experience the tradition North Maine Woods 2013 \$3

P10 Katahdin Ironworks **Jo-Mary Forest Information**



P14 New plan for the Allagash **Wilderness Waterway**



P18 Moose: Icon of the North Woods



On behalf of the many families, private corporations, conservation organizations and managers of state owned land, we welcome you to this special region of Maine. We're proud of the history of this remote region and our ability to keep this area open for public enjoyment. In addition to providing remote recreational opportunities, this region is also the "wood basket" that supports our natural resource based economy of Maine.

This booklet is designed to help you have a safe and enjoyable trip to the area, plus provide you with important information about forest resource management and recreational use.





P35 Northern Region Fisheries Update



P39 Sharing the roads with logging trucks

2013 Visitor Fees

	RESIDENT	NON-RESIDENT
Under 15	Free Day I	Jse & Camping
Age 70 and Over	Free Day I	Jse
Per Person Per Day	\$7	\$12
Camping Per Night	\$10	\$12
Annual Day Use Registration	\$75	N/A
Annual Unlimited Camping	\$175 .	N/A
Camping Only Annual Pass	\$100.	\$100

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.



Checkpoint Hours of Operation

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.

Allagash	5am-9pm daily
Caribou	6am-9pm daily
Dickey	5am-9pm daily
Fish River	6am-9pm daily
Little Black	5am-9pm daily
Oxbow	6am-9pm daily
Six-Mile	5:30am-9:30pm daily
St. Francis	5am-9pm daily
Telos	6am-9pm daily
Twenty-Mile	5am-9pm daily

Canadian bord	er checkpoints	
Estcourt		7am-5pm M-F
(register at g	as station/gaz bar)	
US Cust	oms 1-418-859-2501	
Canadian Cust	oms 1-418-859-2201	
St. Pamphile	1-418-356-2411	7am-5pm M-F
US Cust	oms 1-418-356-3222	•
Canadian Cust	oms 1-418-356-3151	
St. Juste	1-418-244-3646	8am-5pm M/T/Th/F
US Cust	oms 1-418-244-3026	(closed Wednesdays)
Canadian Cust	oms 1-418-244-3653	
St. Aurelie	1-418-593-3426	6am-5pm M-Th
US Cust	oms 1-418-593-3582	6am-4pm Friday
Canadian Cust	oms 1-418-593-3971	

The schedule 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.

Use of New Technology Assists NMW Mission while Reducing Costs and Helping to Keep Visitor Fees Stable

Al Cowperthwaite, Executive Director

If you arrived at one of our staffed checkpoints after daily operating hours or entered through one of the unstaffed electronic gates last season, you are aware that we have been making some significant adjustments in the way we operate. These 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 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.

Night Time Entry and Motion Detection Cameras

Up until 2009, we staffed some checkpoints 24 hours a day seven days a week- 6 Mile Checkpoint on the American Realty Road, Telos Checkpoint and Caribou Checkpoint on the Golden Road. In 2009 we did not fill the night shift employee positions, but instead installed motion sensitive lights, live time recording cameras and satellite internet service. This allowed us to monitor traffic between 9 PM and 6 AM for the above checkpoints, plus Fish River and Dickey, from our Ashland office.

Camera images are sent via satellite internet to a central control room in our Ashland office where one person watches all nighttime traffic. 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.

Automated gates

As a non- profit organization, North Maine Woods operates on a break even basis. The amount charged for overnight camping is directly relat-



North Maine Woods electronic checkpoint.

ed 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. In an effort to continue to allow access while keeping user fees reasonable, we have installed a number of automated, unstaffed gates 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 gates. These gates 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 gates, it will simplify the process if they pre-register at a staffed checkpoint or have season passes, L Passes or Guest Passes with

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, more have been added at other locations. In 2009, Seboomook Dam and Northeast Carry automated gates were installed on roads leading into North Maine Woods from Seboomook Township north of Rockwood.

In 2011, another automated checkpoint was installed on the so-called Kelly Dam Road which enters the North Maine Woods from Route 201 a few miles north of Jackman. We encourage visitors to pre-register at Bishop's Store in Jackman prior to heading into the Kelly Dam Road as pre-registering will streamline the process and reduce time required to go through this process over the telephone at the automated gate site.

In 2013 another automated gate will be installed on the so-called Red River Road heading east of St. Froid Lake in the town of Winterville. It will be called Winterville Gate. We encourage visitors to pre-register at the Eagle Lake or Winterville Town offices which will streamline the process and reduce time required to register over the telephone at the automated gate.

Visitors can expect to encounter additional conversions in the future as we improve the operational aspects of the equipment and as road systems change along the NMW boundary.

NMW History and User Fees

History

In the early 1970s, user fees were initiated to help landowners recover part of the management costs related to accommodating public visitors to their lands. Before the North Maine Woods (NMW) organization was created, separate landowners had their own regulations and fee schedules for use of their lands. Travelers might have passed through two or three checkpoints to get to their destinations and paid separate fees on each stop.

In 1971, with the agreement between landowners to form NMW, a day use season registration for Maine residents was set at \$2. Landowners also imposed a self assessment to fund the start up the North Maine Woods program.

The self assessment share was based on the owner's percentage of acres within the designated North Maine Woods area. During the period between 1971 and 1986, these assessments amounted to nearly three quarters of a million dollars. Since then, increased usage, prudent management and modest fee increases have allowed the program to become self sufficient.

Although annual assessments have ceased, landowners still absorb many costs. They provide staff time on the various operating committees; donate professional services of draftsmen, soil evaluators, and others; donate use of construction equipment; and maintain thousands of miles of roads which receive wear and tear from public travel.

For more than 40 years, steps have been made to increase visitor comfort and satisfaction with the facilities. Improvements made in the campsite program include better maintenance of campsites along with the creation of new ones. Public communications, identified as a shortcoming, has been addressed with NMW's own publications as well as articles in other publications, to enable our visitors to better understand our goals and objectives.

Visitor use has always occurred without any advertising by NMW, and this is thought to be due, in part, to the favorable experiences of our recreational users spreading the word after returning home from their visits.

Additional use is not promoted because the area is not like a park, commercial campground or other area designated specifically for recreational use. This benefits users by keeping the NMW from getting overcrowded.

All visitors help defray operating costs. Even the landowners and their staff members pay the regular user fees when visiting the area for recreation. NMW staff also pay their own camping fees.

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.

Purpose

Fees for each activity pay for the management of that activity.

In general, all day use fee collections offset costs for operating the checkpoint facilities. Receptionists are available at convenient times for visitors to enter the area. Guidance, brochures and information are provided. Trash bags are provided to help control litter in the area. Receptionists also assist parties with emergencies and provide information to game wardens looking for sportsmen to relay emergency messages from home.

Camping fees collected are dedicated to maintaining and developing facilities used by campers. Our travel costs are similar to those of visitors. If all 300+ campsites were located on 20 acres as with most campgrounds, NMW camping fees would be lower. Staff frequently travel 30 to 40 miles between campsites.

Fees from the bear bait site management program are dedicated in part to managing this program. NMW staff works with wildlife biologists, game wardens, landowner foresters, guides and hunters to manage the locations of bait sites to minimize conflicts in our working forest.

Management contracts established over the years with the Allagash Wilderness Waterway, the Bureau of Parks and Lands, Jo-Mary Campground, and members of the KI Jo-Mary Multiple Use Forest provide just enough income to offset costs for managment.

Under Maine law, NMW is established as a non-profit corporation. There are no stockholders, no profit sharing and no dividends. None of the fees collected at checkpoints are distributed to the landowners in this program. Income is budgeted to meet expenses and fees reflect this arrangement.





Find valuable, up-to-date information on the Web

Whether you are planning another trip or visiting North Maine Woods (NMW) for the first time, you will find an abundance of helpful information about the NMW region on our newly redesigned website. Information on land use, regional history, rules and regulations, checkpoint hours of operation, user fees, camping locations and safety can all be found at the click of your mouse.

www.northmainewoods.org

Under the "Business Links" heading you can search a listing of many 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.

North Maine Woods also manages the one hundred eighty thousand acre KI-Jo Mary Multiple Use Forest located between Millinocket, Greenville and Brownville. Our website contains all the information you will need for planning a trip to this unique area. Camping information is available as well as information on these popular attractions: Gulf Hagas Gorge, Katahdin Iron Works, the Hermitage, and the Appalachian Trail. Within the KI Jo-Mary Forest is Jo-Mary **Campground**, also managed by NMW. It is a 70 site commercial campground with running water, flush toilets, laundromat and other amenities not available at our remote campsites.

We also have a "Links" page that can direct you to a variety of Maine 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 other websites were you can find canoeable river water flow rates, regional weather forecasts and other useful information.

Our website also features the North Maine Woods and KI Jo-Mary Campsite Guides. Each guide uses Google Earth to depict Authorized and Fire Permit campsites thoughout each respective region; and once downloaded users can click on a campsite icon to pull up photos and a list of amenities for each location. These guides were designed to assist you in planning your next camping trip while at the same time offering you a virtual tour of campsites throughout the region.

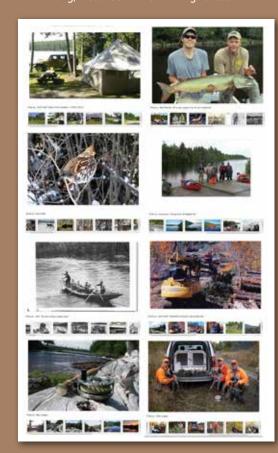
Another feature is the homepage "Bulletin Board" which allows us to post up-todate information on what is happening in NMW. The Bulletin Board contains important news, information, and describes current conditions within NMW.

New to our website is a photo gallery consisting of eight different image categories (wildlife, landscape, camping, fishing, canoeing, hunting, historic and working forest). Visitors can submit photos of their own North Maine Woods experiences for posting in the gallery.

Our website is one of the most frequently visited websites for people considering a trip to northern Maine. Remember to check www.northmainewoods. org as we continue to expand on the quality and quantity of information on our website.

North Maine Woods wants your photos!

Share your outdoor experience with us by submitting photos of your adventures on our website's gallery page. Photo categories include: Wildlife, Landscape, Camping, Fishing, Canoeing, Hunting, Historic and the Working Forest.



Information

for North Maine Woods and KI Jo-Mary Forest

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 or KI Jo-Mary Forest at any time of year. This is necessary for logging road safety and avoidance of fire hazards in hard to reach locations.

Maine Forest Service

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.

Your actions will help ensure that the resource we all enjoy is preserved for this and future generations. 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 fuel 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:

Ashland Regional Headquarters 207-435-7963 Old Town Regional Headquarters 207-827-1800 Portage District Headquarters 207-435-6644 Allagash Unit Headquarters 207-398-3196 Aroostook Waters District Headquarters 207-435-6975 East Branch District Headquarters 207-463-2331 Moosehead District Headquarters 207-695-3721 Fire Emergency Number 1-888-900-3473 to report fires after 6pm

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 and KI Jo-Mary Forest area 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 or KI Jo-Mary **Forest.** 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 and KI Jo-Mary 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 reg**ulations.** NMW Land Use and Camping permits are available from many commercial bush pilots or you may obtain permits by writing to North Maine Woods, PO Box 425, Ashland, ME 04732.



Camping in 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 overnight 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 and KI Jo-Mary regions are shown on Google Earth. Visit our website (www. northmainewoods.org) to download this new feature found on the homepage. In addition to showing campsite locations, there 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 alongside roads and waters.

