

SG 3258

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Boarding House and Storehouse at Churchill Depot

Other names/site number: _____

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: S of Churchill Dam Road and 500' NE of Chamberlain Dam

City or town: T10 R12 WELS State: Maine County: Piscataquis

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Kirk A. Mohnney, SHPO</u>	<u>11/9/2018</u>
Signature of certifying official/Title:	Date
MAINE HISTORIC PRESERVATION COMMISSION	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: _____ Date

Title _____ State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

[Handwritten Signature]
Signature of the Keeper

12/31/18
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u> _____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>2</u> _____	<u>0</u> _____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: camp

INDUSTRY / PROCESSING / EXTRACTION: industrial storage

Current Functions

(Enter categories from instructions.)

VACANT / NOT IN USE

LANDSCAPE: park

RECREATION AND CULTURE: museum

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: boarding house

OTHER: warehouse

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: wood; Walls: wood shingles, wood clapboards; Roof: metal steel, wood shingles; Other: brick.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The ca. 1926 Boarding House and Storehouse at Churchill Depot are utilitarian buildings of no specific architectural style located deep in the north woods of Maine within the Allagash Wilderness Waterway. The two buildings are east of Churchill Dam on opposite sides, north and south, of the Allagash River. The isolated area is heavily forested with a small clearing around each building. Access is by gravel road. The area originally contained twenty to twenty-five support buildings for a lumber supply camp. By 1966, only sixteen structures remained, and currently only two historic buildings remain at the location with three late twentieth century, Maine State Park support structures to the south and west. Each large story-and-one-half, gable side, balloon frame building has a wood foundation. The ten-bay boarding house has clapboard siding, metal roofing, two shed dormers on each side and several chimneys and vent stacks at the ridge. The wood shingle sided and roofed storehouse has two doors on each long eave side with additional fenestration at the gable ends. The storehouse has the appearance of a long barn with open interior space for general storage. The boarding house interior is a mix of large open spaces for dining and communal bunk space and smaller office and private bedrooms. The storehouse is in good condition with some modern interior repairs

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while the boarding house is in fair condition. Both retain high levels of integrity, though there are some easily identified recent structural repairs to the storehouse and a few added partitions and a dormer at the boarding house. The feeling and association of the larger lumber camp that existed previously is diminished by the absence of approximately twenty buildings, but the remaining buildings retain integrity through their association with each other and maintain feeling, location, setting, design, and workmanship to convey their original use and significance. As such, they are being nominated as "buildings" rather than as a district. The modern State Park buildings are hidden by trees and minimally impact the feeling.

Narrative Description

Setting

The setting of Churchill Depot from 1926 to 1938 included around twenty-five acres and twenty-five buildings. Currently two historic buildings remain and are surrounded by about twenty acres which are maintained with minimal tree cover. The area around this clearing is heavily forested for fifty miles or more in all directions except for areas of recent logging. The mountainous area is dotted by lakes and crossed by streams and brooks. The north flowing Allagash River is fed by a chain of lakes south of the buildings. A modern dam has replaced the historic dam associated with these buildings. The existing dam is west of the earlier location, and like the previous dam, it provides a river crossing with a road along its crest. The river and its drainage make up the 92 mile Allagash Wilderness Waterway which is designated part of the National Wild and Scenic River System and managed by the Maine Bureau of Parks and Lands. The Churchill Depot buildings are within this State managed system as are other former logging resources, sporting camps and home sites. The National Register Listed Tramway Historic District (NR #79000164) is located 13 miles south of these buildings and was associated with logging in the area during the same period.

Boarding House

Exterior

The boarding house is on a generally level location which slopes gently to the river at the south. The foundation is of cribbed wood set directly on the ground. The building is approximately 2' off the ground at the north and 4' at the south. The building has 100'-6" by 24'-4" exterior dimensions and rises 13'-7" to the eave and 23'-7" to the ridge.¹ The building has wood clapboards on all sides with remnants of granular coated asphalt sheet material in some areas near the eaves. Corner boards and window trim are flat stock with a small projecting drip cap on the head casing.

The north facing façade is ten bays wide with doors in the second, fourth and ninth bays counting from east to west. (See Photo 1.) Bays four and nine are five-panel wood doors. Bay two is a double door with each door having four-lights over two wood panels. All first-floor windows are one-over-one double-hung wood sash. The two shed dormers are on the west end of the building over the fifth and eighth bays. Each dormer has a pair of four-light casement sash. All dormer walls are covered with an asphalt sheet product similar to roll

¹ "Boarding House Rehabilitation Allagash Wilderness Waterway," drawings by James Yarnelle, January 17, 1993. Held by Bureau of Parks and Lands.

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roofing. Corrugated metal roofing covers the steeply pitched roof and is unbroken except for the dormers and a line of vents and chimneys at the ridge. The two brick chimneys roughly divide the ridge into thirds. The wood vents with a side gabled top are placed with two in the east third of the roof and one in the center third between the chimneys.

The west gable end wall has the same foundation, siding and trim as described. There were two windows on each floor level at some point in the building's history. The south opening on the first-floor level has been filled in with matching siding, but butt joints remain at the edge of the former trim line. The north window is as described on the façade. On the second floor two window openings are aligned directly above those on the first floor. The north window sashes have been removed and replaced with a single sheet of plywood. The south window is as previously described.

The south exterior wall details are similar to the north except for window and door placement. (See Photo 2.) There are eight bays from west to east with a single four-light over two-panel wood door in the fifth bay. Windows as previously described are in the remaining bays except bay two which is infilled with matching siding. There are two shed dormers dividing the roof into thirds. The west dormer is exactly like the dormers on the north side. The east dormer matches except the window sash are two-light. As the different dormer glazing suggests, this dormer was added later though it looks original in many aspects. Based on photographic evidence, the southeast dormer was added ca. 1965.

