



MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

JOHN ELIAS BALDACCI  
GOVERNOR

EARLE G. SHETTLEWORTH, JR.  
DIRECTOR

February 2, 2010

Steve Wallace  
TRC Companies, Inc.  
14 Gabriel Drive  
Augusta, ME 04330

Project: MHPC #2142-09 -- TransCanada Maine Wind Development, Inc.; Kibby Expansion Power Project; Sisk Mountain  
Town: Coburn Gore; Chain of Ponds; Kibby, Jim Pond and Alder Stream Townships, ME

Dear Mr. Wallace:

In response to your recent request, I have reviewed the Architectural Survey and Finding of Effects Report for the subject undertaking received December 4, 2009 along with additional information received December 21, 2009 to continue consultation on the above referenced project pursuant to Section 106 of the National Historic Preservation Act, as amended.

With regard to the identification of historic properties, the Commission agrees with the conclusions of the Architectural Survey Report that none of the 15 architectural resources (1 previously surveyed and 14 newly surveyed) in the area of potential effect (APE) appear to be eligible for listing in the National Register of Historic Places. However, as noted in the Report, a portion of the National Register listed Benedict Arnold Trail to Quebec Historic District is located in the APE.

The following corrections/additions need to be made to the architectural survey report:

- A single topographic map showing the entire APE should be provided; and
- The survey forms should be keyed to the specific topographic map (of the twenty provided) on which they appear.

The Finding of Effects Report concludes that the proposed undertaking will have no adverse effect on the Arnold Trail. We disagree. As described in the "American Battlefield Protection Program Associated Historic Property Form for the Arnold March to Quebec" (copy attached), this area of the Arnold Trail "is nearly pristine and unspoiled. Only the presence of Route 27, and a few seasonal lakeshore camps, along a portion of the lakes shoreline provides the visitor with a reminder that he or she is not in the late 19<sup>th</sup> [sic] century." The form discusses potential threats to the integrity of archaeological resources, but it did not consider potential visual impacts to the Arnold Trail's integrity of setting and feeling. However, as shown in the visual simulation in Figure 8 of the Findings of Effect Report. the proposed wind turbines at about 2 miles distant will be visible in an approximately 1.6 mile section of the Arnold Trail. Based on the existing setting and the visible impact of the wind turbines on this aspect of the



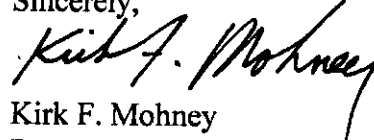
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historic property's integrity, the Commission concludes that the proposed undertaking will have an adverse effect upon the Arnold Trail to Quebec Historic District.

It would be helpful for our review if you would identify all permits (state and federal) and public funding sources that are associated with this project. We are copying the Maine LURC and the U.S. Army Corps of Engineers to facilitate their review process.

Please do not hesitate to contact me if you wish to discuss our comments on this matter.

Sincerely,

A handwritten signature in black ink that reads "Kirk F. Mohney". The signature is written in a cursive style with a large, sweeping initial "K".

Kirk F. Mohney  
Deputy State Historic Preservation Officer

Enc.

Cc: Marcia Spencer-Famous, Maine LURC  
LeeAnn Neal, USACOE

**AMERICAN BATTLEFIELD PROTECTION PROGRAM  
ASSOCIATED HISTORIC PROPERTY FORM**

Name of Resource: Arnold March to Quebec Survey Code: ME1002  
Other Names: \_\_\_\_\_  
Significant Dates: 9/20/75 to 11/17/75 War: 1812  
Does the property contribute to a District? N/A  
If Yes, District Name: Arnold March to Quebec  
Campaign: \_\_\_\_\_ Battle: \_\_\_\_\_  
Street Address: N/A  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
USGS Quadrangle Map(s): multiple County: \_\_\_\_\_  
Geographical Relationship to Nearest Main Road Intersection or Town: \_\_\_\_\_

**RESEARCHER (Person Completing Form)**

Name Leon Cranmer and Arthur Spiess  
Organization Maine Historic Preservation Commission  
Address State House Station 65  
City, State, ZIP Augusta ME 04333  
Telephone/Email 207-287-2132

**LOCAL CONTACT (Person Who Can Update Changing Resource Conditions)**

Name Duluth Wing  
Organization Arnold Expedition Historical Society  
Address P. O. Box 27  
City, State, ZIP Eustis, ME 04936  
Telephone/Email \_\_\_\_\_

**MUSEUM, PARK, OR COMMEMORATIVE AREA AT THE SITE (or None)**

Name N/A Size of Park (Acres) \_\_\_\_\_  
Superintendent/Site Manager \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, ZIP \_\_\_\_\_  
Telephone/Email \_\_\_\_\_

Is there a Visitor Center at the Site? Yes No Does the Park Interpret the Resource? Yes No

Resource Name \_\_\_\_\_ Date Surveyed \_\_\_\_\_ Surveyor \_\_\_\_\_

**FRIENDS OR SUPPORT GROUP FOR THE SITE** (or None)

Group Name Arnold Expedition Historical Society

Group Contact Daniel H. Warren, Jr.

Address \_\_\_\_\_

City, State, ZIP Pittston, ME

Telephone/Email \_\_\_\_\_

For multiple Friends or Support Groups, please attach additional sheets.

**ASSOCIATED HISTORIC PROPERTY REGISTRATION**

National Historic Landmark? **Yes** No National Register/DOE? **Yes** Register Number \_\_\_\_\_

Property Name (NR) Arnold Trail to Quebec

106 Consensus DOE/SHPO Opinion? **Yes** No HABS/HAER? **Yes** No

State Register? **Yes** No State Register Number: N/A

Local Listing? **Yes** No Type of Listing N/A

Are contributing sites, structures, or other resources listed? Explain: Existing Arnold Trail to Quebec NR listing is a district, done in 1969. Borders consist of a large rectangle that include much non-contributing territory. The Nomination needs to be heavily revised.

**CERTAINTY OF ASSOCIATED HISTORIC PROPERTY LOCATION**

Do surface remains such as buildings, structures, ruins, objects, natural features, or other physical evidence survive and indicate the site location precisely? **Yes**

Does documentary evidence (such as period maps) testify conclusively to location? **Yes**  
(Please attach copies of sources if applicable.)

Does identification rely primarily on local tradition and/or testimony of local collectors? **No**  
(If yes, please be sure to include these local contacts on the sources sheet.)

Is the selected site one of other possible locations for the resource? **No**

Is the resource **Destroyed** **Missing** **N/A see attached description of NR district**

**CURRENT LAND USE** (check one) All of the following. See attached description.

- Forest
- Industrial
- Open Space (non-agricultural)
- Commercial
- Agricultural (field, pasture, woodlot)
- Waste (dump/quarry)
- Commercial farming (feedlot)
- Highway/railroad
- Water (lake, river)
- Cemetery/Burial
- Urban
- Other
- Residential

Describe Other: See attached detailed description.

Resource Name \_\_\_\_\_ Date Surveyed \_\_\_\_\_ Surveyor \_\_\_\_\_

### ASSOCIATED HISTORIC PROPERTY CHARACTERISTICS

Dates of Construction N/A

Theme\* Military Subtheme\* Encampment/Quarters

\*Please see appendix for Theme/Subtheme list

### Building Function\*

Historic N/A

Current \_\_\_\_\_

\*see appendix for Function list

Additional Comments on the function of the resource: \_\_\_\_\_

\_\_\_\_\_

Building Type: N/A

Additional Comments on the building type: \_\_\_\_\_

\_\_\_\_\_

### Structural System

Brick  Earth  Frame  Log  Masonry  Metal  Unknown  None  Other

Additional Comments on the structural system: \_\_\_\_\_

\_\_\_\_\_

### Materials

Please select from the following list: Brick, Earth, Metal, Stone, Wood, Other, Unknown, None

Foundation N/A

Walls \_\_\_\_\_

Roof \_\_\_\_\_

Other \_\_\_\_\_

Describe other: \_\_\_\_\_

Additional Comments on materials: \_\_\_\_\_

\_\_\_\_\_

**Condition of Property**

Please assess the overall condition of the resource: (Check One) **See Attached Detailed Description**

- Property has undergone minimal change since the period of significance.
- Property retains visible features of original design, but has undergone substantial change since the period of significance.
- Property does not retain any visible features of original design, but may retain archaeological potential.
- Property does not retain any physical or archaeological evidence of the original design.