Rules Road of the Roads

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.
- 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.



	2	1	2	Nater Access	Jehicle Access	Canoe Access	Camper Access	CT.	qi	In	Th.
	Fownship	Sites	Shelters	Vater	/ehicl	anoe	amb		Township	ites	Shaltare
SHLAND REGION	-	ALC: N						TELOS REGION		O,	
ittle Munsungan Lake	T8R9	2	100	V	У			Umbazooksus West	T6R13	4	
Chase Brook Road	T10R9	2		V	У	450	V	Umbazooksus East	T6R13	2	
Aunsungan Falls	T8R9	3		V	у		V	Kellog Brook	T6R12	3	
Malcolm Branch	T9R8	2	2	V	У		V	Indian Stream	T7R12	2	
Mooseleuk Dam	T10R9	3	2	, V	У		,	Indian Pond	T7R12	6	_
N. Br. Machias River	T11R7	6	2	у V	уу		У	Haymock Lake	T8R11	8	_
Machias Bridge	T11R7	2		у V	<u>у</u> У		<u>у</u> V	Cliff Lake	T8R12	5	_
Machias River	T11R7	1			у У			Pillsbury Deadwater	T8R11	2	_
Chase Lake	T9R10	3	1	у V	у У			Spider Lake	T9R11	3	_
Ragged Mountain Pond	T9R10	1			<u>у</u> У		у	Little Pillsbury Pond	T8R11	4	_
lack Mountain	T11R8	3		у	<u>y</u>		ν	Coffeelos South	T6R11	3	_
5. Br. Machias River	T10R7	2		V			у V	Coffeelos North	T6R11	2	_
Pratt Lake	T11R9	1	1		уу			Collectos North	TOTAL	44	_
ratt Lake sland Pond	T10R10	2	1	у	у у		у		IOIAL	44	
siand Pond Machias Lake Dam	T12R8	3	1	У	<u>y</u>						
		3	1	.,	У		У	CAUCOMGOMOC REGION		_	
20-Mile Bridge	T12R8		1	У	У		У	Caucomgomoc Landing	T7R15	5	
ittle Clayton Lake	T12R8	1	-	У	У			Caucomgomoc Dam	T6R14	3	
Moosehorn Crossing	T12R7	2	1	У	у		У	Henrys Island	T7R15	1	
Jpper Elbow Pond	T10R10	2		У	У			Rowe Thoroughfare	T7R15	1	
Peaked Mountain Pond	T10R10	3		У	у			Round Pond North	T7R14	4	
Russell Crossing	T11R8	3	1	У	У		У	Round Pond Inlet	T7R14	1	
Musquacook Stream	T12R11	2		У	У		У	Lost Pond	T5R16	2	_
McNally Pond	T11R10	2		У	У		У	Russell Stream	T4R16	1	_
2nd Musquacook Lake	T11R11	6	1	У	у		У	Big Bog	T5R18	4	_
Squirrel Pond	T11R10	1	1	у	У		У	5th St. John Bridge	T6R17	2	
Beaver Sprague	T11R7	3	3	У	у			5th St. John Dam	T6R17	1	_
Weeks Brook	T11R8	1		У	у		у	Wadleigh Pond Beach	T8R15	1	_
Smith Brook	T9R9	1		У	у			Wadleigh Pond	T8R15	3	_
Big Hudson Brook	T10R9	3		у	У	у		Wadleigh Pond South	T8R15	1	_
Munsungan Thoroughfare		2		у				St. Francis Lake	T8R16	2	_
ittle Moosehorn	T8R10	2			у		у	Baker Lake North	T7R17	5	_
Kelly Brook	T11R14	5		У	у		у	Baker Lake South	T7R17	1	_
Squirrel Mountain	T11R13	2			у		у	Boulet Campyard	T7R17	2	-
Ross Lake	T10R15	3	1	У	у		у	Turner Pond	T7R16	2	_
Red Pine	T11R16	3		у	у	у	у	Crescent Pond	T9R15	2	_
	TOTAL	86						Johnson Pond Island	T8R14	2	-
ALLAGASH REGION								Elm Stream	T4R16	2	_
Little Falls Pond	T17R11	1		.,				EIIII Stream	TOTAL	48	_
Fall Brook Lake	T18R10	3	1	<u>y</u>	у у				IOIAL	40	
Little Black River Plt	T19R12	2	1	<u>у</u>	<u>у</u>		у				
			- !	<u>y</u>	<u>y</u>		у	FISH RIVER REGION			
Jpper Little Black	T19R12	1	1	у	У			Gleason Brook	T13R7	1	
Little Black River	T19R12	2	1	У	У		У	Carr Pond	T13R8	4	
Chimenticook Stream	T17R13	2		У	У		У	Fish River Falls	T14R8	8	Т
West Twin Brook #1	Allagash	1		У	У			Fish Lake	T14R8	5	
West Twin Brook #2	Allagash	1			У		У	Big Brook	T14R10	3	_
Vest Twin Gravel Pit	Allagash	1		У	У		У	Fox Brook	T13R9	3	_
Blue Pond	T13R13	2		У	У		У	. 5 5. 5011	TOTAL	24	-
Deadeye Bridge	T18R13	3			У		У		IOIAL	27	
Brd Pelletier Pond	T16R9	3		у	у		у				
Ben Glazier	T14R12	1			у		у	AROOSTOOK RIVER REGION			
Big Black River Road	T15R13	2		у	у		у	Munsungan Branch	T8R8	1	
Old Camp 106	T16R13	1			у		у	Mooseleuk Branch	T8R8	1	_ `
Big Black Fall Site	T15R13	1		у	у		у	Lapomkeag Stream	T9R7	1	
Connors Cove	T18R10	7		y	у		у	Houlton Brook	T9R5	2	_
	TOTAL	34							TOTAL	5	_

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	Township	Sites	Shelters	Water Access	Vehicle Acces	Canoe Access	Camper Acce
RAGMUFF/SEBOOMOOK REGIO	N						
Lane Brook	T2R4	4	1	у	у	4	у
Leadbetter Falls	T2R18	4		у	У		У
Leadbetter Pit	T2R18	3	1	у	У		У
Gilberts Crossing	T2R4	3	1	у	у		У
Lane Brook (Boundary Rd)	T3R4	1		у	У		у
Cheney Pond	T3R4	3		у	У		
Penobscot Dam	T4R4	4	1	у	у		у
Penobscot Pd (Ice Box Pit)	T4R4	1		у	У		У
Long Pond	T3R5	4	1	у	У		У
Dole Pond	T3R5	3	1	у	У		У
Dole Brook	T3R5	1		у	у		
Hurricane Pond	T5R20	1		у	у		
Hurricane Stream	T5R19	2	1	у	у		
Snake Campsite	T4R18	6	1	у	у	у	у
Nulhedus Pit	T1R4	1			у		у
Little Lobster Lake	T3R14	2	1	у	у		у
35-Mile Campsite	Dole Twp	1			у		у
	TOTAL	45					
OXBOW REGION							
Lapomkeag Field	T8R8	2	1	٧	٧		٧
Millinocket Stream	T8R8	2					у

T8R9 TOTAL

Munsungan Stream

	OPEN CO.	The State of		200	1000	_	1 3 777
ST. JOHN RIVER				3	ALC:		
Turner Bogan	T8R17	2		у	Z	у	
Flaws Bogan	T8R17	2	1	у		у	
Flaws Bogan Camp	T8R17	1		у		у	
Morrison Depot	T9R17	2		у		у	
Southwest Branch	T9R17	1		у		у	
Doucie Brook	T10R17	3		у		у	
Knowles Brook	T10R16	4		у		у	
Northwest Branch	T10R17	2		у		у	
Ledge Rapids	T11R16	3	1	у		у	
Moody Campsite	T11R16	3	2	у		у	
Red Pine	T11R16	3		у	у	у	у
Burntland Brook	T11R16	2	1	у		у	
Nine-Mile Campsite	T12R16	2		у		у	
East Nine-Mile	T12R15	1		у	у	у	
Connor Farm	T13R15	1		у		у	
Seven Islands	T13R15	4	2	у		у	
Priestley Campsite	T13R14	2	1	у	у	у	у
Simmons Farm	T14R14	2	1	у		у	
Basford Rips	T14R13	1		у		у	
Big Black Rapids	T15R13	3	1	у		у	
Ferry Crossing	T15R13	2	1	у	у	у	у
Boom Chain	T15R13	2		у		у	
Seminary Brook	T15R13	2	1	у	у	у	у
Longs Rapids	T16R13	2	1	у	у	у	
Castonia Farm	T16R12	2		у	у	у	у
Ouellette Brook	T16R12	2		у	у	у	
Ouellette Farm	T16R12	3	1	у	у	у	у
Fox Brook	T16R12	3	2	у	у	у	у
Poplar Island	Allagash	1	1	у		у	у
	TOTAL	63					

Jo-Mary Campground

on beautiful Upper Jo-Mary Lake

- 70 waterfront campsites (recreation room, shower house, laundromat)
- Beautiful sand beach with family-friendly swimming area
- Spectacular views of Mount Katahdin right from your campsite
- · Great wildlife viewing and fishing opportunities
- Special family camping rates
- Includes access to the 175,000-acre KI Jo-Mary Multiple Use Forest and all its natural attractions to include:

Gulf Hagas ... Gauntlet Falls ... Appalachian Trail More than 70 remote lakes and ponds ... and more

PO Box 685 | Brownville, ME 04414 | 207-723-8117

Katahdin Ironworks Jo-Mary General Information

The KI Jo-Mary Multiple Use Forest is a 175,000 acre tract of forest land located between Millinocket, Brownville and Greenville. At the request of the forest landowners in this area, NMW contracted with them in 1986 to establish checkpoints and campsites to manage increasing public use of their lands. Due to differences in operating costs and landowner management objectives, the KI Jo-Mary user fees are slightly different from fees assessed for use of NMW. Season registrations are not interchangeable between NMW and KI Jo-Mary. In both cases, land use fees help offset recreational management costs.

Checkpoints and Hours of Operation

Recreationists traveling by vehicle will pass through one of these checkpoints. Please refer to the map located on page twelve of this publication. The following listing will inform you of operating hours. All four checkpoints open the first of May and close mid October.

Jo-Mary Checkpoint: Open from 6:00am to 9:00pm Sunday through Thursday, and 6:00pm to 10:00pm Friday and Saturday.

KI Checkpoint: Open from 6:00am to 9:00pm seven days a

Hedgehog Checkpoint: Open from 6:00am to 9:00pm seven days a week.

Henderson Checkpoint: Open from 6:00am to 9:00pm seven days a week. Henderson is an electronic, unmanned checkpoint managed by Jo-Mary checkpoint staff.

Land Use and Camping Fees

	Maine Residents	Non Residents
Under 15 and over 70 years of age Per Day Day Use Season Registration	Free Day Use \$7.00 \$60.00	Free Day Use \$12.00 \$75.00
Camping Per Night	\$10.00	\$10.00

Passage At Any Checkpoint After Hours \$20.00 per vehicle



Camping in the KI Jo-Mary Forest

The KI Jo-Mary Forest is not your everyday camping area. The sites are primitive and well spread out. You will be able to find solitude, fishing, hunting, hiking, fresh air, clean water, good times and many other outdoor activities if this is what appeals to you. The KI Jo-Mary Multiple Use Forest landowners are trying to encourage and preserve this type of experience.

No party will be allowed to camp more than two weeks in one location. No trailer, tent or other equipment is to be stored on any campsite. Items left unattended for more than three consecutive days may be removed at the expense of the owner.