The east exterior wall has the same general appearance as the other exterior walls with no openings on the first floor. The second floor has a window to the south and a door to the north. The window is one-over-one double hung while the door has a single light over three wood panels. Plywood replaces the broken and missing panes of glass. The door was not original to the building. Early photos show two windows and no exterior stair. The existing interior trim is also not original. While the door may have been present at the end of the period of significance, there are no images showing exterior stairs in this location or existing ghost markings suggesting stairs.

Interior

Entry to the first floor is through one of three north facing doors. The three doors each provide entry into one of three distinct first floor sections each occupying roughly a third of the floor space. The westernmost door opens into a cluster of four small rooms and a stairway to the second floor. The center door opens into the large kitchen and dining hall and the east door into the shop. (See Figure 2.) Unless indicated otherwise, finishes throughout the interior are 1"x4" flat stock, flush horizontal boards for the walls. The same board finish is present on the ceiling and floor all painted a shade of gray. Interior doors are five panel while door and window trim is flat stock.

The western cluster of small rooms includes an office in the northwest corner with a stairway across the entry hall to the east and a toilet room on the other side of the stair. (See Photos 3 and 4.) Across a hallway from the north rooms are two small bedrooms each with a small closet. The office was originally a single open space which included the entry hall and most of the east/west hall. At some point after 1993, a partition was added to divide the office from

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these circulation areas. The dividing wall does not rise to the ceiling and has screened openings at counter level which also provide an open feel to the office / hall area. The winding stair makes a single turn with most of its run parallel to the roof pitch. Beneath the angled run of the stair riser and open to the entry hall, a shallow utility type sink is present. The toilet room east of the stair no longer has any fixtures. The toilet was removed sometime after 1993. Two small bedrooms are in the southwest corner of the building with closet space separating them. Access to the dining hall is through a door at the east end of the hall.

The dining room was originally a single 24'x38' room with two wood posts supporting a central east/west structural beam. A partition and finishes were added after 1993. (See Photo 5.) The lightly constructed partition is slightly south of center, full height and constructed of 2" x 4" studs open on one side with 1/4" paneling on the other. The wall is 5' short of the full length of the room and has two doors and two large pass-through windows. All of this gives a sense of the original earlier single large room. The room's entire ceiling has foot square acoustical tile and the floor vinyl tile. The west and south exterior walls are also covered in matching 1/4" paneling. All of these are post 1993 additions. The building's two chimneys are at the center of the east and west walls of this room. A door to the north of the east chimney leads to the easternmost third of the first floor.

The shop was originally a single 24'x36' room with two wood posts supporting a central beam. Around 1975 a wall was added to partition the east third of this room for storage. The stud construction is open on the east side and sheathed with vertical boards on the west. A door opens into the space and reveals additional post 1993 storage bays added in the southeast corner of the space. The added sections are easily identifiable from the remainder of the original finishes in the room. A winding stair in the northwest corner of the room makes a single turn to rise alongside the wall with the main run parallel to the roof pitch. (See Photo 6.)

The second floor is divided into two sections separated by a wall 60' from the east end of the building. The east room is a single 24'x60' open space. The west section is divided into five separate bedrooms. Each section has a single access stairway, a 3' tall knee wall, and an 8' ceiling height at the center flat section. Finishes are as described generally on the first floor, flush boards.

In the larger east bunk room, the stair is in the approximate center of the room with flush board finished half walls serving as balustrade. (See Photo 7.) A brick chimney rises to the west, and a series of three wood vent shafts also rise along the centerline of the room venting the first floor. Light is provided by the gable end window and door and two dormers. The south dormer is centered in the room while the north dormer is at the western end of the room. Both dormers have flat ceilings in the same plane as the central 8' ceiling. All finishes and features are original save the south dormer which was added ca. 1965 and the east exterior door previously discussed.

The west rooms on the second floor are reached by the stair near the office entry door. This stair has a simple balustrade starting at the square newel post at the winding treads and extending around both sides of the stairwell at the second floor. The balusters are 1" square in cross section. There are five equal sized bedrooms, three along the south wall and two at the

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north wall on either side of the stair. (See Figure 3.) Each room has a single window either from the gable end wall or one of the paired dormer windows. The stair and circulation area occupy the center of the north side of this section with a hall on the east, west, and south sides. None of the rooms have closets, and all have the general finishes previously described. The chimney rises through the southwest corner of the northeast bedroom likely making it the best bedroom during winter. (See Photos 8 and 9.)

Integrity of materials, design and workmanship are reduced by the presence of partitions in the office, dining room and shop; the added southeast dormer; and the dining room finishes. The partitions and finishes can all be easily removed, and their presence does little to impact the feeling of the original large room design particularly in the dining room where the partition has the feel of a freestanding accordion room divider. The southeast dormer was added ca. 1965. The dormer's physical appearance suggests it was added earlier than the first-floor partitions. All additions appear to be related to post period of significance temporary uses of the building.

**Storehouse
Setting**

The one and a half story, side gable, 100' x 30' building sits east of current Churchill Dam and south of the Allagash River. When the building was constructed ca. 1926, the dam was to the east of the Storehouse placing the building on the lake side which allowed access via water to the north doors. The dam was rebuilt upstream in 1968 leaving the Storehouse east of the dam on the outflow side. While the north doors still face the river below the dam outlet, they cannot be used effectively for either water or ground loading. The grade slopes steeply down to the north where the shallow river flows east. The slope is covered with low brush and young trees. The flat, grass covered lawn on the other three sides of the building appears as it did during the period of significance with the exception of the missing companion buildings.