Have there been major alterations or additions to the resource? **Yes**

If yes, please describe: Localized, see attached description  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are there secondary structures or outbuildings associated with the resource? **No**

If yes, please describe: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Condition/Integrity Description:**

See attached detailed description  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architectural/Site Description:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please attach your sketch map of the site.

Resource Name \_\_\_\_\_ Date Surveyed \_\_\_\_ - \_\_\_\_ - \_\_\_\_ Surveyor \_\_\_\_\_

**RESOURCE OWNER (check one)**

- Private
- Private/Non-Profit

- Local Government
- State
- Federal

Identify Federal, State, Local Agency Owners and Private Non-Profit Owners:

\_\_\_\_ Multiple: State and multiple private owners \_\_\_\_\_  
\_\_\_\_\_

**ASSOCIATED HISTORIC PROPERTY BOUNDARY**

The **Potential National Register (PotNR) Boundary** should contain that portion of the Resource that remains after parcels of lost integrity are subtracted. The PotNR Boundary will be considered the present-day boundary of the Associated Historic Property.

Describe the PotNR Boundary: \_\_\_\_\_  
\_\_\_\_ See attached detailed description \_\_\_\_\_

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Justify Demarcation of the PotNR Boundary:

\_\_\_\_ See attached detailed description \_\_\_\_\_

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**Please attach the Statement of Significance**

### THREATS TO SITE INTEGRITY

Rate of Land Use Change in the Vicinity within Last Ten Years (check one)

- No Change
- Occasional Change
- Slow, Steady Change
- Steady Change Appears to be Accelerating
- Rapid, Large-scale Growth or Development

Type of Land Use Change Occurring (Check All That Apply) See attached description

- Highway Construction
- Dam Building/Impoundment
- Quarrying/Strip Mining
- Single Family Homes
- Housing Subdivisions
- Mobile Home Park
- Apartment Buildings
- School/Church/Institution
- Cemetery
- Strip Commercial
- Regional Retail Center
- Office Park
- Industrial Buildings
- Industrial Park
- Commercial Agricultural Buildings
- Clear-cut Logging

Other: \_\_\_\_\_  
\_\_\_\_\_

Describe Immediate Threats to the Site's Integrity (within next few years)

See Attached Detailed Description \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Describe Long-term Threats to the Site's Integrity (within ten years)

Very few in areas that are not already urbanized. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### LOCAL PLANNING

County/City has Comprehensive Land Use Plan? **No** County/City Uses Zoning? **Yes** **No**  
Describe Comprehensive Plan Recommendation for Resource and Vicinity (if applicable):

\_\_\_\_\_  
\_\_\_\_\_

Describe Current Zoning of Resource and Adjacent Areas (if applicable):

N/A \_\_\_\_\_  
\_\_\_\_\_



**AMERICAN BATTLEFIELD PROTECTION PROGRAM  
ASSOCIATED HISTORIC PROPERTY DISTRICT FORM  
CONTINUATION SHEETS**

**Introduction**

The Arnold Trail to Quebec Historic District is a long, linear feature that crosses much of central Maine, through four counties and scores of towns. There are approximately 90 geographic features, buildings and camp sites mentioned in the historic accounts of the expedition that help to define the route. Some of the buildings survive, and some of the camp sites are confirmed archaeological sites yielding material from the Arnold expedition; all of these are listed as contributing properties. However, just listing the contributing properties would ignore the vast majority of the data available on the Arnold expedition route.

We have listed the known existing buildings of the period along the route and the confirmed archaeological sites from the Arnold expedition as contributing properties on the appropriate forms. However, neither the ABPP District Form nor individual AHP forms can accommodate the information necessary to describe the Arnold Trail historic district in its entirety. For that reason, we have generated this descriptive information.

Various aspects of the Arnold Trail Historic District vary considerably over the length of the district, including land forms, water type, vegetation cover, and the amount of recent development along the trail. For that reason, we have divided the district into shorter segments for the purposes of description, as follows. Each segment will be described, and for each segment we will discuss aspects critical to ABPP such as: *certainty of resource location, current land use, associated historic properties known and potential, overall condition of the resource setting, threats to site integrity, property ownership and local planning, and the rationale for property boundary.*

**Mouth of the Kennebec to Swan Island, Dresden**

This portion of the Arnold route was traversed on board ship. The ships passed Wood and Pond Islands at the mouth of the Kennebec, and proceeded upstream over two or three days. Several geographic locations are mentioned in expedition journals, including geographic features such as the "Sugarloaves hills" (unidentified) and "mouth of the Arrowsic" (probably Fiddler Reach) in Georgetown. Arnold's ship lay overnight on September 20<sup>th</sup> somewhere on the lower Kennebec. One or more ships ran aground temporarily on or near Swan Island (and Lovejoy Narrows) in Dresden.

*Land forms, water type and impoundment, vegetation cover.* With the exception of Merrymeeting Bay above Bath, the Kennebec River is confined to a narrow channel by rolling bedrock hills on either side. The hills rise to 150 feet often within a few hundred meters of the water. The Kennebec is tidal, and current flow adds to ebb tide, making it difficult for sailing ships to proceed upstream. The banks of the river are now mostly wooded.

*Certainty of resource location.* Although we cannot be certain exactly where the ships ran aground, or where they anchored for the night, the route of the expedition through this portion of the river is certain.

*Current land use.* This entire stretch of the river is used by pleasure craft, and as far upstream as Bath by U. S. Navy frigates, cruisers and support craft. Land use along the river banks and valley sides is mostly wooded, scattered residential houses with small clearings, and scattered commercial farms growing hay, livestock and vegetables. Only one urban area, Bath, and its industrial Bath Iron Works shipyard, occur within this stretch of river.

*Associated historic properties known and potential.* Because Arnold's troops did not land from these ships, there are no associated historic properties and no potential for any along the shores.

*Overall condition of the resource setting.* The setting, from a small boat, is one primarily of rural farms and woodland, and excellent representation of the landscape when Arnold traversed the area. *Threats to site integrity,* considering that the resource is the river itself, are few.

*Property ownership and local planning.* The river is owned by the State of Maine, and industrial development within it is through state and Federal permits. Further industrial development around Bath is unlikely, since Bath Iron Works expanded with a new drydock a few years ago. Swan Island is also owned and managed as a wildlife and historic preserve by the State of Maine.

*Rationale for property boundary.* With the exception of the inclusion of three islands at the ends of this segment, the District boundary runs along the banks of the river, as shown on the USGS map, because Arnold and his troops remained on ship board and there are no land-based contributing properties. At the mouth of the Kennebec we include Wood and Pond Islands within the District boundary, because they provided the navigational landmark for the arrival of the expedition in Maine. At the upstream end of the segment, we include Swan Island within the District, because it was a major landmark for the trip upriver on ship board, and because one or more ships ran aground there.

### **Dresden to Augusta**

This segment of the river contains multiple points of transition for the troops and officers from shipboard to travel on land and in batteaux. The northern limit of the segment, Fort Western and the falls at Augusta, is the upstream limit of ship navigation on the tidal Kennebec River. Fort Western was a major gathering point for the expeditions troops, and the "jumping off" point for upriver travel. There are several specific buildings and towns in this segment mentioned in the journals (numbers 8 through 13 in attached Table 1), including the Pownalborough Court House, and Nan Cross's private home. Some of the troop disembarked at Hallowell and moved north to Fort Western on land.

