

The Maine Association of Engineers was organized originally as the Maine Society of Civil Engineers on January 17, 1911. The MSCE was incorporated as a professional service organization on March 15, 1911. The Society of Civil Engineers changed the name of the organization to the Maine Association of Engineers on February 3, 1920.

These articles were taken from Journal No.1 1912.

Summer Meeting of the MAINE SOCIETY of CIVIL ENGINEERS

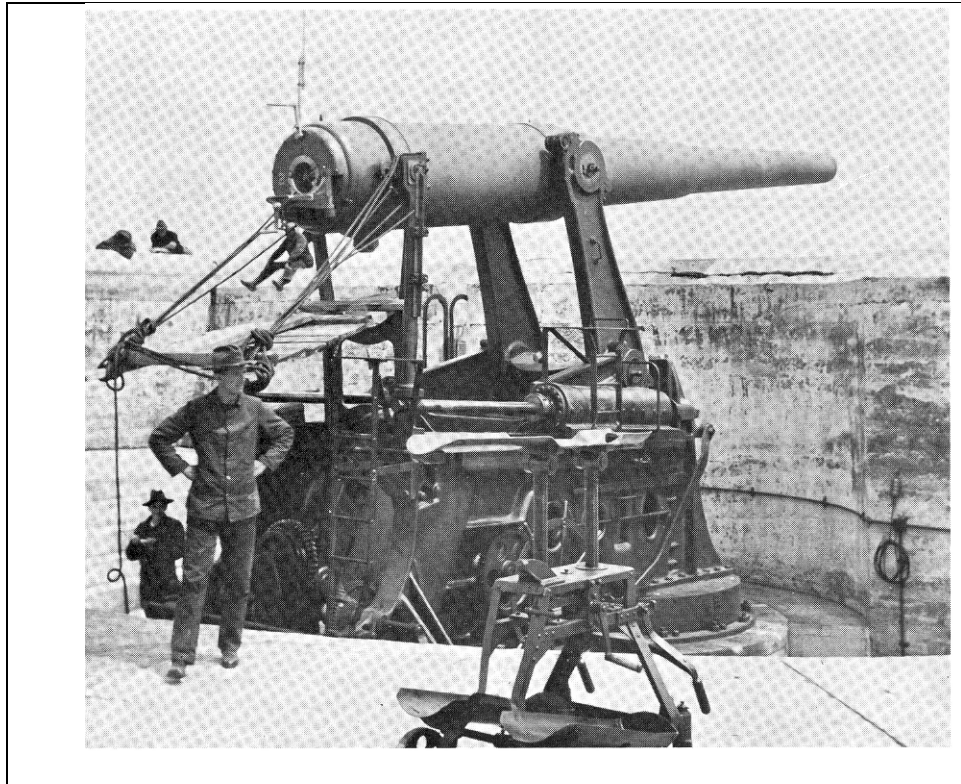
Held in Portland - **August 14, 1912** Wednesday

At 1:15 members gathered in front of the Congress Square Hotel to take a special car (trolley – Portland Railroad Company) at 1:33 to Fort Williams in Cape Elizabeth where the big guns of the fort were inspected. The big guns were the 8, 10, 12” guns of the disappearing type. By courtesy of the Commanding Officer, a sergeant was detailed to explain the operation of the guns and the details of the range finding apparatus. This officer was materially assisted by Captains Hobbs and Cushman, members of the Society who were familiar with the guns loading apparatus and magazines. After inspecting of the guns members were treated to a band concert by the Fort Williams Band until 5:00 when a special car returned them to the city. A business meeting was held at 6:30 at the Congress square Hotel. A paper on “*The Cost of Steam Power*” was presented by Seth A. Moulton, and the meeting adjourned at 8:30 and members retired to the dining room of the Congress Square Hotel where a banquet was served. Following the banquet a paper on ‘*Hydraulic Development of the Presumpscot River*’ with stereopticon illustration by Henry W. Foster.

August 15, 1912 - Thursday

Meeting at 9:00 a paper on the Farmingdale Plant of Central Maine Power Co was read by Frank H. Mason. A paper on the title of the ‘*Soil in the District of Maine*’ by Mr J.H. Stuart was laid before the Society but on account of the absence of Mr Stuart and the lack of time was not read. A recess of 30 minutes was taken in order that members might inspect the exhibit of engineering instruments of the Eugene Dietzgen Co.