Exterior

The building historically had two façades one facing water and one facing land. The south wall is now considered the façade. The building is wood shingled on all sides and the roof. Flat stock is used for corner boards, window and door trim, and the shallow open cornice. The foundation is wood on grade with minimal distance between the ground and the sills. The façade has two in-swinging batten board doors each about 6' wide. The doors divide the wall into three equal expanses of uninterrupted wood shingles. The simple eave has a narrow overhang, and the moderately sloped roof is a single plane from eave to ridge. (See Photos 10 and 11.)

The east gable end wall has three fixed sash at the first-floor level. The windows are divided symmetrically across the width and set high on the wall. The two outside windows have two lights while the center sash has a single light. Centered in the upper floor gable is a large double door of horizontal boards. Above the door is a fourteen-light transom arranged with two rows of seven. A beam projects just below the roof peak to assist hoisting heavy loads through the door.

The north exterior is a mirror image of the south side except that it is slightly higher above grade and the two doors slide on interior tracks. The doors have the same appearance as the

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south doors when closed with the difference in operation only apparent when partially open. (See Photo 12.)

The west gable end wall has a single window at the upper level. The two-over-one double-hung window does not appear sized for moving materials, but it also has a beam above for hoisting.

Interior

The interior is formed of three bays deep and eight bays wide and was originally an open plan on both levels. (See Figure 4.) The doors are in the third and sixth bay on both north and south. The framing is balloon at the exterior walls with all framing exposed throughout the building. Wood posts support the two longitudinal wood beams running east and west which define the three-bay depth. (See Photos 13 and 14.) There is a single flight of stairs in the center of the building. A lightly built wall of lattice and plywood divides the first floor in half. The west four bays are used for museum display with little other modification for displays. The east half contains the stairs and a storage area for small equipment. The three easternmost bays are separated by a wood framed partition with horizontal board sheathing and wire mesh. Both partitions were added after the period of significance.

The upper floor was originally an open space with 3' knee walls and no intermediate posts. The original common rafter and collar tie roof framing has been reinforced with rafters, beams and posts. The added 2" x 12" rafters are sistered to the original rafters and the roof system is supported by two rows of beams and posts similar to and located directly over the post and beam structure below. (See Figure 5 and Photo 15.) The reinforcement is easily identifiable as a later addition and for the most part components do not affect the original design. The inserted posts because they break the open floor plan have the greatest negative impact on integrity of design. The interior space is otherwise unobstructed and appears as originally installed and designed.

Integrity

Overall integrity is strongest in the Boarding House. In terms of architectural significance, the added partitions, dormer and finishes reduce integrity of design, workmanship and materials, but these changes are to a small portion of the overall building and do not affect the defining features of this type of logging related resource in the Maine woods. The overall exterior appearance is minimally impacted by the single compatible dormer addition. The interior's general plan and layout are minimally affected as the large communal spaces, distinct separation of private spaces, and the utilitarian finishes are remain as designed.

Both resources suffer loss of integrity of setting and feeling due to the absence of the other buildings and structures that were part of Churchill Depot during the period of significance. While the feeling of the remote logging camp is diminished without the other buildings present, these two buildings together still convey the feeling of a depot that was both large in terms of outlying logging camps and small in the context of the surrounding wilderness. The size and scale of the two buildings allude to the scale of the historic camp. At the same time, the surrounding wilderness helps maintain the feeling of a remote outpost and the association with logging at a long distance from even a small town.

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The existing 1968 dam while relocated, not within the period of significance and not within the boundary of the nominated property is important to the setting of the remaining depot buildings. A dam existed on this site as early as 1846. Water control for logging use was the reason for a dam in this location, and as a result, the presence of a dam is tied to the setting of the nominated properties. During the period of significance and after, a roadway along the dam's crest has bridged the river to facilitate land transportation for logging operations. Even the modern dam at this location is important to the setting by reflecting the importance of water control and river crossing to human activity in the area, whether logging or recreational.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance (Enter categories from instructions.)

INDUSTRY
ARCHITECTURE

Period of Significance

ca. 1926-1938

Significant Dates

N/A

Significant Person (Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

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Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.) (Refer to photographs)

The Boarding House and Storehouse at Churchill Depot are located in T10 R12 WELS an unincorporated township in northern Piscataquis County, Maine. The two buildings are the remnants of a logging base camp around Churchill Dam on the Allagash River. The property is now part of the Allagash Wilderness Waterway. The Boarding House is significant under Criterion C Architecture as a distinct building type. Such a communal building is central to any logging camp as combination housing, kitchen, dining hall and administrative center. The building is an intact example of a typical boarding house design for a logging supply camp. Both the Boarding House and Storehouse are significant under Criterion A Industry for their association with the logging industry as vital support buildings in the process of harvesting and moving logs to processing facilities. The period of significance for both begins with the ca. 1926 construction date and ends in 1938 when large scale logging operations based at Churchill Depot ceased.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Churchill Depot was a specific type of logging camp during its period of use. Depots served as supply camps distributing men, tools and food to smaller camps deeper in the woods where the logs were cut. The depots served as the local base coordinating everything necessary to cut the timber, move the logs, manage labor and create and maintain the necessary infrastructure. The smaller camps needed lodging for the loggers, a barn for draft animals, and a kitchen. The depots included a much larger boarding house and barn as well as a storehouse and as mechanization increased a large garage. Also present were smaller support buildings for a blacksmith, sawmill, or carpentry shop and in some cases a limited number of single family homes. Where enough families were present as at Churchill Depot a school existed. Some depots had fields and pasture for food production and were therefore identified as farms like Pittston Farm (NR # 00000762) or Chamberlain Farm.