*Land forms, water type and impoundment, vegetation cover.* The Kennebec River is confined to a narrow channel by rolling bedrock hills on either side, and occasional mud flats or marsh development along the sides of the river or in tributary stream mouths. The hills rise to 10 feet often within a few hundred meters of the water. The Kennebec is tidal, and current flow adds to ebb tide, making it difficult for sailing ships to proceed upstream. The banks of the river are now about half wooded, and half farmland, residential or urban development.

*Certainty of resource location.* The route of the expedition through this portion of the river is certain, because many of the buildings mentioned (Pownalborough Court House, Fort Western)

survive, and mentioned urban areas (Hallowell, Gardinerstown) have retained their names.

*Current land use.* This entire stretch of the river is used by pleasure craft. Land use along the river banks and valley sides is partially wooded, with scattered residential houses with small clearings, and scattered commercial farms growing hay, livestock and vegetables. There are urban areas in large villages, Hallowell and Gardiner and Randolph, and one city, Augusta. A railroad line runs along the west bank of the river. There is light industry in some of the urban areas, and gravel pits are visible along about 1% of the river valley margin.

*Associated historic properties known and potential.* There are three contributing properties in this stretch of the District. Pownalborough Court House, built in the early 18<sup>th</sup> century (NR 1/12/70), is a prominent landmark on the east bank in Pittston that was mentioned in several journals, probably because it was still one of the largest buildings on the route in 1776 (three stories tall). The Colburn House in Pittston survives (NR 10/3/69 contributing to the existing Arnold NR district), and was the home of the man who supplied locally-built batteaux to the expedition. The Colburn House is also the headquarters of the Arnold Expedition Historical Society, private, non-profit support group for the Arnold Expedition. Fort Western, in Augusta, survives as an intact, above-ground resource, and is an NHL (11/7/73). Nan Cross's private home, where troops boarded, is likely to be destroyed by urban development in Randolph.

*Overall condition of the resource setting* is generally good, with the exception of the urbanized areas. The surviving contributing properties make the Arnold expedition a tangible presence along the east bank of the river. The west bank of the river between Hallowell and Augusta, which was the route of march of Ward's company on September 23, 1775, is heavily altered by the railroad line and residential development.

*Threats to site integrity* are limited to urban sprawl around the developed towns. The existing contributing properties are in secure and stable hands. *Property ownership and local planning.* The Colburn House and the Pownalborough Court House are owned by the State of Maine. Fort Western is owned and managed by the City of Augusta.

*Rationale for property boundary.* With exceptions, the majority of troops were transported along this stretch of river by ship and/or batteau. Some troops were billeted ashore in at least one private residence, but that residence does not survive. For this segment of the expedition's route, the majority of land-based activity took place at surviving contributing properties of Colburn's House and Fort Western. Therefore, for this segment, the District boundaries will be the banks of the river plus the boundaries of the contributing properties.

### **Augusta to Fort Halifax, Winslow**

Upon leaving Fort Western, Arnold's men embarked in batteaux for the trip upriver in smaller (company or division-sized) groups. They camped at various places (see Table 1, numbers 14-18) along the banks of the river, indicated in the journals as "# miles above Fort Western", or "# miles short of Fort Halifax." These camps are not described in detail, although they were certainly one-night camps with temporary structures (tents) or no cover at all. Based on the form of the river valley, they could have been on sand or gravel banks with little vegetation cover, or on the higher, wooded banks. Fort Halifax is a known location, confirmed archaeologically, with a surviving blockhouse.

*Land forms, water type and impoundment, vegetation cover.* This segment of the Kennebec

River is narrow, about 300 to 400 meters wide, constrained within high banks rising to 100 feet within a few hundred meters. These steep hills, especially on the west side of the river, are composed of coarse glacial outwash (sand, gravel), and some areas have been mined for gravel. Until the summer of 1998, this river segment was flooded by Edwards Dam in Augusta. Removal of Edwards dam exposed sloping cobble and gravel banks a few dozen meters wide. Above the former pool of Edwards dam, the banks are backed in places by deposits of river alluvium that are up to 100 m wide and 1 km long. The banks and hills are solidly wooded, except for a few openings for farmland, and light industrial development immediately north of Augusta.

Fort Halifax sites on a triangular piece of land, a sandy delta, at the mouth of the Sebasticook River's confluence with the Kennebec. The delta surface slopes up from the tip to an elevation of about 5 meters under Fort Halifax blockhouse. Railroad tracks run north-south just east of Fort Halifax, but an area of about 10 acres west of the tracks is open, grassy park with scattered trees. It is likely that the landform looked similar during the Arnold expedition, because trees would have been cleared around the Fort.

*Certainty of resource location.* The location of Fort Halifax is certain, based on archaeological evidence and a surviving blockhouse. It is likely that Arnold's troops landed their batteaux near the tip of the point, and camped on the landform west of Fort Halifax, but this fact has not been confirmed archaeologically. None of the camps between Augusta and Fort Halifax are known from archaeological evidence, and their locations mentioned in the journals are probably accurate to +/- 1 mile.

*Current land use.* The vast majority of the river valley between Augusta and Fort Halifax in Winslow is wild land. Because of the relatively steep valley sides, with exceptions the historic settlement pattern has been along roads running parallel with the river along the height of land on either edge of the valley. Alluvial land along the river bottom was farmed during the 19<sup>th</sup> century, but has mostly been abandoned and regrown as woodland. A railroad line runs along the river bank on the east side of the river, and has disturbed portions of the valley side at medium elevations. The river itself is used by canoeists and fishermen for recreation. The peninsula at the mouth of the Sebasticook River confluence contains a town park. The town of Winslow and City of Waterville opposite it, aside from Fort Halifax and its associated park, are urban areas.

*Associated historic properties known and potential.* Fort Halifax is known from archaeological evidence (Cranmer ) and a surviving blockhouse in its original location. No other contributing properties are known for this segment of river, but the camps used by Arnold's troops all are potential properties that might be found by archaeological testing.

*Overall condition of the resource setting.* Overall, this segment of river provides a visual experience that must be very similar to what Arnold and his men experienced. Occasional farms provide openings in a generally forested riverbank. Camping, or at least stopping temporarily along the river bank on a canoe or boat trip, is a pleasant experience.

*Threats to site integrity.* Since the removal of Edwards Dam there has been no movement toward development of the river banks. Fort Halifax, and its associated park, are managed as open space. There are few threats to site integrity along this portion of the Route.

*Property ownership and local planning.* The head of tide of the Kennebec River occurs somewhere along this river segment. Since the removal of Edwards Dam, the exact head of tide has not been defined, but it occurs approximately half way between Augusta and Winslow. Below the

head of tide, the State of Maine owns the river and river bottom under it. Private landowners own to the tide line. Above the head of tide, private land owners own to the thread (middle) of the stream. There are multiple private landowners along this portion of the river, and thus any of the unlocated camp sites from Arnold's expedition, if they survive, occur on private land. Fort Halifax is owned by the State of Maine, managed as a historic park by the Bureau of Parks and Lands. The adjacent park is owned and managed by the Town of Winslow.

*Rationale for property boundary.* With the exception of urbanized and industrialized portions of the riverbank in Augusta, we include within the District boundaries all low-elevation landforms along the river that may have been suitable for camping use by Arnold's men. In addition, we include Fort Halifax and the park adjacent to it within the district boundary. Along the west side of the river, the district boundary often runs close to the river bank because of steep hills that confine use of the river.

### **Waterville-Winslow to Skowhegan**

This segment of the river is defined as beginning just upstream from the Fort Halifax landform and extending to just below Weston Dam in Skowhegan. Much of this segment of the river is flooded by hydroelectric impoundments. The river banks along the downstream two or three miles are urbanized, and Interstate 95 cuts across the river. Arnold's men proceeded upstream from Fort Halifax by hauling their batteaux and gear along a road that ran along the eastern side of the river through what is now Winslow, bypassing five miles of rapids. Most of this work was accomplished by wagons hauled by oxen. Above the put-in at the head of the falls, they traveled upriver by batteau for a day or two, camping along the river bank. Arnold dined on October 1, 1775 at a private house three miles below Skowhegan, which probably does not survive. The upstream end of this segment is a portage around a high falls at Skowhegan, described in the next segment.