Camping is allowed only in the authorized campsites shown on the map on page twelve. The checkpoint receptionists will gladly assist you in choosing a location when you register. Fees will vary according to the number in your party and the length of your stay. A fireplace, picnic table and privy are located at each campsite. There is no running water or electricity. Campsites are maintained weekly.

Campsite reservations are not required, but recommended for Friday and Saturday nights. For the areas served by the KI and Hedgehog checkpoints, call KI checkpoint at 207-965-8135. For the area served by the Jo-Mary checkpoint, call 207-723-8944.

If you are not able to honor your reservation, please call the checkpoint early enough in the day so others might enjoy the campsite.

You will find solitude, fishing, hunting, hiking, fresh air, clean water, good times and many other outdoor activities if this is what appeals to you. The KI Jo-Mary Multiple Use Forest landowners are trying to encourage and preserve this type of experience.

You are welcome to use dead and down wood for your fire at an authorized location. Extreme caution is always the rule. Remember a small fire is best for cooking and a DEAD fire is the best when unattended. All outside fires must be within the steel fire rings provided at the authorized campsites. Building your own rock fireplaces is not permitted. By Maine law, it is illegal and punishable by a fine to have an unauthorized cooking or warming fire, or to leave any fire unattended.

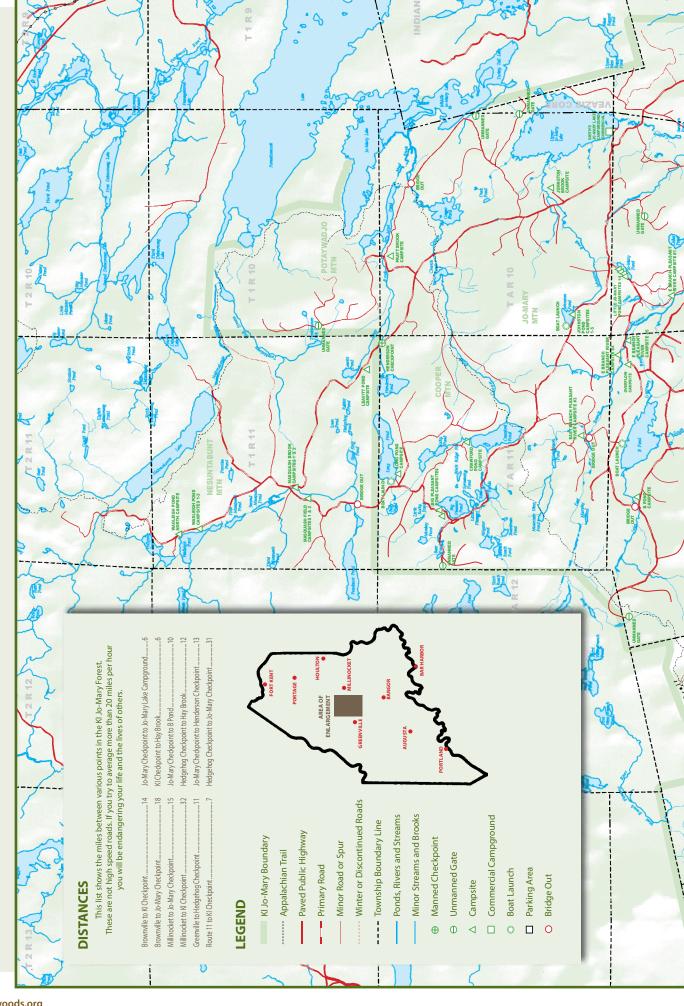
Please carry your trash out. Do not leave trash at your campsite or alongside roads and waters.

KI AREA					
		Number of		Facilities	
Name	Location	Sites	Privies	Tables	Shelters
Silver Lake Field	T6R9	8	3	8	0
Silver Lake #1	T6R9	1	1	1	0
Silver Lake #2 and #3	T6R9	2	1	2	1
Silver Lake #4 and #5	T6R9	2	2	2	0
Pleasant River #1	T6R9	1	1	1	1
Pleasant River #2	T6R9	1	1	1	1
Pleasant River #3	T6R9	1	1	1	1
Pleasant River #4	T6R9	1	1	1	0
Pleasant River #5	T6R9	1	1	1	1
Pleasant River #6	T6R9	1	1	1	0
High Bridge #1	T7R10	1	1	1	0
High Bridge #2	T7R10	1	1	1	0
High Bridge #3	T7R10	1	1	1	1
Big White Bk. #1, 2, 3, 4	T7R10	4	2	4	0
Pleasant River #7, 8, 9, 10	T7R10	4	1	4	0
Hay Brook Campsites	T7R10	3	2	3	0
Pine Camp	T8R11	1	2	1	1
Totals		34	23	34	7

HEDGEHOG AREA					
		Number of		Facilities	
Name	Location	Sites	Privies	Tables	Shelters
Long Pond - Vehicle Access	T7R9	3	3	2	0
Long Pond - Water Access	T7R9	1	1	1	0
Horseshoe Pond	W. Bowdoin				
	College Grant	4	2	4	0
Trout Pond Lean-To	W. Bowdoin				
	College Grant	1	1	0	1
Totals		9	7	7	1

JO-MARY AREA					
		Number o	f	Facilities	
Name	Location	Sites	Privies	Tables	Shelters
Gauntlet Falls #1	T8R10	1	1	1	0
Gauntlet Falls #2	T8R10	1	1	1	0
Crawford Pond	TAR 11	2	1	2	0
Long Pond	TAR 11	4	1	4	2
Big Pleasant Pond	TAR 11	2	2	2	1
Johnston Pond	TAR 10	5	1	5	1
Little Jo-Mary Pond	TBR 10	4	1	4	0
East Branch Pleasant #1	TBR 11	1	1	1	1
East Branch Pleasant #2	TBR 11	1	1	1	0
East Branch Pleasant #3	TBR 11	1	1	1	0
East Branch Pleasant #4	TBR 11	1	1	1	1
East Branch Pleasant #5	TBR 11	2	1	2	0
Pratt Brook	TAR 10	1	1	1	0
Johnston Brook	T1R11	1	1	1	1
Totals		27	15	27	7

Katahdin Iron Works Jo-Mary AREA USE MANAGEMENT



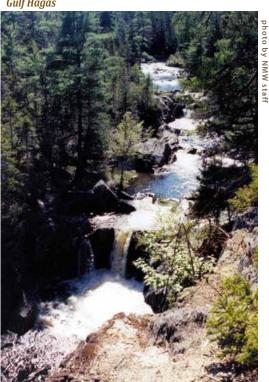
PLEASE REMEMBER ... CAMPING AND OUTSIDE FIRES ARE ALLOWED ONLY AT THE AUTHORIZED CAMPSITES AVAILABLE

Landowners and Managers

within the 175,000 acres of KI Jo-Mary

AMC Maine Woods, Inc.** Pine State Timberlands, LLC Cassidy Timberlands, LLC* North Woods Maine Timberlands, LLC** Greentrees, Inc.* Katahdin Forest Management, LLC McCrillis Timberland, LLC* Prentiss & Carlisle Company, Inc.* **The National Park Service Silver Ridge Land Company***

Gulf Hagas



^{*}Lands managed by Prentiss & Carlisle Management Co.

^{**}Lands managed by Huber Resources Corp.



New Management Plan for the Allagash Wilderness Waterway

Matthew LaRoche, Superintendent Allagash Wilderness Waterway

The Allagash Wilderness Waterway is a spectacular, 92mile long waterway that, in 1970, became the first state-administered river approved for inclusion in the National Wild and Scenic River system as a Wild River Area.



A 15-year management plan for the Allagash Wilderness Waterway (AWW) has received final approval by senior officials at the Maine Department of Agriculture, Conservation and Forestry (ACF). The plan reflects changes made to the State's Allagash statutes since adoption of the last plan, in 1999, and presents policies, goals and strategies for the management and recreational use of the Waterway.

After two years of development and broad input from stakeholders, the new plan was signed on December 20, 2012 by ACF Commissioner Walt Whitcomb and by Will Harris, Director of the Division of Parks and Public Lands. Five-year periodic reviews will keep the plan up to date.

The AWW is a spectacular, 92-mile long waterway that, in 1970, became the first state-administered river approved for inclusion in the National Wild and Scenic River system as a Wild River Area. The State of Maine purchased the land along the waterway after Maine voters overwhelmingly approved a \$1.5 million bond issue. The bond money, together with matching federal dollars from the Land and Water Conservation Fund, provided the funds necessary for acquiring the restricted zone - land within 400 to 800 feet on both sides of the waterway.

A 2005 attempt at updating the AWW management plan ended in failure primarily because the various parties could not agree on motor vehicle access points and the rebuilding of Henderson Brook Bridge. Legislation codifying motor vehicle access points and permanent bridge crossings, as well as designating the number of snowmobile access points, effectively settled the primary areas of contention.

The establishment of the AWW Advisory Council also paved the way for the recently approved plan. The Council's first task was to develop a first-ever strategic plan for the waterway. That work, completed in December 2010, followed the guidelines of the founding legislation, which directs the waterway to "preserve, protect and develop the maximum wilderness character of the watercourse." That strategic plan, along with related legislation, forms the underpinning of the 2012 AWW management plan.

The waterway plan is broken into nine management policy sections with goals, objectives, and strategies under each section.



For instance, the plan directs the waterway to eliminate snowmobile access locations at Burntland Brook and Indian Stream and add snowmobile access at Smith Brook and Nugent's Camps. This maintains the total of 19 snowmobile access locations as directed by statute.

The wilderness character of the waterway is to be enhanced by several strategies, including the removal of directional signs that are not absolutely necessary and minimizing signage outside the concentrated use areas. The buildings at Telos Dam are slated for removal and the access road to the dam will be relocated. The parking lot next to the ranger station at Michaud Farm will be closed in favor of a new handicap accessible parking area that will be screened from the river.

Some other highlights of the plan are:

- The use of ATVs will be prohibited year-round but could be allowed by special exception when there is lack of snow in the winter by the posting of access trails.
- Three new campsites are to be built next to the Chamberlain parking lot to accommodate late arriving canoe groups.
- Multi-party campsites will be reduced in size or replaced with single party campsites where possible.
- Campsite standards will be developed and sites will not be allowed to fall below a base standard. Remedial action will be taken, such as hardening or relocation when problems are identified.
- Facilities at vehicle access points are to be improved to better accommodate use by persons with disabilities.
- Public information will be enhanced by using web-based tools to help users preview and plan trips to the waterway.

To download a copy of the AWW management plan, visit the Division of Parks and Public Lands website at the following link: http://www.maine.gov/doc/parks/ programs/planning/AWW2011plan.html

Requests for a printed copy of the AWW plan should be sent to: Maine Division of Parks and Public Lands, 22 State House Station, Augusta, ME 04333 or by email to melissa.macaluso@maine.gov

For general information on the AWW, go to: www. maine.gov/doc/parks/ or call 207-941-4014, email heidi.j.johnson@maine.gov or write to the Division of Parks and Public Lands, 106 Hogan Road, Bangor, ME 04401.

The Parks and Public Lands Division is part of the Department of Agriculture, Conservation and Forestry.