Logging in Maine has a long history which generally reflects an expansion deeper into interior areas along water routes which served to transport the cut logs. Historically, the system of water transportation was complicated by the fact that the natural river drainage out of the northern Maine woods did not all flow toward the most favorable Maine production facilities. Because of the height of land in the watershed some logs cut on Maine land most easily floated to Canadian mills or isolated mills in northern Maine. This caused aggravation, aggression and innovation at various times. The topography around Churchill Depot figures centrally in log transportation as does the Depot itself.

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From the northern end of Heron Lake where Churchill Depot is located, the Allagash River flows north through Maine into the St. John River which marks part of the U.S. / Canadian border. While Maine borders the St. John River on the south for many miles, the river ultimately flows through Canada to the ocean. As there was no readily available low cost transportation route for logs, finished lumber or paper products directly south into the United States from northern Maine towns near the St. John River, Maine loggers preferred to move logs south into the Penobscot River drainage to increase their supply of logs to established processing mills, reduce overall costs of production and reduce distribution costs of finished products. The elevation dividing the north and south watersheds is relatively minimal which generated the idea of damming the flow to manipulate drainage.

By 1841 the Telos and Chamberlain dams and the Telos Cut were in place to facilitate this manipulation of natural drainage. The Cut was essentially a man-made canal created to allow water and logs to flow south from Chamberlain Lake through Telos Lake and via the cut into Webster Lake. These were the first major improvements allowing water normally draining north from Telos Lake into the Allagash River to be forced south into the Penobscot River to Maine mills with greater access to railroads and ports. As early as 1846 the idea of locating a dam at the north end of Heron Lake and thereby further extending the drainage that could be directed south to the Penobscot watershed was discussed. By 1848 the Heron Lake Dam Co. was created and a lot purchased around the proposed site. While the dam was successful in allowing logs cut on Heron, Churchill, and Eagle Lakes to be moved through the Penobscot River watershed, it was not a commercial success. Logging interests on the St. John River twice damaged the dam to allow enough water flow for their log drives to the north. At that time moving the logs from Eagle Lake to Chamberlain Lake was still difficult once they had been gathered at the south end of Eagle Lake which is a short distance and slight separation in elevation from Chamberlain Lake. The Heron Lake Dam was ultimately destroyed by flooding in 1852 and not immediately rebuilt due to a number of factors including the Civil War. When the dam was rebuilt, it was by a lumber man with an interest in driving logs both north and south from this area. Improvements were also made to associated land based transportation components between Eagle and Chamberlain Lakes.

In 1925 Edouard Lacroix rebuilt the dam at the north end of Heron Lake which is now called the Churchill Lake Dam since it raises the level of Heron Lake to a level that makes it indistinguishable from the larger Churchill Lake to the south. Lacroix and his Madawaska Company operated a large lumbering operation supplied from Lac-Frontiere 35 miles northwest in Canada. Lacroix built a supply road from Lac-Frontiere to Churchill Depot and other supply bases such as Clayton Depot which is approximately halfway between Lac-Frontiere and Churchill Depot. From these larger depots, men and supplies were distributed to smaller logging camps. Lacroix's operation supplied pulpwood south to the Great Northern Paper Company on the West Branch of the Penobscot River and long logs north to Madawaska Company-owned mills on the St. John River. To facilitate movement of the pulpwood into the Penobscot River drainage, Lacroix also constructed thirteen miles of the Eagle Lake and West Branch Railroad. Materials for work at this location were also supplied from Lac-Frontiere through Churchill Depot.²

² Harper, Terence F. Unpublished documents and correspondence. Held by Maine's Bureau of Parks and Lands records. Undated.

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Industry

The Boarding House and Storehouse are the most intact of extant architectural resources associated with the local history of the logging industry. They reflect the presence of larger support depots scattered through northern Maine which supplied smaller logging camps. The support buildings served as a distribution center for supplies and men. As a result of the change in logging methods, particularly the end of river log drives, these large remote support depots were no longer in use by 1970. Many depots were reduced in size or altogether abandoned due to increased mechanization of the logging industry and increased use of trucks to move logs. The presence of these two buildings suggests the scale of logging activity which such large buildings would be necessary to support. Even without the other large support buildings like the animal barn and tractor garage and the ancillary homes and shops, the extent and pattern of early to mid twentieth-century logging is reflected. (See Figure 6.) The boarding house specifically with its large kitchen and lodging space reflect the earlier bustle of industrial activity in this remote area.

The location of the storehouse and design with doors on opposite sides to facilitate both land and water loading is a significant characteristic relative to its logging use. This design reflects the importance of rivers and lakes to logging of the time. The area around Churchill Depot was heavily dependent on water transportation of logs, but the storehouse design also indicates that food, tools and other supplies were distributed via lake and river also. The rebuilding of the dam in a new location lessens the integrity of setting and design for the storehouse, but the former use of the north doors is readable particularly when the relocation of the dam to the west is understood. This accommodation for use by both transportation systems is particularly relevant when the reliance on the connected lakes for wood movement is understood. Just like the logs collected and moved south down the lakes, supplies were also easily moved. Former resident Alice Vigue noted that the navigable waterway was used as a transportation route to smaller camps accessible by water and to and from the south end of the lake where the logs were loaded onto Eagle Lake Railroad.³ In the same way, the water once frozen also provided a flat easy transportation route.

The presence of the dam is vital to controlling the water used for moving the logs, but it also provides a road to cross the Allagash River. While the original dam is gone, the replacement continues to provide the river crossing that was important in locating the original depot. Supply depots like Churchill Depot were placed at intervals as dictated by logistical concerns. The combined requirement for a dam at this location and a river crossing to provide effective support for the smaller camps to the east make this location at the furthest north point of flow into the Penobscot River an important component to understanding logging in the area during the late 1920s. These two remaining buildings at Churchill were associated with supplying logs to the growing Great Northern Paper Mill in Millinocket and further south in the Penobscot River drainage.