*Land forms, water type and impoundment, vegetation cover.* Along this segment of the Kennebec River, the river banks are relatively low, with few areas of bedrock control and many wide fields of silty alluvium. Urban Winslow and Waterville occupy several miles of riverbank along the downstream end of the segment, including most of the bank along what once was about 5 miles of rapids. Much of that rapid has now been flooded by the (???) hydroelectric dam between Waterville and Winslow. A second hydroelectric dam, the Shawmut Dam below Hinckley, has flooded another major portion of the river. A much lower proportion of the river bank in this segment is wooded than in other segments along the river. Hay or farm fields and urban areas occupy at least 50% of the river bank. (/?/?/?check from topo).

*Certainty of resource location.* Fort Halifax location is certain, and the portage around the falls in Skowhegan is certainly located (see below). The five miles of rapids that was bypassed by road above Fort Halifax is certainly located, but mostly flooded by a dam. That road no longer exists, since it has been destroyed by urban development in Winslow.

*Current land use.* As stated above, much of the river is flooded by two hydroelectric dams. The majority of the riverbank is either urban/industrial or cleared farmland. Most of the riverbank seen by Arnold's troops as they passed is now flooded.

*Associated historic properties known and potential.* There are no known contributing properties along this segment of river. The locations of several camps "in the woods" or along the river bank are described in journals by distances above Fort Halifax or below Skowhegan. Most of

those camp locations are probably now flooded. The Westen's house or tavern where Arnold dined on October 1, 1775 is not located.

*Overall condition of the resource setting.* This river segment has been flooded by two hydroelectric dams, and disturbed by urban development at the downstream end. Overall, it does not retain much of the character of the Arnold expedition environment.

*Threats to site integrity.* Site integrity is already mostly destroyed. Urban development in Winslow and Waterville along the river is encouraged by local government. The Interstate 95 corridor crossing and hydroelectric development have already done their damage, and not further major road/bridge construction or hydroelectric development is likely.

*Property ownership and local planning.* Not relevant to this portion of the river.

*Rationale for property boundary.* For this segment of the river, the property boundary runs along the water's edge. For much of the length of this river segment, hydroelectric impoundments have flooded the probably camp sites of Arnold's men, so the land surface that they used is contained within the water boundary. The portage road along the east side of the river in Winslow, avoiding about five miles of rapids, has been destroyed by urban development and is not included.

### **Skowhegan to Madison, including Old Point**

This river segment begins with a portage around a high falls at Skowhegan. This river segment ends in Madison, at the falls now covered by the Anson Dam. The portage at Skowhegan Falls involved carrying up a steep trail onto a bedrock island in the middle of the river, a matter of only a couple of hundred yards, and putting in on the upstream side of the island. Use of this island was unique on the expedition, since most portages went along the shore on one side or the other of the river. Moreover, the falls were steep enough that the combination made an impression on the participants, and the portage was mentioned in many of the accounts. Arnold's troops camped at one location near Bomazee Stream (still so named), and Arnold lodged at a house owned by Widow Warren on the river on the night of 10/1/75.

*Land forms, water type and impoundment, vegetation cover.* Much of this river segment, perhaps 80% of its length, is flooded by hydroelectric impoundments, primarily the large Weston project in Skowhegan that takes advantage of the high drop (30 ft) in less than 100 yards. The river in this stretch is between 300 and 400 yards wide, and contained within banks that rise between 30 and 100 feet to low hills. Much of the river margin is localized alluvial terrace formation, and many of these are planted in crops, primarily corn.

Two prominent alluvial point bars occupy bends in the river. Old Point, opposite the mouth of the Sandy River tributary, is the most prominent. The upstream end of this alluvial terrace was the location of an Abenaki Indian mission village, burned several times during Indian wars in the early 18<sup>th</sup> century. Ruins of this Old Point site are mentioned in several Arnold expedition journals as "vestiges of an Indian town" at the below the downstream end of a carry around the next falls. The 2 miles of river from Old Point upstream to the next falls at Madison are rapid, but lightly loaded boats can easily be poled upstream. The carry around the next falls apparently began one mile above the Indian town ruins at Old Point, where a climb of 30 to 50 feet up a dirt and bedrock slope is needed on either side of the river.

*Certainty of resource location.* The portage over the island in Skowhegan and the "vestiges" of the Native mission village at Old Point are certainly known. Bombazee Rips (rapids) is adjacent

to the mouth of Bombazee Stream, but now flooded. Widow Warrens house apparently does not survive. The location of the carry around the falls in Madison is not obvious, and it may have been on either or both sides of the river.

*Current land use.* Outside of the localized, settled areas of "downtown" Skowhegan, Norridgewock, and Madison, the river banks are either wooded or open agricultural fields with an occasional house.

The island used for portaging Skowhegan Falls is approximately 250 yards in diameter. It carries the US Route 201 road and bridge corridor, and is the location of an industrial warehouse, a fire station, a church, a small restaurant, and private dwellings. About 15% of the island has been set aside as a memorial park to the Arnold expedition, with a plaque and cannon.

*Associated historic properties known and potential.* The Old Point site in Madison is individually listed on the National Register, and is part of a National Historic Landmark district based on several Native American archaeological sites around the mouth of the Sandy River. Col. Enos division's camp at Bombazee Rips (10/5/75) is probably under the Weston impoundment pool.

*Overall condition of the resource setting.* With the exception of urbanized areas adjacent to the carries or falls in the river, much of the resource setting remains intact. Considering that some of the banks were farmed in 1775, with the upstream limit of European-American settlement at Norridgewock, much of the area looks similar today to what it did at the time of Arnold's march, with a mix of wooded and cultivated river banks. The small park on the island in Skowhegan only partially evokes the sense of portage around a steep falls because of the high dam(s) that make use of the island for bedrock anchor as part of the Weston hydroelectric project.

*Threats to site integrity.* Shoreland zoning in Maine (a state statute applied in each township) limits the potential for extensive residential development along the immediate banks of the river. No changes are anticipated to hydroelectric impoundments in the near future. Construction of new bridges at Skowhegan and Norridgewock are in the planning stages, but will be preceded by archaeological testing.

*Property ownership and local planning.* The riverbanks along most of this stretch are private property, either individual or corporate. Local planning involves shoreland zoning protection (see above), but no special planning for Arnold expedition commemoration (aside from the small park in Skowhegan). Madison Paper Industries is contemplating donating their portion of the Old Point mission property to The Archaeological Conservancy.

*Rationale for property boundary.* For much of the length of this river segment (downstream from Old Point), hydroelectric impoundments have flooded the probable camp sites of Arnold's men, so the land surface that they used is contained within the water boundary. The portage routes at Skowhegan and Madison may be partially intact. Therefore, from the Weston Dam at Skowhegan upstream to the mouth of the Sandy River at Old Point, the potential NR property boundary runs along the water's edge on either bank of the river (impoundment margin), where the impoundment has flooded the probable camp sites of Arnold's men. The island in the middle of the river at Skowhegan, used as a portage, is contained within this potential NR boundary. From Old Point and the mouth of the Sandy River to the Abenaki dam at Madison, the NR boundary includes a strip of land 50 meters wide on either side of the river, to include potential portage trails. From the Abenaki Dam upstream to the Anson dam (< 1 km) the project boundary again coincides with the impoundment margin.

**Madison to Williams Dam at Solon**

This portion of Arnold's route is defined at beginning at the Anson dam in Madison and extending upriver to the Williams dam at Solon. Only the downstream 6 km of this approximately 18 km stretch of river has been flooded by a hydroelectric impoundment. Arnold's men traversed this section between 10/1/75 and 10/10/75, and record multiple camp sites along the banks of the river or on islands in the river. Many of the accounts record the portage around the impressive Caratunk Falls, now partially covered by Williams Dam at Solon.