Renovations to Tramway



Allagash Falls

Allagash Wilderness Water

The Rules

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

106 Hogan Road, Bangor, ME 04401 Bureau of Parks and Lands Northern Region

Phone (207) 941-4014

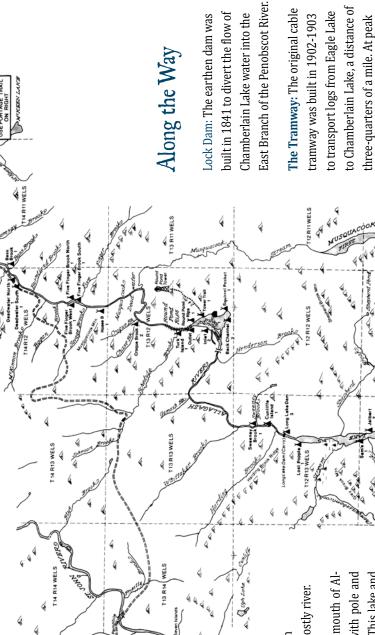
The Trip

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. Information on outfitters, guides and float plane services is available from North 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 empted to venture onto the lakes during dangerous conditions.

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

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

canoes are permitted here.



production, a half-million board feet to Chamberlain Lake, a distance of The Tramway: The original cable to transport logs from Eagle Lake ramway was built in 1902-1903 hree-quarters of a mile. At peak

of logs were handled in a single day.

The water level in the side streams, including Allagash Stream, is highly variable. There may be a lack of adequate flow of water for canoeing, especially late in the season. Very early in the season, flows may be too heavy to canoe.

mile paddle across Eagle Lake, a 2-mile run through the thoroughfare, and 5 more miles of lake to Churchill Dam. Below the dam is a 9-mile trip through Chase Rapids, 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 dropping into Umsaskis Lake. Chase Rapids is famed for its "whitewater" canoeing. A short portage from Lock Dam will take you along the traditional route with a 12considerable glare from the sun as they run the rips. Sunglasses help. 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 10mile 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.

way, 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 West Twin Brook is the end of the Allagash Wilderness Waterto Fort Kent.

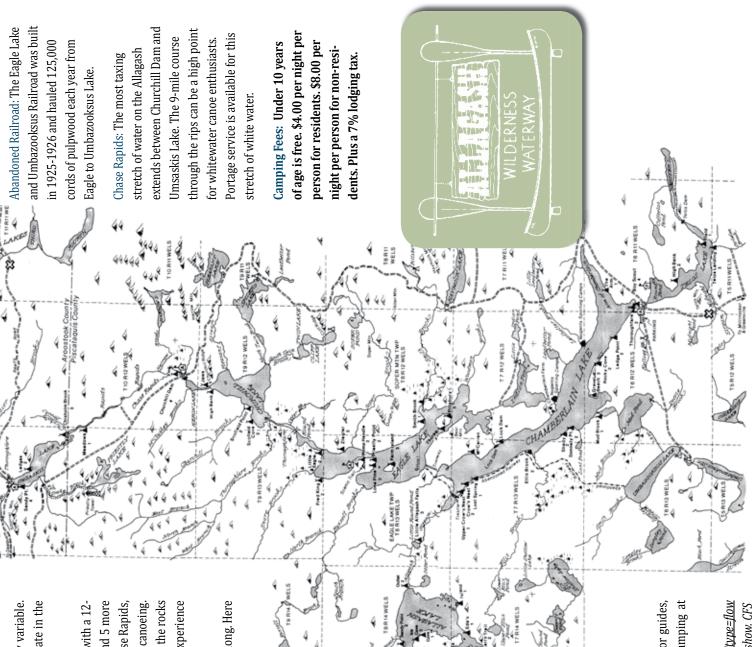
good recreational water for all types of canoeists from May Water levels vary throughout the season, but there is usually through October.

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. Forcurrentwaterlevels, visit<u>http://waterdata.usgs.gov/me/nwis/current/?type=flow</u> 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.



Icon of the North Woods

Lee Kantar, Moose Biologist Maine Department of IF&W

Moose Management in Maine, the beginning of a new era

Flying 200 feet above a recent forest cut our Forest Ranger Pilot Chris Blackie slows the helicopter down, "I got 2 moose bedding on the right" calls out Kendall Marden, IFW biologist, "I got 3 moose heading left" calls out Scott McLellan, also an IFW biologist, "I got a bunch right out in front of me", I chirp in. Chris banks a turn to the right to bring the helicopter back around. "Okay, let's take each moose one at a time". We are 4 members of the moose survey flight team determining the sex and age of each moose as they scatter across the cut. Here in Maine we are pioneering a combination of aerial survey techniques to both estimate numbers of moose and determine the composition of the moose population to provide direct and detailed information on Maine's moose.

> In winter with snow as a white backdrop, moose are easily seen; and at 200 feet above ground, moose in cover or bedded will move increasing our ability to see moose within the flight area. "Okay Chris, bring the helicopter around one more time and I think we got it" I say, as the pilot makes a second turn around the area. We have sexed and aged 16 out of 17 moose in this harvest area. By the end of the flight we will have classified 168 moose in just under 3 hours giving us a reliable picture of how many bulls, cows and calves comprise the moose population in this Wildlife Management District.

Within the same week our crew flies a different kind of helicopter survey counting moose along 25 mile long straight transect lines from 200 feet above ground. These flights cover 100 square miles within a Wildlife Management District; a flight consists of 7 of these transect lines. Only 2 of the biologists, on the same side of the helicopter, are counting moose as they come into view along the aircraft. A third observer records the number of moose seen by each observer and the ones seen by both observers. These so-called "double counts" allow biologists to calculate the total number of moose seen within the 100 square mile block. The habitat within the block represents what the habitat looks like across the whole management district and therefore gives us the ability to estimate moose numbers for the

entire management unit. This technique was pioneered in Canada and has been used there extensively.

By the end of February of 2012 we have surveyed 9 of the 12 Wildlife Management Districts that comprise the bulk of Maine's core moose range. Never before has the department had the ability to literally cover this much ground and achieve this level of data on moose. This is not only because counting any animal reliably is notoriously difficult, but finding the appropriate technique across such a large landscape is prohibitive. Maine like other states and provinces has tried many different techniques, but until now nothing has come together as well. In essence many elements (the right survey technique, right aircraft and money) came together at the right time as what often has to happen to achieve success. Working closely with the New Brunswick Department of Natural Resources and using their experience and flight data we determined that the double count technique previously used for deer could be applied to moose where moose densities were high enough and the terrain was navigable by a helicopter. In New Brunswick, after analyzing survey data from deer flights and the number of moose seen, New Brunswick Deer Biologist Rod Cumberland compared the data to moose sightings by deer hunters, road kill indices and success rates. The analysis suggested that the survey may reliably estimate moose populations if sighting rates were high and if the surveys were flown early to mid winter. The next step was to find a suitable aircraft and the money to support flights.

Funding sources

In 2009 IFW received a grant from Maine's Outdoor Heritage Fund (OHF). The grant was modified in 2010 to allow the department to implement a helicopter double count survey for deer. Grants from OHF provide the department the ability to receive matching funds for the Federal Aid in Wildlife Restoration Program also known as the Pittman-Robertson Act (P-R). With these funds in hand we were then able to partner with our sister agency the Department of Conservation's Maine Forest Service (MFS). Maine Forest Service Ranger Pilots are consummate professionals who fly both fixed wing and rotary aircraft. The MFS also had a Bell Jet Ranger helicopter that is the industry standard for wildlife survey work because of its maneuverability and fuel capacity. Through our grant we were able to outfit the aircraft with specialized bubble windows which increases observation ability and sightability from the skid of the aircraft so that an observer can see almost directly below the helicopter. This is critical for viewing deer or moose in Maine's woods.

Maine's North Woods-A Great Place for Moose

With the spruce budworm epidemic of the late 1970's and 80's and the advent of modern forestry, the commercial forestlands of the Maine North Woods has pro-





vided ideal habitat and space for moose. Throughout the 90's and continuing today the global market for wood products and forest management practices has nurtured a moose population that has come to symbolize the North Maine Woods. Moose remain the preeminent draw of hunters and wildlife watchers alike to Maine and the Department of Inland Fisheries and Wildlife continues to develop the tools, like these aerial surveys, to improve management of this iconic creature.

Moose Permits and Management Decisions

A public Big Game Working Group formed in 1999 developed the goals and objectives for moose numbers across the state taking into consideration hunting and viewing opportunities, as well as habitat and nuisance issues. Each year the Wildlife Division pours over scores of data on moose harvest, sighting rates, age distribution, road collision and nuisance complaints. With the recent aerial survey capability and collection of reproductive data, the Wildlife Division has gathered more data than ever before to make scientifically based management recommendations to the Commissioner and Advisory Council. As representatives of the public, the Council has the ultimate decision on the allocation of permits and permit recommendations by Wildlife Division staff.

Today as we get closer to the end of the 2000-2015 species planning period for moose and have garnered innovative means to monitor moose populations we are setting the stage for dynamic and improved ways to manage moose for all. With continued support, IFW biologists plan to continue the aerial survey work and collection of reproductive data. The department is also developing ways to increase our information on moose mortality and influences on mortality including parasitism by partnering with the University of Maine Cooperative Extension and Animal Health Laboratory, northeastern state and provincial moose biologists and the sportsmen and women of Maine. We also will be taking a closer look at habitat conditions in the north as well as moose management options that will provide the best product for hunters, wildlife viewers and all moose enthusiasts alike.



Since 1961, the Maine Forest Products Council has been a vital voice for the forest products community in Maine, including landowners, paper mills, sawmills, wood pellet plants, biomass energy plants, loggers, truckers, primary and secondary wood processors, and related service industries. The primary purpose of the Council is to provide a supportive economic and public policy climate for the forest products community and promote a healthier, more vital forestry sector.



Bill Brown Chosen Forester of the Year

Roberta Scruggs Maine Forest Products Council

If you're just west of Big Eagle Lake and paying close attention, you may notice you're driving down "Bill's Road," also known as "Chemin de Bill." But don't mention that road to the man for whom it's named – forester Bill Brown of Seven Islands Land Company – you'll just embarrass him.

"Bill is humble. He never calls it Bill's Road," said co-worker Shawn Bugbee. "There are signs on both ends of it that say Bill's Road, but Bill always calls it the Russell Stream Road."

Brown was honored as the "Outstanding Forester" of 2012 by the Maine Forest Products Council, along with:

- Outstanding Logger, Randy Madden, Madden Trucking
- Outstanding Manufacturer, Sappi Fine Papers, North America
- Albert D. Nutting Award, Don White
- Abby Holman Public Service Award, Bill Beardsley
- Presidents Award, Stephen Coleman

Brown's co-workers say he has been making his mark on his colleagues, his company and the 300,000 acres he supervises for the nearly four decades.

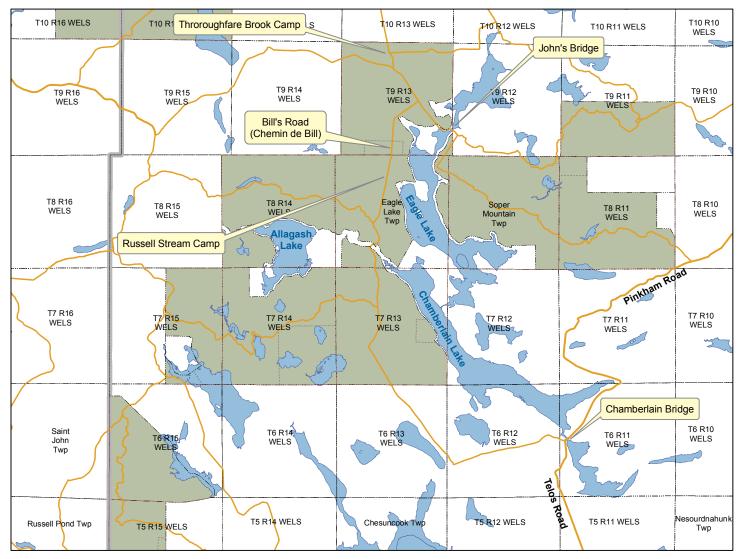
"To us he's the quintessential forester," said Steve Schley, president of Pingree Associates, the family group that owns Seven Islands. "He's lived it, breathed it and walked it. He's seen it all."