The log cutting camps by necessity needed to be in the woods where the resource was and as a result were more temporary since once harvestable timber was cut the camp was of little use

³ Alice Vigue Narrative. Bureau of Parks and Lands files.

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to the builder until the forest regenerated. The depots on the other hand were located with a greater view to geography in addition to a central location. They were expected to remain useful for a longer period of time as transfer stations to the more temporary camps. As a result portions of the farms or depots are more likely to remain while many of the smaller logging camps are no longer extant. Like Churchill Depot all these facilities are difficult to repurpose in the remote lightly settled north. In many cases the land appears the same being used for recreation or sustainable forestry. Because logging methods have reduced the need for such extensive manpower, the remaining depots are unused by the logging industry. The extant architectural resources are as isolated now from the wider world as they were when in use. The buildings at Churchill Depot reflect the importance of the location in any settlement scenario. Like many towns located along a waterway near a suitable crossing, the remaining buildings suggest a pattern of settlement conducive to the logging industry. The remains at Churchill Depot specifically reflect a short-lived logging village created to control the water and forest resources by exploiting both water and road transportation systems to deliver logs for industry.

Boarding House Architecture

Churchill Depot represents a central component of the Madawaska Company's logging operations with the Boarding House and Storehouse representing key buildings within the larger original depot complex. The design of the Boarding House is similar to other Lacroix boarding houses like the one at Clayton Depot and others associated with Great Northern Paper such as at Pittston Farm (NR ID# 00000762) and Grant Farm. None of these are exact duplicates. The three previously mentioned are two stories or two and a half stories. Each has the characteristic first floor – large kitchen, dining hall and office or storage rooms and second floor – large communal bunkroom and a group of individual bed rooms. At Churchill Depot the second-floor bunkroom where men slept in an open common room had no access to the individual bedrooms on the same floor. These individual rooms were reserved for tradesmen like a blacksmith, mechanic or teacher. It is unknown whether the other boarding houses had similar isolation of the large common bunk room. No information was found of their interior layout.

The Churchill Depot Boarding House is reported to be similar to other boarding houses Lacroix built in Maine and Quebec. The Clayton Depot Boarding House is similar in fenestration even though it has a full second story, but the shed dormers of Churchill set it apart from the other mentioned buildings. The boarding house as well as the storehouse are balloon framed with rough sawn dimensional studs, joists and rafters. Based on the 1993 Boarding House Rehabilitation drawings⁴ and what little is visible in the Boarding House, the framing appears to be very similar to that of the Storehouse which is visible since it has no interior sheathing. The simple and quick construction methods and the large open rooms convey the desire to keep cost low by focusing on basic needs. Sawdust was used to insulate the wall cavity although it is no longer present. It was removed when repairs were made to sills, associated framing and clapboards.

While depots contained single family houses and similar sized support buildings like the blacksmith or school house, the boarding house, barn, storehouse and garage were the largest

⁴ Yarnelle drawings.

Boarding House and Storehouse at Churchill Depot

Piscataquis County, Maine

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buildings. The four large building types at Churchill Depot were between 24' and 40' wide by 100' or 200' long. The demolished garage was the longest building at Churchill. The scale of the Boarding House along with its distinctive plan illustrates this type of building's large scale communal use. The interior finishes also reflect if not a common characteristic of a logging boarding house a logical and pragmatic approach. The use of plentiful wood boards as an interior finish eliminates the need to transport plaster or plasterers. The use of bricks for chimney flues is a rare use of brick, stone, plaster or concrete. Transportation costs for these materials and the uncertain length of use for the building combine to make plentiful wood a satisfactory building material for all foundations including the brick chimneys of the Boarding House.

It was reported that stock plans were used by Lacroix for his boarding houses and other structures. While Clayton Depot Boarding House and others are similar, there seems to have been a general plan that was adapted in length, width and height. Clayton Depot Boarding House was similar though a half story taller. Also important to note is the similarity between the remaining Churchill Depot buildings. Both are the same length and story and a half height with similar framing. The main difference is the added twelve-foot bay in width from twenty-four feet to thirty-six feet. That level of modification may have been undertaken by a carpenter/builder at the request of a local superintendent. Such an on-site change might also explain the latter need to reinforce the roof framing of the Storehouse.

This Boarding House represents a type of construction with many characteristic features also present in others of the type. Finishes and materials interior and exterior are almost exclusively wood even in areas where concrete or brick might be more common in typical construction, foundations. Large communal rooms occupy half or more of a given floor for kitchen/dining or a bunk room. There are also limited mechanicals with wood stoves for heat and minimal running water. The height is one and one half to two stories with a long narrow footprint and a steeply pitched gable end roof.

A number of large depots or farms were scattered across the northern woods of Maine. Depots operated by Lacorix and the Madawaska Company were known to be at Lac Frontiere, Canada, Gaspesie, Canada, Clayton Depot, Maine, Churchill Depot, Maine, and Coburn Gore, Maine. Of these only Churchill and Clayton are known to be extant and yielded information. Depots / farms operated by Great Northern Paper were Pittston Farm and Grant Farm. Chamberlain Farm also operated in the area. Of these Pittston Farm exists and is listed in the National Register. In addition to those just mentioned, David Smith in his *Lumbering in Maine: 1861-1960* lists the following depots or farms Trout Brook Farm, Patten, Maine; Silver Lake Farm, near Katahdin Ironworks; Todd Farm on St. Croix River; and Depot Farm on the lower end of Long Lake on the road from Seven Islands. These larger depots were widely dispersed and little documentation of extant buildings remains aside from Pittston Farm, Churchill Depot and Clayton Depot. The two remaining buildings of Churchill Depot are approximately 15 miles from the nearest depot. Within a local context these buildings are a significant and relatively rare resource since depots and associated buildings were never a particularly common resource statewide.