*Land forms, water type and impoundment, vegetation cover.* This Kennebec River segment is a sinuous, meandering braided stream with multiple large and small, low islands within a ½ mile wide valley. The islands are all composed of geologically recent alluvium, and are seasonally flooded. The sides of the valley are formed by a 30 to 50 foot rise to Late Pleistocene age outwash landforms, but these valley sides would not have been relevant to Arnold's men except at the portage location around Caratunk Falls at the upstream end of the river segment. Aside from Caratunk Falls, in Solon, the only other geographic feature of importance on this stretch of the river is the confluence with the Carrabasset River, and that river mouth is obscured from the main channel of the Kennebec by several islands. At the upstream end of this stretch of river, a straight river channel approximately one mile in length was dug during the construction of Williams Dam (at Caratunk Falls) to carry away the tailrace water, in the mid 20<sup>th</sup> century. Approximately half of the alluvial land in the river bottom has been cleared for agriculture, but the rest remains wooded.

*Certainty of resource location.* The falls at Madison and Caratunk Falls at Solon are fixed landmarks that are clearly referenced in the journals from the expedition. The downstream half of the portage around Caratunk Falls survives as an active canoe portage route, and the downstream end of the portage is marked (seemingly accurately) on the USGS map as "Arnolds Landing." The camp sites used by Arnold's men between these two locations are less certainly known. We can, for example, associate the camp location of 10/9/75, where Arnold camped with Captain Cobb's company 2 miles downstream from Caratunk Falls on an island, with Gray Island. However, this island is about 1 km long, and no archaeological sites dating to the period have been recovered.

*Current land use.* Approximately half the alluvial land in the river bottom has been cleared for agriculture, and the rest remains wooded. Because of the certainty for flooding, residential development has not occurred. The only development is the Caratunk Falls dam at the upstream end, and the Anson dam at the downstream end. The impoundment for the Anson dam covers only the downstream 1/3 of this stretch of river, leaving the upper 2/3 of the stretch substantially as Arnold and his men experienced it.

*Associated historic properties known and potential.* The Caratunk Falls archaeological site (Maine number 69.5) contains a series of Native American occupations associated with the carry trail around Caratunk Falls. That carry trail must, therefore, have some antiquity (at least back into the Ceramic period if not the Late Archaic). The same carry trail was used by Arnold's men, and is the only known historic property of the Arnold expedition in this stretch of river. Multiple camp sites on the islands and river banks above the mouth of Carrabasset River are mentioned in the journals of the expedition, but they have not been located yet as archaeological sites.

*Overall condition of the resource setting.* With the exception of the hydroelectric development at Caratunk Falls at the upstream end, and "downtown" Madison at the downstream end, this segment of river is undeveloped. The Anson dam impoundment, beginning at Madison,



has flowed the riverbanks for only about 1/3 of the length of this stretch of river. Development associated with Williams Dam at Caratunk Falls has left intact all but about 100 meters of the upstream end of the carry around the falls, associated bedrock outcrops on the east side of the river, and intact soil of an associated archaeological site. This stretch of river is substantially intact.

*Threats to site integrity.* There are no obvious short term threats to integrity of the potential and known archaeological sites associated with the Arnold route due to development. There is a limited ongoing problem with archaeological looting on the Caratunk Falls site.

*Property ownership and local planning.* There is no local planning relevant to the Arnold route along this stretch of river. Property ownership is all private, either corporate or individual.

*Rationale for property boundary.* Because of the flooding by the Anson impoundment, the potential NR boundary between the Anson dam and the mouth of Carrabassett Stream coincides with the existing impoundment margin. From the mouth of Carrabassett Stream upstream to Arnold's Landing at the carry around Caratunk Falls, the potential NR boundary must be drawn to include potential Arnold camp locations. Therefore, the NR boundary will extend from 50 yards east of the eastern bank of the river to 50 meters west of the western bank of the river, inclusive of islands in the river. This boundary extends up the mostly dewatered channel of the old river route east of the tailrace channel for Williams Dam. From Arnold's Landing at the downstream end of the carry, to the old railroad bed running along the top of Williams Dam, the potential NR boundary is a 200 meter wide strip beginning at the water's edge and extending inland, to include the carry trail.

### **Williams Dam, Solon to Wyman Dam, Bingham**

This portion of Arnold's Route begins at Williams Dam in Solon, and extends upstream along the Kennebec River through the town of Bingham, to Wyman Dam which is located one mile upstream from "downtown" Bingham. Approximately 6 km (the downstream portion) of this 14 km stretch of river has been flooded by a hydroelectric impoundment. Arnold's men passed this way on 10/8 to 10/10/75. The journals record a campsite for Enos's company just upstream from the carry at Caratunk Falls, and other camps for other groups one mile and three miles above Caratunk Falls.

*Land forms, water type and impoundment, vegetation cover.* This Kennebec River segment begins at its southern end with a single channel about 300 m wide confined by steep hills of glacial outwash sands and gravels rising 300 feet above the river. The northern 2/3 of the length is a sinuous, meandering braided stream with multiple large and small, low islands within a 1/2 mile wide valley. The islands are all composed of geologically recent alluvium, and are seasonally flooded. The sides of the valley would not have been relevant to Arnold's men, although the immediate river banks and islands would have been used as camping locations. The vegetation cover is mostly mixed northern hardwood and softwood forest, although some of the island and alluvium around Bingham have been cleared for agriculture.

*Certainty of resource location.* The campsites used by Arnold's men along this stretch of river are of uncertain location, marked only by mileage above Caratunk Falls, probably of a 1/2 mile plus or minus resolution.

*Current land use.* Only approximately 1 km of riverbank in the Bingham area is developed as a densely populated village. Only about 4 km of river shore has agricultural development. The remainder of the shoreline is woodland. Because of Maine's shoreland zoning ordinance, cutting

of trees along riverbanks is limited.

*Associated historic properties known and potential.* There are no known associated historic properties with this segment of river. The campsites mentioned in the journals of the expedition may survive as archaeological sites, but none have been located. Earth moving activity around the location of Williams Dam in Solon, and an associated abandoned railroad grade that crosses the river at the same spot, have destroyed any potential for archaeological preservation of Enos's division camp of 10/10/75 in a limited area. Archaeological survey of the surrounding area has concentrated on prehistoric Native American material (see discussion of site 69.5, previous section), so the status of this camp has not been verified as destroyed. There is about 250 m of riverbank above the head of the portage that still might contain Enos's division camp material.

*Overall condition of the resource setting.* The overall condition of the resource setting along this stretch of river is excellent. A canoeist, once leaving the vicinity of Williams Dam in Solon, would have an experience very similar to that of Arnold's men.

*Threats to site integrity* in this stretch of the river are very limited, mostly natural erosion and river flooding related impacts.

*Property ownership and local planning.* Property is all in private corporate or individual ownership. There is no local planning specifically protecting archaeological resources.

*Rationale for property boundary.* Beginning at Williams Dam and running upstream, the potential National Register boundary is coincident with the margins of the river as impounded by Williams Dam at Caratunk Falls for the river south of UTM 4948000 north, which approximately corresponds with the upstream limit of inundation. For this stretch of river, presumably any archaeological sites derived from Arnold March camps would be under water. From UTM 4948000 north to Wyman Dam, the potential National Register boundary is drawn 50 m inland from the edge of the river and includes all islands in the river, because of the potential for undiscovered camp sites.