Brown grew up in Dover-Foxcroft and knew he wanted to work in the woods. He could have followed his two older brothers to the University of Maine, but he "wanted to be different," so he attended Paul Smith College in upstate New York, graduating in 1973. That summer he got an unexpected call from John Sinclair, then president of Seven Islands. Brown wasn't looking for a job, but when Sinclair offered him one in the Greenville district, he answered, "Yeah, I'll give it a try."

"And here I am 39 years later. So I guess I liked it," Brown jokes. "I like the work. I've been fortunate with Seven Islands. Obviously this is quite isolated here and they give you a lot of freedom. They say, 'This is what we want to do,' and you just go do it. I've been fortunate to practice forest management all these years."

Brown's view of the North Woods stretches far beyond that seven-mile road that leads between the logging camps where he's spent much of his life. He watched fir trees turn "all red as far as you could see" during the spruce budworm infestation and lived through what he calls the "clear-cut wars." He's seen the deer herd in his district boom and bust. He vividly remembers the day a storm leveled 500 acres of mature trees "to the bare ground" on the east side of Big Eagle Lake and he celebrated the day 33 years later when that ridge had enough trees to thin.

Brown is especially proud that Seven Islands was the first and the largest ownership to become certified by the Forest Stewardship Council (FSC) and the Sustainable Forestry Initiative (SFI). The company's nomination for the MFPC award stressed that Brown "was integral in Seven Islands foray into certification . . . Bill has been an excellent practitioner of the concepts through the years. The process benefited to a large degree because of Bill's commitment."



Seven Islands Land Company's Ashland West Unit, approximately 300,000 acres, is managed by Unit Manager Bill Brown and Foresters Kyle Stevens, Cassie Vaillancourt and Nate Vir.

He's also proud of his relationship with staff of the Allagash Wilderness Waterway, which runs through his district. The waterway is "just great," he says, adding that he has "done the full distance a couple of times."

"Everything we do we have to consider: What is the impact going to be on the Allagash Wilderness Waterway?" Brown said. "We have been able to maintain a good relationship with the waterway. And that's the way the family wants it. That's the way the company wants it."

Matt LaRoche, superintendent of the waterway, is equally pleased with the relationship. "Bill has been a pleasure to deal with," LaRoche said. "He's a real professional and he works for a top-notch land management company."

The isolation of the woods caused young foresters to move on quickly as they married and had children. But Brown stayed on, heading to his home in Ashland only on weekends. Now the people who worked for and with him can be found throughout the company, including Schley, Seven Islands President John McNulty and Vice President Chris Nichols.

"I think the people he trained are his greatest legacy," Bugbee said.

Over the years, Brown has seen a lot of foresters come and go, but says there is no one type of person who does the job well. It's not a matter of personality. Very outgoing people succeed and so do "real private, quiet people. I myself am quite reserved, very reserved," he said. "It takes someone who likes being in this environment. You have to get used to being alone a lot of the time . . . There are days when it's cold or hot and the black flies are terrible. You get used to it. I don't know if you enjoy it all the time, but you do get used to it."

A mature forester learns to take a long, long view of his work. Young foresters want to change the world - if not today then tomorrow.

Still, he laughs again when asked if the one trait every forester must have is patience.

"I'm not super patient, but I can be stubborn," he said. "There's a subtle difference there."

Behind Brown's businesslike approach is his conviction that forestry must be more than just a job. "The most important thing is just to take pride in your work - know what your goals are and take pride in your work." "It becomes part of your life. It becomes part of you," Brown said. "You have the opportunity to look back 10, 20, 30 even 40 years, and say, 'Yeah, that is what we hoped for.' And that's a long way to look back."

Penobscot River

Leisurely Flat Water, Exciting Rapids and Comfortable Campsites

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, a modest store, 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 runable 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 Ambejejus 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.

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 or camps in the West Branch area.

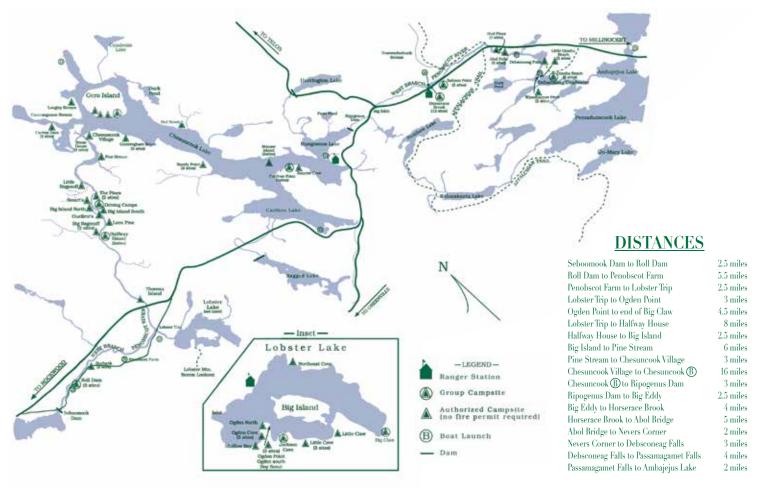
Camping Fees: Under 10 years of age is free. \$4.00 per night per person for residents. \$8.00 per night per person for non-residents. Plus a 7% lodging tax.

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.



Maine substantial development rights and gives the State the right to regulate and manage recreation activities within 500 feet of the high water mark. The recreation management plan calls on the Bureau of Parks and Lands to maintain and enhance present recreational opportunities and maintain the natural character of the corridor. In 2002 the Department of Conservation, Bureau of Parks and Lands accepted a renewable Conservation Easement of limited duration on portions of Chesuncook and Ripogenus Lakes and Brandy and Black Ponds from Brookfield Power. The easement protects 2,365 acres and 80 miles of lake frontage from development and gives the State the right to manage recreational activities within 250 feet of the high water mark.



Working with **Wounded Veterans** at Ross Lake Camps

Andrea L. Foley, Registered Maine Guide, Ross Lake Camps



There's a lot for us to be thankful for these days. Thankful for family, thankful for friends and thankful our rights to life, liberty, and the pursuit of happiness which have been provided to us, and defended to this day by our United States Military Uniformed Service Members. We certainly need to be thankful for these folks. For the 10 years prior to my husband, Don Lavoie, and I purchasing Ross Lake Camps, I was a member of these Uniformed

Services. I served 10 years on active duty in the United States Navy and did 2 tours aboard ship to the Persian Gulf in support of the second Gulf War, and I am a partially disabled veteran. I am incredibly fortunate though as compared to a large number of my brothers and sisters of the Armed Forces, and Don and I decided here that we wanted to give something back to that community.

For the past couple of years, we at Ross Lake Camps have been donating guided hunts to our wounded veterans returning from war zones in Iraq and Afghanistan, and it is a most rewarding experience that we would recommend others get involved with if they are in a position to do so. There are a lot of programs available to these heroes that put them on public display depending on the nature of their injuries and the combat area they served in. The greatest thing about what we have done here is that the donations we have made have involved zero fanfare and zero publicity other than a quiet snapshot or two of the veterans with their guides. Most every one of these wounded and deserving soldiers and sailors suffer from post traumatic stress disorder to some degree, and what they are looking for the most is a place of peace even just for a short while. What better place to find it than in the quiet and serenity of a hunting stand in the North Maine Woods? Not a single veteran we have taken here has come on the trip merely for the hunt, but they all have left as friends and with a special place in our hearts. We have been given thanks for providing a place where they have gotten a full night's sleep that they have not been able to achieve since being wounded in combat, and what higher reward or compliment could we ever receive in our

lives than that?

The North Maine Woods has worked with us on every hunt we have donated, offering complimentary passes for the veterans and a travel companion, and for that we are thankful as well. Thankful to the landowners here inside the North Maine Woods for providing us all access to take to the woods and waters here for the activities we love, and thanks to the North Maine Woods for being the organizing body between the sportsmen and women who enjoy those activities and the landowners who allow us access to do so. Each of these veterans has had a truly amazing story, and each is unique. There's no telling where we would be without these brave men and women who we need to be most thankful to for what we all have to enjoy today and hopefully for generations to come.

Moose Adventure

Alyssa Sansoucy

Hi, my name is Alyssa Sansoucy, I am 10 years old. My favorite things to do are go hunting and fishing. I have a lot of fun with my dad. I have been hunting with my dad for 3 years. Last year my dad got picked for the 2011 moose hunt. I went with him, but was too young to shoot. So this year when I found out that my mom got picked for 2012 moose hunt, I was amazed! I didn't think they would both get picked 2 years in a row. My dad put me to be the sub-permit holder. I was so excited! But the trip there was about seven and a half hours. We would be hunting the Allagash in zone 4. When we got to Loon Lodge we unpacked some of our stuff. Then dad said "we need to go look for a spot to hunt." We went out and we couldn't find a good spot. So we went back to the lodge. Dad was looking at the map. He finally decided on a spot after about 1 hour of thinking and looking at the map. It was one and half hours from the lodge. The next day we got up around 4:00 a.m. On the way we almost hit a small cow moose. We got to the spot and dad went down the road and started calling. My mom and I were set up. A cow came out and we were ready to shoot in case a bull was behind her. But there wasn't one. Then we started hearing a cow call far off. My dad came back and we got in the truck to warm up. 10 minutes later we went to the end of the road. We got out and we followed a moose trail to a clear cut. My dad started calling. We heard a bull grunt back a few times and each time it was in a different direction. My dad said "the moose is trying to downwind



us." Then finally he came out at a distance of one hundred yards. My mom said "There he is!" I didn't see it yet then my dad pointed to the moose. I looked in my scope. The moose was already in the scope. My mom shot. Then 1 second later I shot. When I shot the moose dropped! I was so excited!!!! Dad said I hit it in the spine so we moved in to finish it off. We walked up to the moose and it was so big! I wasn't expecting such a big moose to walk out! Then dad said we have to hurry and get to work it is going to take all day to get it out of the woods. I shot the moose at 10 am we finally got it on the trailer at 6 pm! The next day on the way home we stopped at the tagging station everybody was stopping to see my big moose. The moose weighed 1019 lbs. and about 62" spread his tape was only 60" long. Dad scored the moose rack and said it should make it into the Boone & Crockett record book.

That is my 2012 Maine Moose Hunt.

Editor's Note: Alyssa's moose made the Boone and Crockett record book with an official score of 198 1/8 inches.

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Family Logging

In our continuing effort to recognize some of the logging contractors operating in the North Maine Woods, we are highlighting White Oak Inc. this year. The principle owners of White Oak Inc. are Vernal Nadeau and his son, Mike Nadeau. White Oak was created as a logging contracting company in 1988 to supplement Vernal's trucking company. In 1988 Vern had two trucks on the road but this side of the family business has grown to six trucks now.

Over the past 25 years White Oak Inc. has grown from two employees to approximately thirty-five. Originally White Oak Inc. started with one crane and one de-limber and now the company owns and operates three full-tree harvesting systems and two cut-to-length harvesting systems.