**Boarding House and Storehouse at Churchill
Depot**

Name of Property

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Developmental history/additional historic context information (If appropriate.)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Coolidge, Philip. *History of the Maine Woods*. Bangor, ME: Furbush-Roberts Printing Company, Inc. 1963.

Edge of the Big Woods. "What's New at Clayton Lake?" September 2, 2015.
<https://edgeofthebigwoods.wordpress.com/2015/09/02/whats-new-at-clayton-lake/> Accessed 9/27/2018.

Hamlin, Helen. *Nine Mile Bridge*. New York: W.W. Norton & Company, 1945.

Hamlin, Helen Leidy 1917-2004; Hamlen, Helen Leidy; Lennon, Mrs. Robert Earl 1917-2004; and Jacob, Hilda McLeod, "Helen Leidy Hamlin Correspondence" (2014). *Maine Writers Correspondence*. 133. http://digitalmaine.com/maine_writers_correspondence/133

Harlow, Doug "The Last Log Drive: When a Maine Way of Life Came to an End" *Morning Sentinel* (Waterville, ME) 2/20/2016. <https://www.pressherald.com/2016/02/20/log-drivings-demise-ended-a-maine-way-of-life/>

Harper, Terence F. Unpublished documents and correspondence. Held by Maine's Bureau of Parks and Lands records. Undated.

Jacobson, Bruce. *Storied Lands & Waters of the Allagash Wilderness Waterway*. Privately printed, 2018.

Kifner, John "Last Log Drive in U.S. Floating to an End in Maine" *New York Times* 9/8/1976
<https://www.nytimes.com/1976/09/08/archives/last-log-drive-in-us-floating-to-end-in-maine.html>

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Mohney, Kirk. "Pittston Farm." National Register of Historic Places Inventory/Nomination Form. Maine Historic Preservation Commission, Augusta, July 10, 2000.

Smith, David C. *A History of Lumbering in Maine: 1861 – 1961*. Orono, ME: University of Maine Press, 1972.

Boarding House and Storehouse at Churchill Depot

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Vigue, Alcee Narrative. Oral transcription by former Churchill Depot resident. Copy from Maine's Bureau of Parks and Lands records. Undated.

Yarnelle, James. "Boarding House Rehabilitation Allagash Wilderness Waterway, drawings." January 17, 1993. Held by Bureau of Parks and Lands.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Maine Bureau of Parks and Lands

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 9 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84:
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Boarding House and Storehouse at Churchill Depot

Piscataquis County, Maine

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- 1. Zone: 19 Easting: 478006 Northing: 5149037
- 2. Zone: Easting: Northing:
- 3. Zone: Easting: Northing:
- 4. Zone: Easting: Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the nominated property is delineated by the polygon whose vertices are marked by the followint UTM reference points: A 19 / 477980 / 5149069, B 19 / 478061 / 5149110. C 19 / 478086 / 5149013, D 19 / 478034 / 5148796, E 19 / 477922 / 5148773, F 19 / 477907 / 5148822. See Figure 1.

Boundary Justification (Explain why the boundaries were selected.)

The original extent of the lot containing the built resources associated with the village at Churchill Depot contained 35 to 40 acres. Much of this area was a portion of Heron Lake and the Allagash River. The water features remain but the other buildings and structures associated with the Depot are no longer extant. The boundary includes only the two remaining buildings associated with the Depot and the immediately surrounding land which still reflects a portion of the clearing created for the logging camp.

11. Form Prepared By

name/title: Michael Goebel-Bain / Architectural Historian
organization: Maine Historic Preservation Commission
street & number: 55 Capitol Street, 65 State House Station
city or town: Augusta state: Maine zip code: 04333

**Boarding House and Storehouse at Churchill
Depot**

Piscataquis County, Maine

Name of Property

County and State

e-mail: michael.w.goebel-bain@maine.gov
telephone: 207 287-5435
date: September 27, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Boarding House and Storehouse at Churchill Depot

City or Vicinity: Churchill Dam vicinity of T10 R12WELS

County: Piscataquis State: Maine

Photographer: Michael Goebel-Bain

Date Photographed: August 22, 2017

Boarding House and Storehouse at Churchill

Piscataquis County, Maine

Depot

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.001.tif Exterior view of north and west sides of Boarding House, facing southeast.
- 2 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.002.tif Exterior view of south and east sides of Boarding House, facing northwest.
- 3 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.003.tif Interior view of the office, facing northwest.
- 4 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.004.tif Interior view of the west stairs, facing northeast.
- 5 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.005.tif Interior view of the dining room, facing west.
- 6 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.006.tif Interior view of the shop and east stair, facing west.
- 7 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.007.tif Interior view of the bunk room, facing east.
- 8 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.008.tif Interior view of the second floor west stair with partition dividing dormer windows, facing north.
- 9 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.009.tif Interior view of the second floor bedrooms facing southwest.
- 10 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.010.tif Exterior view of south and west sides of Storehouse, facing northeast.
- 11 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.011.tif Exterior view of south and east sides of Storehouse, facing northwest.
- 12 of 15 ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.012.tif Exterior view of north side of the Storehouse, facing south.