### **Wyman Dam, Bingham to the Great Carry**

This portion of Arnold's Route is the northernmost on the main Kennebec River. We begin this stretch of river at Wyman Dam in Bingham, a large earthen dam and hydroelectric development that impounds a pool at 485 feet elevation. Immediately downstream from Wyman dam the river is at 350 feet elevation, but the dam was not the location of a particularly arduous portage since it is not mentioned prominently in the journals. Rather, Wyman dam is located at the downstream end of a series of pitches or rapids that extended upstream some distance toward the Great Carry. The Great Carry itself is the name for an exhausting carry up and across the height of land between the Kennebec and Dead Rivers, beginning at the mouth of Carrying Place Stream. Arnold's men traversed this stretch of river from 10/8 to 10/11/75. Overnight camps at two locations are mentioned in journals for this stretch of river.

*Land forms, water type and impoundment, vegetation cover.* This entire stretch of the route of Arnold's march is deeply submerged under the headwaters of Wyman Lake.

*Certainty of resource location.* The campsites used by Arnold's men along this stretch of river are of uncertain location, marked only by mileage above Caratunk Falls or mileage below the Great Carry (mouth of Carrying Place Stream), probably of a ½ mile plus or minus resolution.

*Current land use.* The banks of Wyman Lake impoundment are generally steep and wooded with mixed conifer-northern hardwood forest. However, the features associated with Arnold's march are deeply submerged under the impoundment.

*Associated historic properties known and potential.* There are no known associated historic properties, and the only potential would be for archaeological sites at overnight camp sites. Those locations are now submerged and have probably been eroded during inundation. Thus, there is no potential for associated historic properties on this stretch of the river.

*Overall condition of the resource setting.* The resource is destroyed along this stretch of river.

*Threats to site integrity.* Not applicable, see above.

*Property ownership and local planning.* Not applicable, see above.

*Rationale for property boundary.* For this segment of the river the potential NR property boundary is drawn to coincide with the margin of the Wyman impoundment pool (lake) edge. This boundary certainly includes the river flats and islands, if any existed before dam construction, that could have been used for overnight camps for Arnold's men.

### **The Great Carry**

This portion of the Arnold Route begins at Carrying Place Stream mouth of the shore of Wyman Lake (Kennebec River), follows the Arnold route through East, Middle, and West Carry Ponds, then down to what is now Flagstaff Lake (Dead River). Both the beginning and ending of the carry are under the waters or recent impoundments. The western end of this section of the Route is the shoreline of Flagstaff Lake.

The Great Carry extended approximately 15 km east to west, of which four km were passable on the waters of high altitude ponds (the Carry Ponds). In addition to the horizontal distance, the carry began at approximately 480 feet elevation, rising to 1235 feet at East Carry Pond in 5 km (3 miles), or about 750 vertical feet, then rising to 1315 feet at West Carry Pond, and dropping to 1120 feet at the Dead River. Arnold's surveying party reached the area on October 5, 1775, and cut a rough road up the hill, apparently following a Native American portage route. The first of the main body arrived at the start of the carry on the Kennebec River bank on October 10 or 11, and Enos's trailing division did not reach the third pond (West Carry Pond) until October 17<sup>th</sup>. Arnold remained camped at First (East) Carry Pond for three days (October 11 -13), and camped on Third (West) Carry Pond on October 14<sup>th</sup>. Each pond (first, second, third, or East, Middle and West) was the location of one or more camps for portions of the main body for more than one night. In addition, Arnold gave orders on or about the 11<sup>th</sup> to construct at least two buildings. One was a store house, or "small log house for men and provisions" on the "east side of the first portage", which would be near the mouth of Carrying Place Stream. The other building, a "log house on the second carry" was a "hospital for the sick." It is located on the west side of East Carry Pond, where the (second) carry from East to Middle Carry Ponds began. This location has been confirmed by archaeological survey. None of the other camp sites, however, have been located.

*Land forms, water type and impoundment, vegetation cover.* The Kennebec River at the beginning of the carry has been impounded under the waters of Wyman Lake, built in the mid 20<sup>th</sup> century. Comparing the 1905 map and modern topographic map at the same scale (see Figure),

shows the large extent of river flat that has been flooded. The beginning of the Great Carry, the former mouth of Carrying Place Stream, and the location of the log building at the start of the carry is now 350 m offshore, from the present mouth of Carrying Place Stream.

Arnold's carry must have started near the former mouth of Carrying Place Stream, progressed uphill on the north side of the stream for a few hundred meters, then perhaps followed along one side of the stream channel or the other. Within a mile of the mouth of the stream, the carry route must have crossed to the south side of the stream, then progressed uphill across country to the south end of East Carry Pond, because the hospital is located toward the south end of the pond. Moreover, directions in Arnold's journal indicates crossing from the south end of the pond northwesterly to the location of the hospital and start of the second carry. A gravel road, running along the south side of Carrying Place Stream, and a spur road to East Carry Pond, must follow the portage route within 200 meters today from where the carry crossed to the south side of the stream. The terrain is steep, covered with thin rocky and/or with exposed bedrock, and wooded with mixed northern hardwood/softwood forest. Once at the elevation of East Carry Pond, the terrain is gently rolling, with relief of 100 to 200 feet, and relatively easy passage through mixed wood between lakes. Each lake is shallow, with shorelines that combine low, marshy and peaty areas with boulder shorelines. The lakes trend northwest/southeast, and would have been windy in a cold north/northwest wind. Appropriate places to camp can be found on elevated 10 to 20 ft), drained terrain within a dozen yards of the lake shores.

The western carry from West Carry Pond to the former Dead River rises 200 feet from the lake through a notch or pass between two steep hills that rise another 700 feet, then it joins a small (uncanoable) stream channel that tumbles downhill over rocks and boulders through dense mixed northern hardwood/softwood forest. Today the portage route ends abruptly at the impoundment of Flagstaff Lake, which when full rises some 20 feet above the original elevation of the Dead River. Arnold's march journals, however, indicate that this present lake bed was formerly a vast grassy wetland, probably seasonally flooded by the Dead River. So the last portion of the carry was a combination of wet hauling of the batteaux and poling and pushing down a small stream channel as it wound toward the Dead River.

*Certainty of resource location.* The carry route is fixed by geographic names (Carrying Place Stream, etc.) that have survived to be recorded on USGS topographic maps. Location of Arnold's hospital site (ME 529-001) is fixed by artifacts of the time period, including a spoon with sides bent upward, a common method for administering liquid medicines. This location on East Carry Pond clearly fixes the location of the second carry, between the first and second ponds (East and Middle Carry Ponds). None of the other camp sites around the Carry Ponds have been located yet, but "Arnold's Point" on West Carry Pond is the most logical location for one. Unfortunately, the beginning of the carry and the log house at the carry on the Kennebec River bank are now under water 300 m or more from shore.

*Current land use.* The land is managed as commercial timber land, except for a narrow strip along the river, along Carrying Place Stream, and around the lakes. Each of the lakes has a scattering of seasonal dwellings (summer camps) set back at least 75 feet from the immediate lake shore. Access to these camps is by key only through gates maintained by a landowners' association.

*Associated historic properties known and potential.* One archaeological site, the Arnold Expedition Hospital (ME 529-001) is known and has been located. The site was located by amateur

archaeologists working under the auspices of the Arnold Expedition Historical Society, which curates a small collection from the site. The building or store house built at the beginning of the Great Carry is a potential associated historic property, as an underwater archaeological site, now under the waters of the Wyman impoundment.

*Overall condition of the resource setting.* Despite light development of summer seasonal dwellings around the Carry Ponds, and despite several generations of logging in the area, the Great Carry portion of the Arnold March route provides an excellent experience of the physical labor and passage through deep forest and across small lakes experienced by Arnold's men. This is one of the best preserved sections of the March route, and could easily include a trail and interpretive material. Unfortunately, the western terminus of the Great Carry route has been flooded, also, by the Flagstaff Lake impoundment.

*Threats to site integrity.* Development of seasonal dwellings and access roads around the lakes is the greatest threat to the integrity of the setting. All roads in the area are built as bulldozed and graveled "woods" roads, and there is a minimum 75' setback for development around the lake shores. Future professional survey of the Hospital site and legal protection for it should be a priority.