The three primary land companies White Oak Inc. operates for are Seven Islands Land Company, Orion Timberlands and Irving Woodlands. White Oak also has a small volume contract with Prentiss and Carlisle Management Company. White Oak had three operations going when this was article was written, one on the California Road off the Blanchette Road in T12R12, one on the Rocky Brook Road in T12R10 and one on the Beaver Brook Road in T13R5.

Steps in Planning and Harvesting a Harvest Block



White Oak foreman Derick Plourde and Seven Islands Land Company forester Pat Boyd discuss one harvest block on the Beaver Brook operation in T13R5.



Different stands within the block call for different harvest prescriptions as indicated by different colors on the harvest plan. For instance, one prescription might be to harvest all spruce and fir with a butt diameter 6 inches or greater, all hardwoods 16 inches or greater and leave all pine trees 18 or greater. Another stand of different color would have different instructions.



The foreman lays out optimum harvest trails for each tract which is given to the feller buncher operator.



Operator James Jandreau uses the Tigercat 822 C feller buncher to harvest trees following the prescription as he moves through the harvest block.



Dots on a GPS screen in the cab of the feller buncher show the operator (and forester) that he is covering the block in the systematic pattern per the foreman's instructions.



Mike Nadeau of White Oak Inc. is proud of the fact that all of the company's equipment is purchased and serviced by local providers such as Frank Martin and Sons in Fort Kent.



After the logs are cut and sorted by the processor, the Caterpillar 574 Forwarder operated by Tom Smith collects the logs and delivers them to the yard where they are sorted by species, diameter and length in preparation for pickup and delivery to different mills.



Logs at yard, from left to right, small diameter cedar which will be made into fencing, high grade birch and smaller diameter hardwood pulp sorted and piled. High grade logs are marked with a date as they have to be delivered to the mill prior to drying and checking if left too long in the forest.



Members of the Beaver Brook Operation crew are Patrick O'Leary, Billy Michaud, Derick Plourde, foreman, Tom Smith and Adam Kenneson. Wood piled behind them is spruce logs that will go to a lumber mill in Maine or Canada. Note the average size and the diameter of some of the larger logs.

These fellows usually leave home at 2:30am to arrive on the jobsite by 3:30am Monday through Friday. Their day usually ends about 3pm when another crew comes on the site to operate the second shift from 3pm to 2:30 am.

Business in Maine

Mike says that besides being great land stewards in the North Maine Woods, these companies provide many families with good paying jobs in northern Maine. When we asked Mike how much production his company does a year, he stopped me short and told me a unique story. He said that White Oak is not his and his father's company anymore. It is the professional employees that work for White Oak and Nadeau Trucking that drive their business now.

It's also the folks at Daigle Oil Company that automatically supply their fuel; it's Frank Martin & Sons, Chadwick BaRoss and Milton Cat that sell, service and repairs their equipment. It's the owners of Tardiff Machine and Welding and J.B. Welding that construct and repair equipment and parts to keep operations going night and day.

It's the people at Highway Tire that supply their tires or fixes them in the middle of the night. It's the employees at NAPA, Car Quest, Quigley's Hard-

ware, and Desjardin's Project Place and MPG that supply all their filters, hydraulic fittings and other parts. It's TD Bank and Acadia Federal Credit Union that provide financing so their company can purchase equipment and Thibodeau Insurance Agency and United Insurance Company that protect company assets and employees. It's the foresters and managers for the land companies that they work for that supplies the harvesting contracts and operations planning so they can have employment. It's the local store owners that supply gas and food. The list could go on and on because there are hundreds of people that make their company go now.

White Oak Inc. is just one of many great logging contractors that work in the North Maine Woods. Mike said it's important that people realize that the forest industry produces \$12 billion annually to this state..."just think what would happen to Maine's economy if Maine's forests were shut down tomorrow."



Operator James Jandreau takes pride in maintaining his feller buncher, as do most other operators working for White Oak Inc.



Once the trees are down operator Billy Michaud follows with the Tigercat 822 Processor which removes the limbs and determines the best cuts to the tree stem to maximize the value of each log. The logs are piled separately according to size and species for pick up by the forwarder. With this system tops and limbs are left in the forest rather than brought to the yard. The limbs also provide a "cushion" for the tracks of the machine to pass over to minimize disturbance of the forest floor.



8 Foreman Derick Plourde points to the measuring wheel on the head of the Log Max 7000 Processor. The wheel measures the length of the tree stem which is connected to a computer and helps the operator determine the best cuts to maximize log value.



This is the computer monitor for the Log Max 7000 which is located in the cab of the processor. It shows the operator the length and diameter of the log that is being held in the grab arms. Based upon information provided, the operator decides on the best cut to maximize value of this tree. Mills accept logs cut into 8, 12 and 14 lengths but prefer 16 foot lengths.



Nadeau Trucking transports logs to various mills throughout Maine and Canada.



White Oak crews at other operations include, front row I-r: Donnie Deprey, John Voisine. Back row I-r: Mike Pelletier, Adam McBreairty, Wade Kelly, Tim Kelly, Chad Taggette



Front row I-r: Gary Bourgoin, Josh Shaw, Jerry Ouellette. Back row I-r: John Pinette of 7 Islands, Rick Jandreau, Todd Pelletier, Rob Thibodeau, Logan Doak, Jared Soucy and Troy Caron.



Troy Pelletier, Cam Jackson, Justin Ouellette, Dustin Marquis, Justin Dumond

The forests of the North Maine Woods are a complex, constantly evolving ecosystem that are in the continual process of renewal and regrowth. For thousands of years, wildland fire sparked by lightning was the force that cleared the old growth and made way for the new. Today's greatest fire threat to the North Maine Woods is more from the human element than the natural one. While there are always a few times throughout the spring, summer and fall that conditions dry out to the point that a large fire is possible, spring has historically been one of the greatest times of concern. What follows is the story of the 12-12 Fire as remembered by Edward Chase, retired Great Northern Paper Company Area Supervisor, retired District Forest Rangers Bud Clark and Bill Orcutt, and retired equipment operator Albert MacDonald.

Bulldozers, airplanes and cooks Fighting the T12 R12 Fire of 1968

Amanda Barker Maine Forest Service

The spring of 1968 was a fast and warm one. Conditions went from winter to summer seemingly overnight with "the thermometer going from the bottom straight to the top" according to Ed Chase. The spring runoff happened in April, leaving behind isolated sloppy, slushy piles and drifts across the landscape. By May 14, with rain fall an inch below average, the ridges were starting to show signs of the tree buds swelling but no green flush of bud break yet. As described on the Forest Fire Report, it was "clear and hot" with a 20 mile per hour wind.

In T12 R12 WELS, south of Round Pond on the Allagash Waterway and west of First Musquacook Lake, a crew of "jobbers" working for Campagnat and Poulin went back to work in mid May despite being told by the landowner, Great Northern Paper Company, to stay home for a while longer. The outfit had cut in the general area for the past three years. They had a main camp set up with rough "shacker" camps about four miles beyond the main camp accessed by a difficult dirt road that, in Ed's estimation, "didn't have 2 tablespoons of gravel along the whole length of it!" The main camp held 40 to 50 men and had a cookroom with a camp cook. The cutters on the job were cutting wood with chainsaws and yarding the wood with the latest advancement in forest harvest technology: the articulated skidder.

The Forest Fire Report states that "this fire started in barn and spread to camp when propane tanks exploded it spread fire to the side hill in cutting." Ed recalls that there was some question as to whether the cutters had improperly disposed of their stove ashes near the camp. The fire, at some point, reached an unused horse hovel still filled with hay, and it never looked back as it blasted through the extremely dry slash left in the previous winter's cut area. At 2:45 p.m., Fire Watchmen in lookout towers at Priestly Mountain and Clear Lake Mountain reported smoke. Regional Forest Ranger Bob Pendleton contacted the Great Northern's Ashland area office in Sheridan to tell them of a "major conflagration." According to Ed "everyone in Ashland knew it already." By the second day, "anyone looking off into the woods west of Ashland could see it. It looked like an A-bomb went off."

As the landowner representative, Ed immediately went in to the fire scene where Maine Forest Service District Forest Ranger Lionel Caron was setting up operations with the help of Forest Ranger Cyr Martin. At that time, the best access was through the Reality Road as the Blanchet road was a "damned cowpath at that time!" according to retired District Ranger Bill Orcutt. The jobbers, including their camp cook who was quickly overwhelmed at the idea of cooking for a large crew, packed up and left. Within a very short time Ed and Lionel Caron established a good relationship and got to work.

The first order of business was to get a new cook. Ed, who went on to be a district supervisor for the Great Northern's Ashland area, realized he was "getting to be a wheel" when he radioed in to request a cook and was asked "Who do you want?" He requested perhaps one of the best camp cooks in the woods at the time, Romeo Saucier, from Ken Bartlett's operation at the Great Northern's Fox Brook Camp. Romeo's second cook was also quickly drafted as the number of fire fighters easily swelled to 200. Forty to fifty of those men stayed at the main camp, another 40 to 50 were at Clayton Lake, and a contingent went back and forth each day.

At the time, Ed was responsible for the roads crew and brought his whole crew of 35 to 40 men and four bulldozers, including dozer operator Albert MacDonald of Ashland. International Paper Company out of Clayton Lake, as well as others, sent at least another six machines. Lionel Caron then had the dozers go "three in a line and out of the way!" working together to move faster around the fire. Albert remembered that usually the dozers worked one at a time. Working three together was different than how fire was usually fought. They made their fire line one to two blade widths wide and were able to clear more ground quicker.

Albert recalled working close to the fire and making sure that the fire didn't cross the line behind you. Behind the dozers, men laid hose and tried to find water wherever they could for their portable Pacific pumps. Any water hole, vernal pool, or puddle of water under still melting snow was quickly drained. Maine Forest Service brought two J-5 machines with trailers for picking up hose and they were well received by the workers. Ed stated "we all were impressed with that very effective tool." Skidders also defined their place in forest fire fighting on this fire. Retired Ranger Bill Orcutt described how Maine Forest Service only had a few "skidder tanks," a couple hundred gallon metal tank with a pump and hose that a skidder can pick up and carry with it through the woods. After this fire, and the skidder tanks use, tanks were made for every Maine Forest Service district and facility across the state.