**Boarding House and Storehouse at Churchill
Depot**

Piscataquis County, Maine

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- | | |
|----------|---|
| 13 of 15 | ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.013.tif Interior view of the Storehouse's first floor framing, facing northwest. |
| 14 of 15 | ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.014.tif Interior view of the Storehouse north door which formerly opened onto water, facing north. |
| 15 of 15 | ME_PISCATAQUIS COUNTY_BOARDING HOUSE AND STOREHOUSE AT CHURCHILL DEPOT.015.tif interior view of typical second floor Storehouse framing, facing east. |

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Boarding House and Storehouse at Churchill Depot

Piscataquis County, Maine

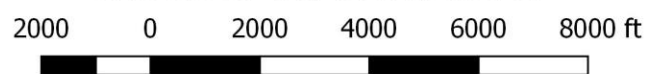
Name of Property

County and State



Boarding House and Storehouse at Churchill Depot
Piscataquis County, Maine
5 October 2018

UTMs NAD 83 19 / 477994 / 5148913



Boarding House and Storehouse at Churchill Depot

Piscataquis County, Maine

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County and State



Figure 1 Aerial depiction of boundary and photo key.

UTMs for marked boundary points:

- A 19 / 477980 / 5149069
- B 19 / 478061 / 5149110
- C 19 / 478086 / 5149013
- D 19 / 478034 / 514796
- E 19 / 477922 / 5148773
- F 19 / 477907 / 5148822.

**Boarding House and Storehouse at Churchill
Depot**

Piscataquis County, Maine

Name of Property

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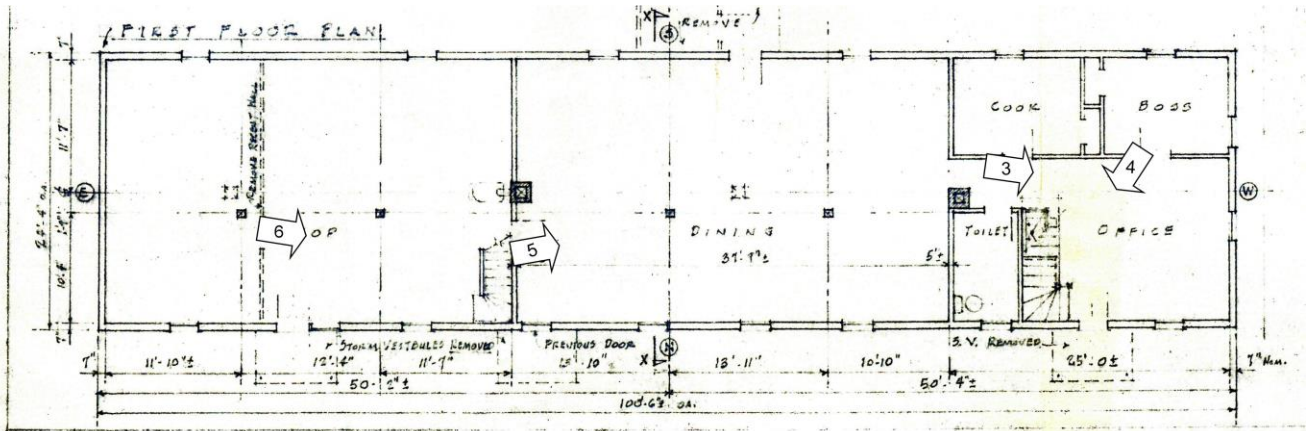


Figure 2 Boarding House first floor plan and photo key. (Image from Yarnelle drawings, Maine Bureau of Parks and Lands files.)

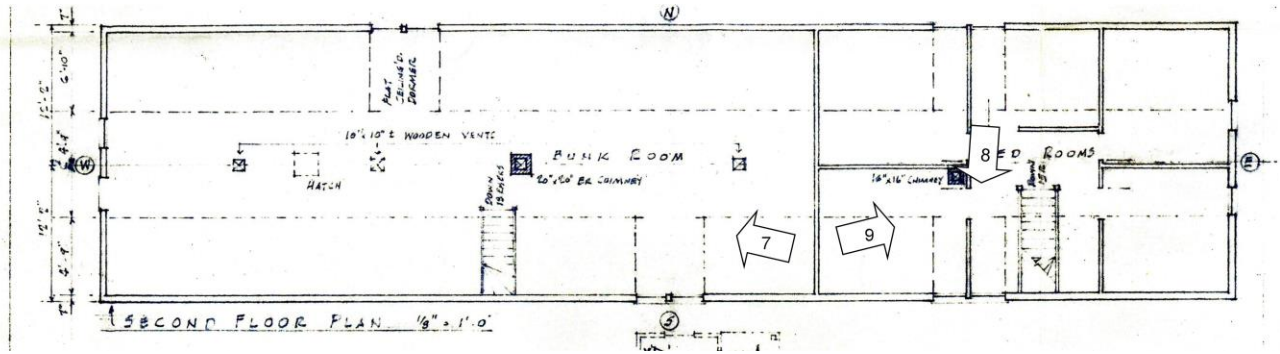


Figure 3 Boarding House second floor plan and photo key. (Image from Yarnelle drawings, Maine Bureau of Parks and Lands files.)