*Property ownership and local planning.* The Carrying Place townships are unincorporated, and as such zoning decisions and building permits are made through a state agency (the Land Use Regulation Commission) in Augusta. LURC maintains zoning maps for the townships. It would be possible to apply for "protection - unusual area" status for the Arnold Route. The Arnold Route crosses one or two large parcels of land, and the landowner has been sympathetic in the past to Arnold Expedition Historical Society exploration of the land. Multiple smaller parcels with individual owners characterize the lake shore seasonal residential development areas.

*Rationale for property boundary.* The route of Arnold's March, campsites, and two building locations associated with the Great Carry can be reconstructed with relative accuracy. For example, the two building locations (storehouse and hospital) are known to less than 100 m accuracy. The carry route from the Kennebec to First Carry Pond is not known exactly, but paralleled Carrying Place Stream, and the routes between the Carry Ponds and down into the Dead River can be reconstructed with a few hundred meters accuracy from the written sources. For this portion of the route we lay the centerline of the potential National Register boundary along the reconstructed route, and place a 250 m buffer on each side.

**Figure.** Comparison of the existing impoundment shoreline of the Wyman lake, from the USGS 7.5' topographic map, with the former Kennebec River bank as shown on the 1905 USGS 15' topographic sheet. Former river bank is drawn on the existing lake in pen, and the courses of Carrying Place Stream and Lost Pond Stream are projected out to the former river bank. One Arnold March building was built near the former confluence of Carrying Place Stream and the Kennebec River, now about 200 m off shore.

**Flagstaff Lake, formerly the Dead River**

This portion of the Arnold Route follows the sinuous route of the Dead River, but it all lies inundated by Flagstaff Lake. We begin this section of the Route at the eastern shore of Flagstaff Lake, about ½ km west of the Long Falls Dam Road, and continue it to the headwaters of the impoundment on the West Branch Dead River, about 2 km downstream from the settlement of Eustis, approximately 31 km if the river were flowing straight (which it does not). About 2 km of the inundated South Branch Dead River is included, as it passes underneath Maine Route 16/27. This portion of the Route was used by Arnold and his men beginning October 15, 1775 as Arnold camped in "a low savannah" (or grassland), then the next day reached the main stem of the Dead River. This grassland was apparently seasonally flooded ground, now also flooded by Flagstaff Lake. Enos's division passed through the savannah and camped three miles up the Dead River on October 20<sup>th</sup>.

At this point we should state for clarity that Arnold's men were traveling up the river, against its flow, as the Dead River is a tributary of the Kennebec with headwaters near the Canadian border that they were trying to reach. During their traverse of this portion of the Dead River, Arnold's men were struck by a rain and wind storm, probably a remnant hurricane, that raised the water level and current flow tremendously. Nonetheless, they had to portage many small falls. This portion of the river is sinuous, with many oxbows. One party of Arnold's men made the mistake of proceeding up the South Branch Dead River from the "Crotch" or confluence of the North and South Branches, and another party was sent after them to bring them back.

*Land forms, water type and impoundment, vegetation cover.* As we have stated, this portion of the Route is inundated by Flagstaff Lake, a water storage impoundment for hydroelectric generation. As a storage lake, Flagstaff is drawn down depending on summer rainfall, and may reach levels low enough to expose the former river channel on the driest years. A circa 1950 15' USGS topographic map shows the extent of Flagstaff Lake impoundment, with the former river channel that was Arnold's route, clearly marked. Normally, Flagstaff Lake is a large lake that does conceal the former river, and Arnold's Route, but late in the fall the river bed can be traced and walked. The lake bottom is completely devegetated. Overall, this whole portion of the route is dominated by the 4000 foot Bigelow Mountain range, located south of the lake.

During this portion of the March, the journals mention several overnight camps. There is no mention of construction of other buildings. Archaeological remnants of these camps would be visible probably as dispersed artifact scatters on the mud after Flagstaff Lake is drawn down.

*Certainty of resource location.* Camp locations are mentioned in mile or league distances, such as "3 miles up the Dead River" (from the stream leading through the "savannah", or "3 miles downstream from the Crotch in the River (confluence of North and South Branches Dead River). There are also several carries mentioned, but relocating them now is difficult with the flooding by the lake. Measuring distances on the sinuous channel of the Dead River, and even assuming that oxbows have not formed or been abandoned since Arnold's March, makes the location of these camps imprecise at best.

*Current land use.* This entire portion of the route is covered by the impoundment of Flagstaff Lake for most of the year. Original land surfaces are devegetated or covered in short grass, and are exposed only for a brief period of weeks in late fall and early winter.

*Associated historic properties known and potential.* There are no known associated historic properties. Potential historic properties would include archaeological sites or artifact scatters from the overnight camp sites used on the March.

*Overall condition of the resource setting.* In contrast to the excellent condition of the setting of the Great Carry, the Flagstaff Lake portion of the route has been altered by inundation, removal of vegetation, and probable erosion of the archaeological sites. The only sense of the original condition of this portion of the route remaining is the over-shadowing presence of Bigelow Mountain. Bigelow Mountain is part of a state park, and the vegetation cover on this imposing landmark remains unaltered.

*Threats to site integrity.* Sites are already eroded. Artifacts can be found on the surface.

*Property ownership and local planning.* The land surface under Flagstaff Lake is owned by FPL Maine, a subsidiary of Florida Power and Light, owners of the reservoir. There is no local planning applicable.

*Rationale for property boundary.* The sinuous course of much of the Dead River under what is now Flagstaff Lake means that Arnold March campsites of 230 years ago might have been located adjacent to now-abandoned oxbow channels. For this reason, we include in the width of the potential National Register boundary all of the present and former river meanders visible on the mid-20th century topographic map. A portion of the South Branch Dead River is included to account for the errant group of men that had to be recovered from that stream. Where the river course is relatively straight, we include a width of 200 meters on either bank. In any case, the potential National Register boundary lies within the maximum limits of the impoundment of Flagstaff Lake, and is therefore underwater most of the year.



Figure. Extent of the Dead River channel and the Flagstaff Impoundment shown on mid-20th century USGS 15' topographic maps. The full pool limits of the Flagstaff Impoundment are slightly greater than the blue shading showing on this map. Note the North and South Branches of the Dead River and their confluence just north of the town of Stratton.

**North Branch Dead River, from Flagstaff Impoundment upstream to Lower Pond**

This portion of Arnold's March begins at the upstream limit of the Flagstaff impoundment on the North Branch, extends northward through Eustis, about 17 km upstream to the outlet of Lower Pond, first of the Chain of Ponds. This portion of the route was traversed by the 25<sup>th</sup> of October by Enos's division (the trailing division), and included multiple small portages around small falls. Overnight campsites are mentioned in the journals, and at one carry seven batteau were upset and their contents dumped into the river.

*Land forms, water type and impoundment, vegetation cover.* One small impoundment, Eustis Dam, floods about 1 km of the North Branch. The rest of this portion of the route is unencumbered river. The river is often winding, and usually narrow, about 50 meters wide, except where it opens into swampy areas or is constricted by a low rapids. Hills on either side of the valley rise 200 to 500 feet, and the hillsides are wooded with mixed northern hardwoods and softwood. The stream bed itself flows over gravel or cobble/boulder bottom, with occasional gravel or sand beaches in quite areas, created by sorting of glacial till.

*Certainty of resource location.* The journals mention portages or carrying place by number, consecutively along the Dead River including the portion now under Flagstaff Lake. The 7<sup>th</sup> Carrying Place is 3 miles up the North Branch Dead River from the confluence of the North and South Branches, which puts it in the vicinity of the "Cathedral Pines", a scenic turnout now on Route 27, just at the upper limit of the Flagstaff Impoundment. The 10<sup>th</sup> Carrying Place, likewise, can be identified as Shadagee Falls, further up the river. Overnight camps 1 and 2 miles above Shadagee Falls are mentioned.

