the Trail. Above Grafton Notch at Old Speck Mountain begins the Appalachian Mountain Club's Mahoosuc Trail. The Maine-New Hampshire Line is twelve miles west from Grafton Notch; seventeen miles farther is Gorham in New Hampshire on the Grand Trunk Railroad and U. S. Route 2.

Costs

The principal item of costs for a trip over The Appalachian Trail in Maine, utilizing the available sporting camps, is for the accommodations en route. These will be found to compare favorably with the cost of a vacation at a resort. For parties hiking over the Trail, the cost of accommodations, including lodging, dinner, breakfast, and packed lunch, is \$3.50 per day per person, with the exception of Arnold's Big Houston Pond Camps, Berry's Yoke Pond Camps, Clifford's Rainbow Lake Camps, Troutdale Cabins, and Sterling's Pierce Pond Camps, where the cost is \$4.00 per day per person. The rate at Bradeen's Kidney Pond Camps is \$5.00 per day plus a charge for the use of canoes. The rates above quoted do not apply to the sporting camps referred to west of Maine High-

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way 4; consult camp proprietor.

The accommodations available at Chimney Pond and with the fire wardens or at farmhouses are not subject to these rates and the amounts paid should be somewhat lower than the sporting camp rates, depending upon the number of persons.

For parties who wish to make use of camp canoes for a short time after arriving at camp, there will be no charge for canoes not engaged by other guests of the camps, unless the canoes are damaged.

There are ferrying charges of twenty-five cents per person at Moxie Pond (except guests of the camps) and the Kennebec River; also at Rainbow Lake on The Nesowadnehunk-Rainbow Trail. Arrangements may be made with Dore's or York's Camps for transporting packs to the other end of Long Pond. Ferrying down to the Rainbow Lake Outlet Dam or to the foot of Nahmakanta Lake, or vice versa, may also be arranged by telephone with the camp proprietors, at varying costs.

For transportation charges to and from the railroad, write the proprietor of the particular camp in question. Transportation at Monson or Blanchard can be arranged through C. C. Simpson, Monson, Maine. For cost of transportation from Millinocket to Katahdin or Katahdin Stream Campsite, consult Togue Ponds Camps, Millinocket, Maine.

Literature

The traveler who responds to the lure of the white blazes of The Appalachian Trail will require Guide to the Appalachian Trail in Maine (third edition, obtainable from The Appalachian Trail Conference, 901 Union Trust Building, Washington, D.C., 305 pages, \$1.50). This publication contains detailed trail data, reading in both directions, a chapter on Katahdin, Foreword, Bibliography, and historical references and notes, with large and small scale maps of the Trail route. The only published Geological Survey maps for the Trail area are the Katahdin, The Forks, Bingham, Pierce Pond, Dead River, Stratton, Phillips, Rangeley, and Gorham Quadrangles (U. S. Geological Survey, Washington, D.C., 10 cents each).

The extensive literature of the Trail in Maine is listed in the Bibliography, contained in the Guidebook. The 1933, 1934, 1935, and 1936 issues of In the Maine Woods (Bangor and Aroostook Railroad, Bangor, Maine, 10 cents each) contain a series of articles descriptive of the route. The Appalachian Trail Conference has issued as Publication No. 6 An Annotated Bibliography of Katahdin (78 pages, \$1.00). Mount Katahdin in Maine, published by the Maine Development Commission, Augusta, Maine, will serve to familiarize the reader with the Katahdin region. There may be obtained (25 cents) from The Appalachian Trail Conference reprints of a detailed illustrated article, "Mountains of Western Maine", by Myron H. Avery, which appeared in the April 3 and 10, 1937, issues of the Lewiston Journal; this article deals with the region between Mt. Bigelow and the Maine-New Hampshire Line.



Mt. Abraham.
Photo by R. G. Stubbs.

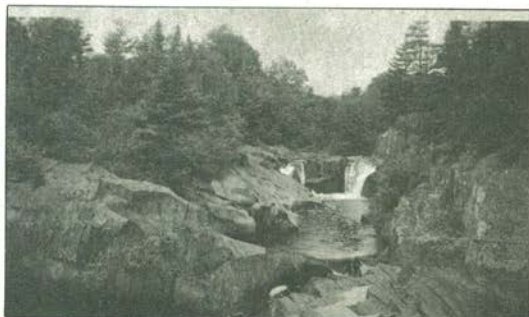
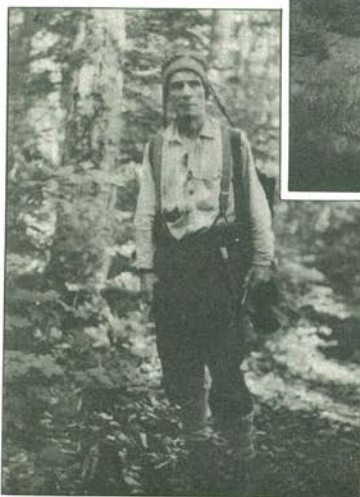


Watching a spruce partridge.
Photo by Mark Taylor.



The northernmost
lean-to on the
Appalachian Trail.
Photo by
A. C. Sylvester

Walter D. Greene
Broadway actor. Maine Guide
Builder of the Chairback-Barren,
Section of The Appalachian Trail.
Photo by S. S. Philbrick.



Anticipation.

PUBLICATIONS

OF

THE APPALACHIAN TRAIL CONFERENCE

- No. 1. TRAIL MANUAL FOR THE APPALACHIAN TRAIL
Trail Manual; The Development of the Technique of
Marking The Appalachian Trail; Trail Sign
Making; Trail Clearing Tools and Markers.
54 pp.; 3rd ed., September, 1935. (Includes
former Publication No. 7, April, 1935.) 25¢
- No. 2. *REPORT OF FIFTH APPALACHIAN TRAIL CONFERENCE,
June, 1931; 8 pp.
- No. 3. *REPORT, January 1, 1933; 16 pp.
- No. 4. GUIDE TO THE APPALACHIAN TRAIL IN MAINE, 305 pp.,
8 maps (2 two-color contour maps). Contains de-
tailed trail data in both directions for The
Appalachian Trail in Maine, side trails, together
with a generalized account of the Trail route,
Katahdin, the Geology of the Trail route, a
Bibliography and Index \$1.50
- No. 5. THE APPALACHIAN TRAIL. 2nd ed., November, 1934.
A 36-page pamphlet containing a comprehensive
statement of the Trail project, detailing its
route, history, guidebook data, and bibliography,
with map and 3 illustrations 25¢
- No. 6. AN ANNOTATED BIBLIOGRAPHY OF KATAHDIN, by Edward
S. C. Smith and Myron H. Avery, 78 pp. An exten-
sively annotated Bibliography of the Katahdin
region, with chapters on Place Names, Notable Ex-
peditions, Photographs and Maps of the Katahdin
region \$1.00
- No. 7. APPALACHIAN TRAIL TECHNIQUE, 34 pp. 1935.
(Now incorporated in Publication No. 1.)
- No. 8. GUIDE TO THE APPALACHIAN TRAIL IN THE SOUTHERN
APPALACHIANS. 1937. 184 pp. Contains detailed
trail data from the Virginia-Tennessee Line to
Mt. Oglethorpe in Georgia, a distance of 430
miles, with chapters on the History of the Pisgah
and Georgia Mountains, the side trails in the Great
Smokies, snakebite treatment, and index \$1.00
- No. 9. REPORT OF THE EIGHTH APPALACHIAN TRAIL CONFERENCE,
June, 1937 25¢

*Out of print.