**Boarding House and Storehouse at Churchill
Depot**

Piscataquis County, Maine

Name of Property

County and State

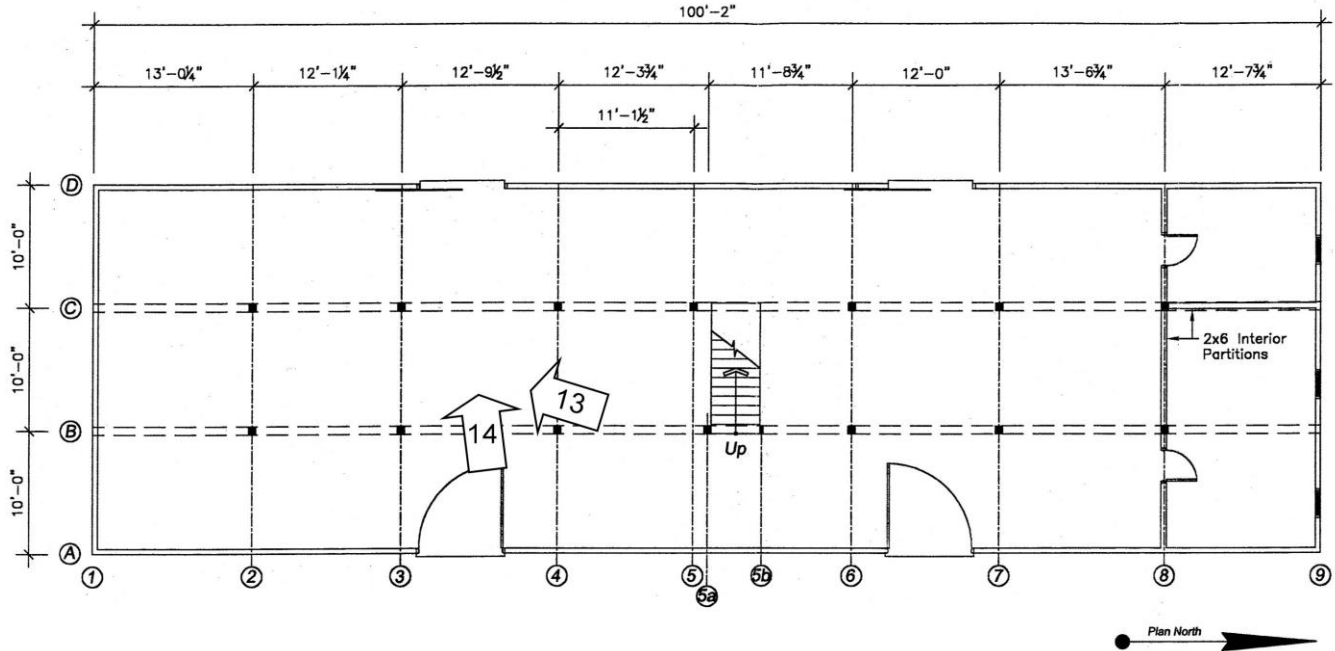


Figure 4 Storehouse first floor plan and photo key. (Image from Maine Bureau of Parks and Lands files.)

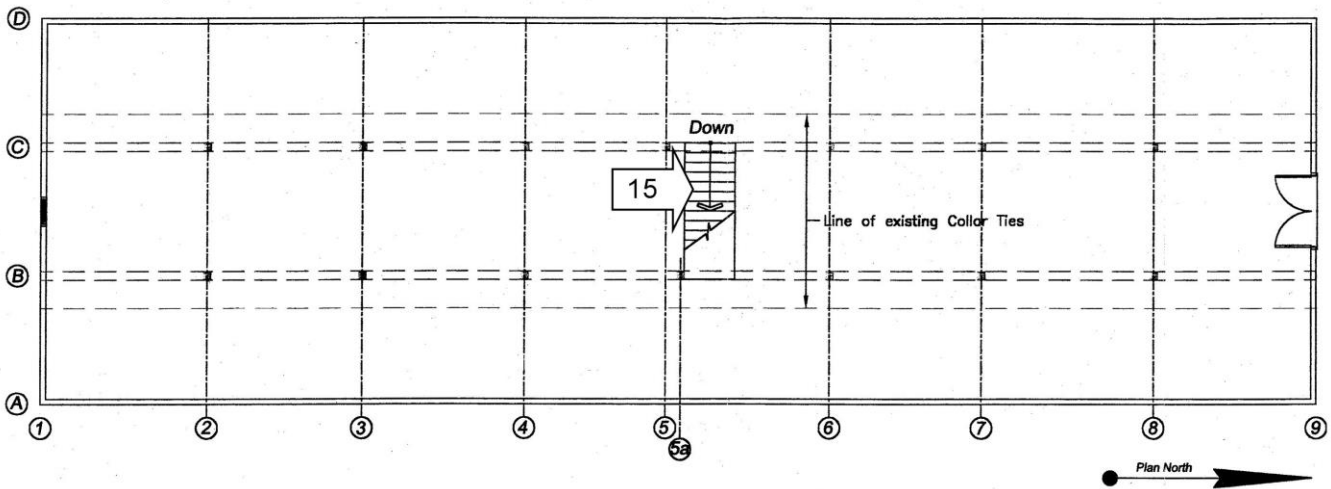


Figure 5 Storehouse second floor plan and photo key. (Image from Maine Bureau of Parks and Lands files.)

**Boarding House and Storehouse at Churchill
Depot**

Piscataquis County, Maine

Name of Property

County and State



Figure 6 Churchill Depot 1961. Old dam location shown as well as garage in lower left with storehouse above by river and stable in upper right above Boarding House. (Photo from Maine Bureau of Parks and Lands files.)

























GREAT NORTHERN

No Smoking



ON LAKE DAM PROJECT
ING CONSTRUCTED BY
DAQUAN LUMBER LTD.
GREAT NORTHERN PAPER CO.



HERON LAKE DAM PROJECT
BEING CONSTRUCTED BY
THE DAQUAN LUMBER LTD
GREAT NORTHERN PAPER CO.





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 11/14/2018 Date of Pending List: 12/10/2018 Date of 16th Day: 12/26/2018 Date of 45th Day: 12/31/2018 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 12/31/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Roger Reed  Discipline Historian

Telephone (202)354-2278 Date 12/31/18

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



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

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

13 November 2018

Control Unit
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, DC 20240

Control Unit:

Enclosed please find two National Register nominations for properties in the State of Maine.

Mt. Battie Tower, Knox County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for Mt. Battie Tower to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

Boarding House and Storehouse at Churchill Depot, Piscataquis County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for Boarding House and Storehouse at Churchill Depot to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

If you have any questions relating to these nominations, please do not hesitate to contact me at (207) 287-5435.

Sincerely,

Michael Goebel-Bain
Architectural Historian

Enc.