*Current land use.* There is scattered rural residential use in places along this portion of the Route, including a Maine Forest Service building. Elsewhere, Maine Route 27 comes close to the river, and one falls or carry (Sarampus Falls, about 3 miles above Shadagee Falls) is adjacent to a scenic turnout and picnic area maintained by Maine Department of Transportation. Otherwise, the river banks are not utilized, and covered with forest.

*Associated historic properties known and potential.* Two overnight camps, one and two miles above what we interpret as Shadagee Falls, are mentioned in the journals. Neither has been located as an archaeological site.

*Overall condition of the resource setting.* This portion of the Arnold Route is, with the exception of the 1 km long impoundment behind Eustis Dam, virtually identical to the landscape experienced by Arnold's men. At Sarampus Falls, one can even envision the batteau being portaged over the rocks on either side of the falls, about 30 yards from the Route 27 rest area.

*Threats to site integrity.* There are no obvious threats to site integrity on this portion of Arnold's Route, except for places that already have experienced some development. These areas include Eustis village, and the Eustis Dam impoundment.

*Property ownership and local planning.* Property ownership is, for the most part, small and medium sized woodlot parcels. Local planning includes the shoreland zoning ordinance that does not allow development within 75 feet of the river bank. Eustis is part of the incorporated town of Stratton, but other townships are unincorporated and managed by the Land Use Regulation Commission.

*Rationale for property boundary.* Potential National Register boundary for this segment of Arnold's March should include enough of the riverbank on either side of the river to encompass

overnight camps and portages around rapids. Therefore, we draw the boundaries as the river bank plus 50 meters on either side, except for the Eustis Dam impoundment where the boundary coincides with the impoundment pool.

### Chain of Ponds, Lower Pond to Arnold Pond

This portion of the Arnold Route consists of a series of ponds or small lakes trending southeast to northwest, along the direction of the route of travel. These lakes cover at least 10 km of about 17 km of travel route, and they are often connected by slow-flowing stream through bogs. Thus, travel in batteau was relatively easy. Horseshoe Stream, from Round Pond to Horseshoe Pond, is a small, shallow stream controlled in places by beaver dams. Journals record that some of the men walked along a high, gravel esker that parallels Horseshoe Stream for much of the stream length, while others pulled the boats. Overnight campsites on dry ground near the stream or lake were used.

*Land forms, water type and impoundment, vegetation cover.* The dominant landforms in this portion of the trip are elongated lakes usually less than one km wide, and linear bogs with streams connecting them. They are bounded by sandy, gravelly glacial outwash features (eskers) that rise up to 60 feet above the surrounding bog, or by steep, rocky hillsides. Wooded mountains rise rapidly over 2000 feet on either side of the lakes. There is a rise of 100 feet in elevation between Lower Pond at the downstream end of the Chain of Ponds to Arnold Pond at the upstream end. The surrounding forest is mixed northern hardwood and softwood, with large pines as the climax tree.

*Certainty of resource location.* Arnold's March journals describe the lakes in generic terms, either as the "last pond", now called Arnold Pond, a round pond (Round Pond), or the first lake (after leaving the upper Dead River) which is Lower Lake. The location of two camps as archaeological sites, and the iron material from one batteau as another archaeological site, fix some of the campsites mentioned in the journals exactly. A one mile long carry from Lost Pond Camp to a small lake (Meigs division, October 26, 1775) can be none other than the esker connecting Lost Pond with Horseshoe Pond. This is a natural travel route above the stream and marsh, evident to foot travelers in the area today.

*Current land use.* Much of the land is commercial timber land, owned by one of Maine's large paper companies. There are associated gravel access roads. Maine Route 27, a primary highway, runs along several kilometers of lake shores. There is one commercial campground on Natanis Pond. Otherwise, the land is forest, harvested every few decades. The Arnold Expedition Historical Society held a conservation easement for a limited term (years, since expired) on a portion of the Arnold March trail along the esker between Lost and Horseshoe Pond, and recreated the trail along the top of the esker.

*Associated historic properties known and potential.* Known associated historic properties include: archaeological site ME530-003 on the esker overlooking Lost Pond, Meigs's division camp of the night of October 26; and archaeological site ME530-004 on an esker overlooking Horseshoe Pond, perhaps Dearborn's company camp of October 26. In addition, the metal remains from a batteau, clinch nails and metal from the cargo, is noted as archaeological site ME533-002 on the shore of Mud Pond.

*Overall condition of the resource setting.* The resource setting for this portion of the Arnold March is nearly pristine and unspoiled. Only the presence of Route 27, and a few seasonal lakeshore

camp, along a portion of the lakes shoreline provides the visitor with a reminder that he or she is not in the late 19<sup>th</sup> century.

*Threats to site integrity.* State shoreland zoning around lakes of 10 acres size or larger protects the known archaeological sites from all activity, including harvesting of trees. The Route 27 corridor is on the opposite side of the lakes from the known archaeological sites. There are no current threats to site integrity other than amateur archaeological digging. It would be worthwhile reinstating a conservation easement or other legal protection for the Arnold March trail between Lost Pond and Horseshoe Pond.

*Property ownership and local planning.* The land is mostly owned by commercial forest products companies, who have, in the past, been supportive of protection of the Arnold March Route. These townships are unincorporated, and permitting for construction and development is controlled by the Land Use Regulation Commission in Augusta.

*Rationale for property boundary.* For this portion of the Arnold March route, the potential National Register boundaries include all lake shores and a 50 meter buffer around them, to include any potential lakeshore overnight camp sites. The Horseshoe Stream corridor from Round Pond to Horseshoe Pond should lie within a 350 meter wide National Register corridor, 100 m wide on the north side of the stream and 250 m wide on the south side of the stream to incorporate the esker and other landforms possibly used by Arnold's men moving on foot.

### **Leaving Arnold Pond to the Canadian Border**

Arnold March journals are relatively terse about the carry from Arnold Pond over the Canadian border into the Lac Megantic basin. The camp on Horseshoe Pond may have been the last encampment on this side of the border for most of Arnold's men. The journals mention a "last lake," then a carry roughly north by west over the height of land into Canada. Evidently, Arnold and his men followed the valley of an unnamed stream roughly 3.5 km from the shore of Arnold Pond at 1375 feet elevation to the head of the stream at 1500 feet elevation, thence ½ km further and 150 feet higher to 1650 feet elevation, where there is a low pass between two hills with peaks at 2100 feet.

*Land forms, water type and impoundment, vegetation cover.* The route and stream from Arnold Pond crosses Maine Route 27. The stream has been dammed on the north side of Route 27, creating a small pond. Upstream from this artificial impoundment, the unnamed stream is a series of small ponds maintained by beaver dams, often with grassy fringes, located in dense mixed northern hardwood and softwood forest.

*Certainty of resource location.* This route from Arnold Pond to the international border is not absolutely certain, but it fits the bearings and directions given in Arnold's papers, and makes absolute sense to the Arnold Trail Historical Society. There is no evidence that Arnold and his men used a longer route along small streams, originally southwest, then west through what is now Coburn Gore.

*Current land use.* Current land use in this portion of the route is commercial forest land.

*Associated historic properties known and potential.* There are no known or suspected associated historic properties in this portion of the route. No overnight camp sites are recorded, and the men traversed this portion quickly.

*Overall condition of the resource setting.* Except for the small impoundment on the north side of Route 27, and the road itself, the resource setting is unaltered from the late 18<sup>th</sup> century.

*Threats to site integrity.* There are no known threats to site integrity.

*Property ownership and local planning.* Property ownership is in the hands of commercial forest products companies, except for the immediate vicinity of the shoreline of Arnold Pond, owned in part by Maine Department of Transportation, and in part by a local fish and game club that maintains a building on the lake shore.

*Rationale for property boundary.* The potential National Register property boundary shall include the unnamed stream that Arnold and his men used as a guide to the international border, and a buffer zone on either side to definitely include the actual path of their march. In this case, we draw the National Register parcel to be ½ km wide, 250 m on either side of the stream.