The fire raced, roared and growled for four days. It would die down to a ground fire then begin building as it worked into more contiguous, ex-

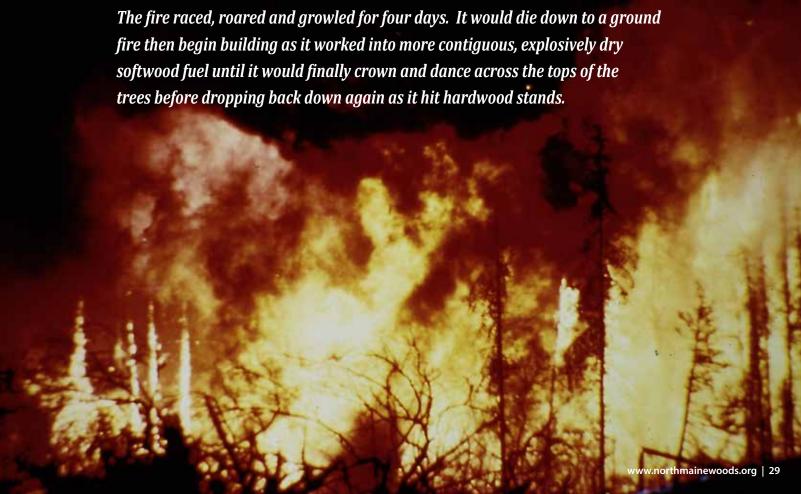
plosively dry softwood fuel until it would finally crown and dance across the tops of the trees before dropping back down again as it hit hardwood stands. Retired Ranger Bill Orcutt can picture the fire on the side of Shepard Brook Mountain. There was hardwood on one side of it, but it "really cleaned everything on the west side of it. All the limbs off the trees, everything." Great Northern crews as far away as Jackman were on standby. Legendary Ranger Pilot Charlie Robinson made water drops from his float plane. Charlie had devised a water filling system for his pontoons but needed a good sized lake to be able to fill them and was able to use 1st Musquacook as his pick up point. When asked if the water drops helped, Albert MacDonald allowed "Oh yes! I guess maybe they did!!" Five other planes assisted though there were no helicopters in use at the time. Bill recalls flying in a Super Cub with one of the other pilots on the fire. They came into the fire very low looking for hot spots when the plane suddenly stalled from lack of oxygen. Bill was pushing on the throttle as much as the pilot! Fortunately, the engine caught and the men decided to fly a little bit higher for the rest of their mission.

The fire fighters slept in six hour shifts before being rousted and sent back out to the fire line. The ten dozers needed fuel but were on what we would call a 'winter road' today. A frost pocket ¼ mile long prevented fuel trucks from getting to the fire scene. Retired District Forest Ranger Bud Clark of Portage remembers driving a supply truck into the fire as a young Ranger. The trucks were hooked together and pulled through the mud hole by a bull dozer. Bud was in

the third truck back and just had to steer. Ed's road crew pushed 3 layers of corduroy into the hole which was just enough to allow John Beaulier of Ashland to get one empty fuel truck across the mud swale. From there, John cobbled together a quarter mile of pipe and pumped fuel across from a full truck to the empty one daily for the next couple of weeks. What little gasoline there was at the main camp was reserved for chainsaws and pumps and always seemed to have some pretty big guys dolling it out.

Ed went above and beyond every now and then and paid no attention to what Maine Forest Service had ordered for food. Despite the cook room being crude, dirty and not at all to Ro-







As you venture into the North Maine Woods, pay attention to the fire conditions around you. Look at the Fire Danger Rating signs and take extra fire safety precautions as the ratings reach high, very high, or extreme.

meo Saucier's liking, Ed made sure there was a load of steak brought in, plenty of canned goods, turkey and fish for Friday. From Albert MacDonald's point of view "If it was a Company cook, sometimes you'd do alright. If it wasn't, you didn't do too good." Ed also made the camps a little bit more hospitable and allows he was probably responsible for quite a bit of the bill himself. At times, Ed recalled that it didn't seem to make a difference what they were doing on the fire line. The fire still grew. That sentiment is echoed in the fire report as Lionel Caron states "We were at a disadvantage having to fight fire







Conserving land in Maine's North Woods for all of us to enjoy.

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head on." Around midafternoon on the fourth day, a warm gentle rain began to fall, continued all night and the next day doused the fire.

The dirty process of mop-up continued for a couple weeks until the fire was declared out on June 13. In all, 4,111 acres were burned in four days. The fire crowned up and over at least a flank of Shepherd Brook Mountain and made a run north-west for the T12 R13 WELS boundary completely surrounding Sweeney Pond. The price tag for the fire stood at \$23.64 an acre totaling \$97,181.43. Today, that same fire would easily ring in at over \$1,000 an acre, conservatively totaling



over \$4 million dollars. Today's forest is not the same forest as in 1968. We have more roads and fewer loggers. We have very few chainsaws and quite a few large pieces of mechanical equipment. We have less old, decadent stands and more dense, softwood regeneration and tree plantations. We still have frost-ridden, muddy roads in May and a window in the early spring where it's dry enough to happen again. In fact, on May 19, 1992 at 2:20 in the afternoon, after an early spring run off in April with 2" less rain fall than normal, hot ashes, maybe from a burn barrel, were dumped along the Yellow Line Road in Allagash resulting in a 1,092 acre fire that jumped the Allagash River twice. The wind drove the fire across dry spring fuels and helped it claw up to the top of conifer stands creating runs of crown fire. Four helicopters, six airplanes, 20 bulldozers, 100 men and numerous fire engines were deployed. Operations were hampered by frost still being in the ground. Three structures were lost and the Town of Allagash was evacuated. The fire was contained two days later at a cost of \$538,735.48. By today's equipment and labor rates, the price tag would easily be over one million dollars.

As you venture into the North Maine Woods, the Maine Forest Service would ask you to pay attention to the fire conditions around you. Look at the Fire Danger Rating signs and take extra fire safety precautions as the ratings reach High, Very High, or Extreme. Please use the fire rings provided at the campsites. Keep fires a manageable size for cooking and warming. Remember to completely extinguish your campfire and don't leave hot ashes behind you when you leave. KEEP MAINE GREEN.

Wildfire Stand Development

Jason Desjardins Orion Timberlands

Wildfires the size of the T12R12 fire are quite infrequent in Maine's north woods, though wildfires in general are not that uncommon. Wildfires are inherent components of many ecosystems, among a multitude of other natural disasters that shape the forest landscape. The Maine landscape is particularly resilient and well adapted to 'repairing' itself following disturbances resulting from wind, insect/disease, fire, and/or humans. The variety of plants and tree species that grow in Maine favor differing growing conditions, resulting in the eventual, un-aided green up of practically all cleared lands. The severity of the disturbance, and the types and amount of vegetation that may be retained following a disturbance have a large effect on how the site recovers as well.

Wildfires, like the one that raged across the Maine woodlands on the east side of the Allagash River in the spring of 1968, can leave a mixture of different growing conditions in their wake. Some areas, where the fire moved quickly through the understory of the forest would have prepared a seedbed beneath a canopy of mature trees, while other areas where the fire spread through the canopy would have left only ash and mineral soil behind. Each scenario would greatly influence the future forest stand development as is evidenced on the landscape today, nearly 45 years after the great T12R12 fire.

The landscape denuded in 1968 is a robust, healthy forest today. All growing space is fully occupied meaning there are no large gaps in the forest canopy and tree size is large enough to support commercially viable management operations. The large swath of land comprising the old burn is made up of only a few forest stand types primarily comprised of shade intolerant hardwoods like aspen and paper birch.

Aspens and paper birch are sun loving species that thrive on large scale disturbances, doing especially well where the forest burned to just mineral soil. Aspens and paper birch produce heavy loads of very small seeds early in the growing season, which are disseminated by wind great distances from the parent tree. These trees are known as pioneer species because they are often the first to dominate a site like a heavy burn or abandoned potato field where the soil is exposed or there is limited competition from grasses and shrubs. Aspens are also voracious vegetative reproducers, meaning they are able to regenerate through root suckering, without using seed. Any aspen trees that occurred on the site before the fire, would have quickly dominated the site after the fire if root systems were not totally destroyed. The majority of heavily burned areas that are comprised of aspen now developed from seed.

Many of the stands along the periphery of the most fire impacted areas, or stands where the fire moved quickly through it, have a greater degree of species diversity present, including maples, beech, spruce, and fir. These species also have a greater tolerance for shade. A couple reasons for this increased species diversity include; smaller opening sizes where mature trees in nearby unaffected areas with heavier seeds (maples, beech) have a greater oppor-

tunity to seed-in and do well where there may be shade during a portion of the day, as well as a superb opportunity for vegetative reproduction through stump sprouts and root suckers – utilizing an already established root system. Almost all the red maple that is present in the stands that regenerated following the fire originated from stump sprouts which have a huge advantage over seedlings. The same is true for beech that is also very well suited to vegetative reproduction through root suckering. Fire created gaps in the forest canopy would stimulate any beech present to send up sprouts that rely on an already established root system to quickly surpass seedling growth, quickly dominating a site. Disturbances such as windthrow, fire, or logging would stimulate stump sprouting and root suckering.

Sugar maple and spruce regeneration can also be found to a limited degree within the bounds of the great burn. The presence of these species tends to be in isolated pockets where there is a large, mature parent tree that survived the fire and remained on site with a few other tall maples and spruces enjoying several decades of full sun and robust seed crops. Like the aspen and birches colonizing the exposed soil, the sugar maple and softwood species would have developed from seedlings, though these seeds are not as easily transported over as great of distances and tend to be somewhat localized to their parent. Many of these large-diameter left-over trees known as emergents are still present today; they have large complex crowns, provide several wildlife benefits, and are expected to remain on site as legacies long into the future.

Practically all the trees comprising this 45 year old forest are 6-12 inches in diameter. Management goals for this landscape include growing large

Some areas, where the fire moved quickly through the understory of the forest would have prepared a seedbed beneath a canopy of mature trees, while other areas where the fire spread through the canopy would have left only ash and mineral soil behind.

diameter high-value products, encouraging greater species diversity, promoting the re-introduction of softwood/mixed-wood stands, maintaining existing wildlife habitat elements while simultaneously creating conditions to favor a greater diversity of habitat conditions, development of a thorough road network, continued availability of recreational opportunities, maintenance of healthy and productive watersheds, and a sustainable even-flow of forest products...to name a few.

Much of the work aimed at accomplishing those management goals has just begun and includes some of the following silvicultural activities: 1) thinnings that emphasize the removal of short-lived shade intolerant species as well as poorly formed crooked and/or forked stems to encourage diameter growth on more desirable, longer lived trees; 2) removal of the forest canopy in areas where spruce and fir regeneration is present in order to release that regeneration for the purpose of promoting the re-introduction of softwood stands on the landscape; and 3) small

patch clearcuts relying on established seedlings to maintain a portion of the landscape in young or early successional habitat favoring the continued growth of the shade intolerant species already present on the site. Other activities scheduled include group selection treatments particularly aimed at pockets of diseased beech that originated from root suckering, and shelterwood treatments in pole stands aimed at growing large-diameter, highvalue products out of the residual trees while relying on them to establish a new cohort of seedlings beneath.

Understanding the effects of natural disasters on our landscape is particularly important in forestry. The forest landscape has developed from one type of disturbance or another, and knowing how trees and stands of trees react to these disturbances on different site conditions allows foresters to make guided decisions on how to maintain and/or manipulate the forest for certain environmental, social, and/or economic outcomes.

Language of a forester

Forester: a professional engaged in the science and profession of forestry; foresters are commonly credentialed by states or other certifying bodies and may be licensed, certified, or registered indicating specific education and abilities. Certain forestry activities and responsibilities require foresters to be licensed with the State of Maine.

Forest stand: a contiguous group of trees sufficiently uniform in age, composition and structure to a be distinguishable unit

Overstory: the uppermost layer of the forest canopy/tree cover

Understory: all forest vegetation growing under an overstory

Canopy: the leaf cover in a forest stand consisting of one or several layers, typically synonymous with overstory

Shade tolerance: the capacity of trees to grow satisfactorily in the shade of, and in competition with, other trees

Regeneration: reproduction or re-growth

Root sucker: a shoot arising from a root below ground

Stump sprout: regeneration of shoot growth from dormant buds from a cut tree stump

Windthrow: tree or trees felled or broken off by wind (synonymous with blowdown)

Crown: the part of a tree bearing live branches and foliage

Emergents: trees whose crowns (tops) are completely above the general level of the main forest canopy

Legacy tree: a tree, usually mature or old-growth, that is retained on a site after harvesting or natural disturbance

Watershed: a region or land area drained by a single stream, river, or drainage network

Cohort: group of trees developing after a single disturbance, commonly consisting of trees of similar age

Forest succession: following a disturbance, the gradual change that takes place in all types of trees and plants as a forest grows older

Softwood: generally refers to conifers or evergreens whose leaves are often defined as needles (pine, spruce, fir, hemlock, cedar, tamarack)

Hardwood: generally refers to broad-leaved or deciduous trees (maple, birch, ash, beech, oak, etc.)