At 1:15 members met at Custom House Wharf where the steamer *Machigonne* was taken for a sail through Casco Bay to South Harpswell. (38 members included John Howard Stevens & John Calvin Stevens)



(Editor note: A 10” ‘Disappearing gun’ at Battery De Hart, Fort Williams c. 1910. Picture shows gun in the ‘Trip’ position raised hydraulically and ready to fire. After firing the recoil drove the gun down to the reload area out of sight from the ocean. This gun was capable of firing a 600 pound shell 8 miles.)

MAINE SOCIETY of CIVIL ENGINEERS Trip to AZISCOHOS DAM

October 11, 1912 Saturday

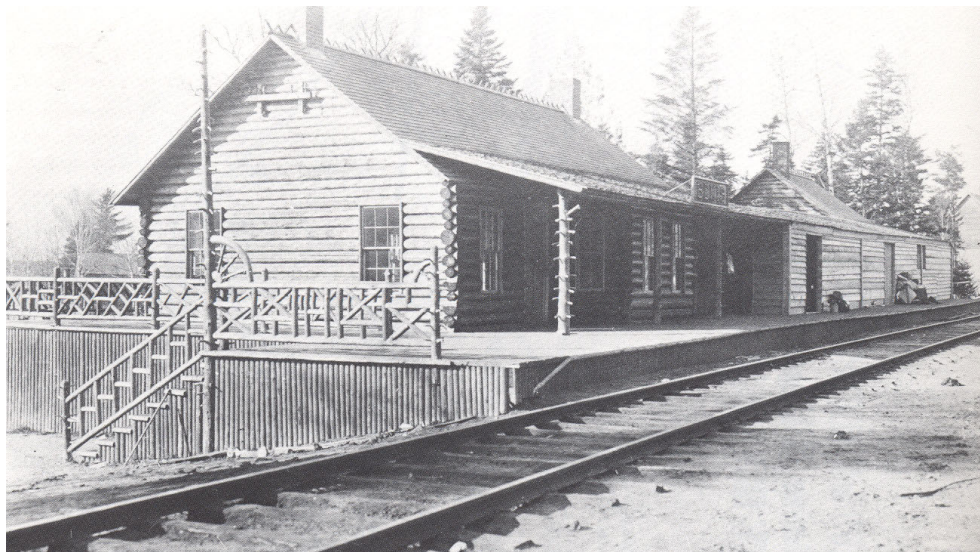
The members gathered at 1:15PM at the Bates St Station at Lewiston and took at 1:30, a special car(train) from Lewiston for Bemis. Arriving at Bemis then went by boat to Upper Dam. After supper members assembled in the hall for a lecture on Aziscohos Dam illustrated by stereopticon views by Pres. Walter H. Sawyer. He also gave a short talk on the failure of the Austin, Penn dam which was also illustrated by stereopticon views taken after its failure.

October 12, 1912 Sunday

The members took the boat on Richardson Lake for the West Arm. Here a trail was taken across the divide between Richardson and Sawyer Lakes. The party met at Sawyer Lake and transferred by boats to Aziscohos Dam. The afternoon was spent inspecting the dam and log sluice. During this time Mr Sawyer entertained the party by relating his experiences of the difficulties encountered in the construction of the dam. One of the cylinder gates was opened that members may inspect the operation of the gate and get an idea of the volume of water discharged by the gates. After the gate was closed a diver was sent down to inspect the condition around the gate. The log sluice was opened for the benefit of the party and a few logs sent down and the methods of operation at different heads and the details of the unique construction were fully explained.

Some members climbed Aziscohos Mountain a very beautiful view of the Androscoggin Basin and reservoir system operated by Union Water Power co. Others of the party took boats to the dyke about 2 miles from the Dam. On the return of these parties, a sumptuous banquet was enjoyed. After the banquet members were returned by boat and trail to Upper Dam spending the night and returning home on Monday morning, October 13, 1912. From the time that the party left Upper Dam until they returned, they were entertained by Pres. Walter H. Sawyer. A note of thanks was extended to Pres. Sawyer. (24 members and guests)

[Editor note: The train route that the members would have taken was on the Maine Central RR; from Lewiston to Auburn to Rumford Jet then through Mechanic Falls, Buckfield, Canton, Rumford, Byron to Bemis on Mooselookmeguntic Lake. The line continued on to Oquossoc which in the early 1900s could be reached by Pullman (sleeper) service from as far away as Washington, DC. Bemis Station had the distinction of being the only one of its kind constructed in the log cabin-style. There was a fleet of steam boats that plied this destination lake.]



Bemis Station (from book "Rumford Falls & Rangeley Lakes Railroad")

Info provided for MAE Newsletter by MAE member Art Ray.