White water and suitably equipped. If your trip will be limited to the lakes, you should learn canoeing or canoe camping alone.

9. Chamberlain Thoroughfare
5. Henderson Brook Bridge
24. Tower Trail
15. Deadwater South
13. Bass Brook
9. Michaud Farm
8. Taylor Landing
6. Falls Bank
1. East Twin Brook

If you're going down the river, you should be competent and comfortable in Class II machinery or structures contain the remains of

Establishing the Waterway
The Allagash Wilderness Waterway was designated for protection in 1966 by the 89th Congress of the United States. This was the result of the work of the Maine legislature in 1966 to preserve, protect, and enhance the natural resources of the Allagash Region. This which drew big lakes of the region's waterways. Though a few local streams were used by lumber seekers. This is where the biggest of these relics of this era can be seen on the stretch of land that separates Chamberlain Thoroughfare from West Twin Brook.

Today, there are rebuilt dams at the site of the original logging operations at Chamberlain Dam (just above South Twin Lake). You will also note the remains of the Maine Logging Company's lumber mill in the Chamberlain Dam area. This mill was built in the 1890s and operated until 1923. The Mill was powered by water from the river and it had a capacity of 300,000 board feet per year. The mill was eventually shut down due to the economic depression and a lack of business. The mill was then abandoned and became a permanent fixture in the wilderness. The remains of the mill are still visible today and are a popular site for photographers and historians.

The Logging Era
Lumbering was the main activity in the Allagash Region. Lumbering, which was often referred to as "wood" or "at wood," gathered from the streams and rivers that provided water to the lands and forests. This area was first settled by lumbermen in the mid-19th century and it became an important source of wood for the surrounding communities. The lumbermen worked in small groups and they worked hard to cut down the trees and to build the roads and trails that would allow the wood to be transported to the mills.

In the 19th century, the lumbermen worked very hard and they could be very dangerous. They worked in the woods and they were exposed to the elements. They often worked long hours and they had to work very hard to get the wood to the mills. The lumbermen were also often isolated and they had to work alone. They were often called "lumberjacks" and they were very skilled at their work. They were very strong and they had to be able to lift heavy logs and to cut down the trees. They were also very brave and they had to be able to stand up to the hard work and the harsh conditions.

The Waterway is often a buggy, buggy place. Shortly after Maine became a state in 1820, David Pingree, a businessman from Salem, Massachusetts, bought a forest land near the Allagash River. He built such a place on the eastern bank of Allagash River and named it "Pingree's Landing." The name "Pingree's Landing" was later changed to "Pingree's Camps." This name is still used today and it is a popular place for the visitors.

Remains of the Tramway
The Allagash Wilderness Waterway is home to many remains of the past. One of the most interesting is the Remains of the Tramway. The Tramway was built in the 1890s and it was used to transport wood from the forests to the mills. The Tramway was a long, narrow track that was laid on the ground and it was used to pull the logs to the mill. The remains of the Tramway are still visible today and they are a popular site for photographers and historians.

Emergency Assistance
Allagash Wilderness Waterway staff are trained and equipped to assist you in the wilderness. If you have questions about planning a trip, you may wish to call the Allagash Wilderness Waterway hotline at (207) 941-4014, (718) 834-2500. You may also visit the Allagash Wilderness Waterway website at www.maine.gov/doc/parks.