Forest products: the array of raw products whole or portions of trees are merchandised into and sold as for further processing into an even greater array of goods useable by society (i.e. sawlogs, pulpwood, studwood, boltwood, chips, hogfuel, etc.)

Pole: a tree of a size between sapling and a mature tree, typically >6" and <10" in diameter or 30-50' in height for this region

Sapling: usually a young tree larger than a seedling but smaller than a pole, typically >2" and <6" in diameter or 10-30' in height for this region

Seedling: a tree grown from seed typically <2" in diameter and <10' in height

Silviculture: the art and science of controlling the establishment, growth, composition, health and quality of forests to meet the diverse needs and values of landowners and society on a sustainable basis

Silvicultural system: a planned series of treatments for tending, harvesting and establishing a forest stand

Thinning: a cultural treatment made to reduce stand density of trees primarily to improve growth, enhance forest health, or recover potential mortality

Clearcut: a stand in which essentially all trees have been removed in one operation

Group selection: trees are removed and new age classes are established in small groups with group or patch size dependent on management goals to favor shad tolerant or intolerant tree species

Shelterwood: the cutting of most trees, leaving those needed to produce sufficient shade and seed for the establishment of a new age class of regeneration beneath; often achieved over a sequence of treatments with a predetermined length of time between treatments, with the final stages removing the overstory to release the developing understory

Outdoor Partners Program

Mark Latti, Recreational Access and Landowner Relations Coordinator Department of Inland Fisheries and Wildlife

Access is the key to our outdoor heritage. In Maine, over 90 percent of the state is privately owned. Without access to private land, our outdoor heritage and sporting traditions would be in jeopardy.

The Outdoor Partners Landowner Relations Program at the Department of Inland Fisheries and Wildlife is designed to ensure there is public access for generations to come. Too often, land becomes posted due to the careless or destructive behavior of others. The Outdoor Partners program works with landowners to keep land open and rewards outdoor recreationists who are willing to help landowners and act responsibly in the outdoors.

Joining the Outdoor Partners program is simple and there are fantastic benefits to joining. You can join when you purchase your license, or go online to the IFW online store at www.mefishwildlife. com. The cost is only \$15.00.

Members receive benefits such as discounts at Ben's Trading Post, Cabela's, Delorme, Indian Hill Trading Post, Kittery Trading Post, L.L. Bean, M.A.C.S. Trading Post, The Maine Sportsman, North Maine Woods, Northwoods Sporting Journal, the Maine Wildlife Park and Swan Island.



The Outdoor Partners Landowner Relations Program works with landowners to keep land open and rewards outdoor recreationists who are willing to help landowners and act responsibly in the outdoors.







photo by Sheralyn Morris



photo by Sheralyn Morris

There is also a periodic newsletter written by Maine's outdoor experts that include biologists, Registered Maine Guides, landowners, Game Wardens, snowmobilers and others. Members also get an identifying card and decal to place on their vehicle.

In return, Outdoor Partners are asked to abide by a code of ethics when outdoors and volunteer to help a landowner in the upcoming year.

Funds collected through the Outdoor Partners Program help fund enhanced law enforcement details in problem areas, purchase equipment to investigate and prosecute land abuses and criminal trespass complaints and fund promotional and educational programs designed to improve and maintain access.

Funding also goes towards IFW's landowner sign program, which aids landowners in managing access on private land by offering an alternative to "no trespassing" signs.

Private landowners provide an invaluable service to everyone in Maine who enjoys the outdoors. Please consider joining the Outdoors Partners program and not only help a landowner this year, but help keep access open for generations to come.

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Northern Region Fisheries Update

Frank Frost, Regional Fisheries Biologist

Big Reed Pond

This is an update of an article included in the 2011 North Maine Woods brochure regarding reclamation of Big Reed Pond. The Department of Inland Fisheries and Wildlife continues to monitor the progress of the restoration project. Chemically reclaimed with rotenone in 2010 to remove invasive fishes, the work at Big Reed was aimed at restoring brook trout and Arctic char. There has been mixed success to date but the future looks very bright. The hatchery work continues to pay dividends; in 2012 we released more than 3,000 brook trout fry and 99 char. More than half the char released were adults that were mature and ready to spawn. On the down side, we have documented white sucker, creek chub and minnows (most of which are native to the pond); however, we have not seen rainbow smelt the one invasive species that we believe to have caused the collapse of both trout and char. During a trap netting effort this past fall, we found that char have grown extremely well with an average size over 13 inches and some fish reaching 15 inches (see photo). However, spawning activity has not been documented as of yet. Brook trout are doing extremely well based on catches in the trap nets. We sampled 428 trout that averaged 9 inches; the total population was estimated at 668 fish. These results bode well for reestablishing this once popular back-country sport fishery.



A male brook trout caught at Big Reed Pond, October 2012.

Carr Pond and Fish Lake

Two important, immensely popular waters at the headwaters of the Fish River drainage were trap netted this past fall. Carr Pond and Fish Lake support wild brook trout and salmon and also have been stocked with lake trout; brook trout and lake trout are native species to both waters. Carr Pond salmon are managed for size quality, meaning there is great potential to provide fishing for larger salmon. Currently, the salmon are small, about 14 inches, and growth is slower than optimal. The wild brook trout population was estimated at 369 fish with trout averaging just over 10 inches; we handled trout up to 19+ inches. Fish Lake also has a good population of trout. We used two trap nets to catch 228 trout and were unable to estimate the population which indicates a very large population; our method uses mark-recapture so when marked fish are not recaptured at a high rate, we cannot obtain an estimate. Fish Lake is a large lake with ideal habitat for trout. Average size is about 11 inches; salmon currently average 14 inches. While growth for both species is currently lower than ideal, Fish Lake clearly supports healthy populations of sport fish.



A male Arctic char caught in a trap net in Big Reed Pond, November 2012



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Big Wadleigh Pond Reclamation



The 2013 NMW brochure told about the efforts to restore the native Arctic charr (also called blueback trout) and brook trout populations in Big Wadleigh Pond after an illegal introduction of smelt. Big Wadleigh Pond is one of just 12 native charr waters left in the lower 48 of the U.S., all of which are in Maine. So it is important that the Maine Department of Inland Fisheries and Wildlife make a concerted effort to protect these fish that are imperiled by the introduction of a non-native species.

In order to restore the native species to the pond, we first had to totally eliminate the smelt population through chemical reclamation. This took place in November 2012. We had originally scheduled the work for October but a few snafus, including Hurricane Sandy delayed the delivery of the chemical (rotenone). Rotenone breaks down quickly in warm temperatures therefore we prefer to complete this work in the fall to make sure the rotenone is active all winter to ensure that we reach our objective.

Over a dozen staff members landed at Big Wadleigh Pond on the evening of Nov 5th with a caravan of equipment, pumps, boats, and chemical. From the start, it was clear the weather was not going to cooperate. Subfreezing temperatures, snow squalls, and a stiff north wind would be a challenge and a winter storm was in the forecast for later in the week. The gear was unloaded and prepped along the shoreline that evening. We returned at daybreak and began the long day's work of distributing the chemical over the entire pond and all the tributaries. Most of the rotenone was in dry powder form that had firmly settled in the containers on the long ride from New Jersey the day before and up the bumpy road to T8 R15. We had to loosen it up by banging and rolling each container before the pumps could disperse it. Normally, it would take two days to complete a reclamation project on a pond of this size but the likelihood of equipment freezing overnight and the possibility of a snowstorm pushed the crew forward until all the work was completed just after dark on Tuesday. We cleaned

the site and completed our follow-up water quality work on Wednesday morning. Several trips were made to the pond and outlet over the next few weeks to monitor toxicity until the pond and outlet were covered with ice and snow.

We will likely wait until the fall of 2013 to begin restocking the pond with native charr and brook trout. This should help to avoid predation by loons, which were a problem on a similar project at Big Reed Pond. We will stock most of the young fish we have raised at the Mountain Spring Trout Farm in Frenchville and hold a few hundred of each species as potential brood stock in case we have problems getting these fish reestablished. To date we have been very successful, but the outcome is not certain. It will take many years before we can determine whether the native species have been successfully reestablished in what was a pristine





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Road Safety

The Industrial Road Safety Committee has existed for many years, serving in a number of capacities. Most of the larger landowners in the north half of the state are represented on the committee. Road use by different landowners has dominated the past focus along with mediating the occasional dispute and establishing agreements between various landowners for use of one another's roads. The recent focus of the committee, since initiating a higher profile in 1997, has been safety.

Safety was elevated as an issue after a period of increasingly frequent complaints about dangerous and aggressive driving as well as extremely rude behavior on the part of some drivers. Poor driving habits and

behavior spanned the spectrum of drivers from large 18 wheel trucks to recreational cars and pickup trucks. Complaints were generated from the public users of private roads as well as industrial users (employees) of the same roads. Everyone knew a story, or so it seemed, about a close call or an unpleasant experience while driving on a woods road.

The safety committee initiated discussions to define problems, discuss various approaches to correcting the problems and develop solutions, as well as define additional changes which could help the situation. A very important

challenge was 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 became one of training on both sides, industrial and recreational. Problems relative to vehicles were identified basically as speed, attitude and an over-reliance on communication from truck to truck, excluding recreational users. Other problems were identified as dangerous road situations including extreme curves, poor visibility and narrow sections. Tolerance of unsafe practices, inconsistent rules, lack of a disciplinary system and lack of a common approach to administering the problems were also identified as issues.

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, land-owners 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 the 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 communication, whereby drivers call out location by mile markers to alert others of their location.

Dangerous road situations have been addressed through aggressive brush control efforts 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 has been initiated in an effort to improve safety. A unique truck num-

bering system has been introduced into the industrial trucking group, to provide a means of identifying individuals that may cause problems. Each landowner/manager has developed a disciplinary system to minimize problems, as well as correct them when possible.

The recreational public can improve their own safety by abiding by all the rules of the road, monitoring CB and MURS radio traffic when they can, yielding right of way to trucks, (do not expect loaded off-road trucks to move away from the center of the road), avoid 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.

Please note that all NMW Checkpoints close at the end of November. Although plowed roads are open during the winter months to the public, be aware that snow and ice can make roads dangerous, 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.



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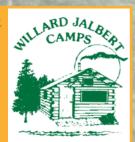


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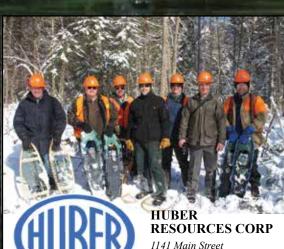
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Yankee Fork Corp. [2]

State of Maine

- [1] Lands managed by Seven Islands Land Company
- [2] Lands managed by Prentiss & Carlisle Management Co.
- [3] Lands managed by Wagner Forest Management Company
- [4] Lands managed by Huber Resources Corp.
- [5] Lands managed by Orion Timberlands LLC
- [6] Lands managed by LandVest Inc.
- [7] Lands managed by Northwoods Management LLC

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