



The Wigwam



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Camp Kawanhee, Weld, Maine

August 20, 1948

SCORE SOMERSAULTS AGAIN, Greys Ahead by Wide Margin

Up and over again! On August 14, the Greys regained the lead in no uncertain manner, for at that evening's campfire, Ethan Davis announced that the score stood: Greys, 9342; Maroons, 8495½. Captain Barkwill and his team had definitely put on the pressure during the preceding week, wiping out the Maroons' lead of 45½ and building up for themselves the impressive advantage of 846½ points. In any other season, such a difference in the semi-final tally would be considered almost conclusive. The seesaw course of the score this summer, however, makes everyone wonder if the Maroons may not be able to manage that one last upset.

It is no surprise to find that Greys are the leading point winners with individual scores based entirely on Achievement Level work. Bill Fleming, Jr. A, is still well in the lead with 400 points. With 365 apiece, two more Greys, W. Lane, Jr. A, and J. Waterfall, Jr. B, tie for second place. The only Maroon among the top five is J. Carroll, Jr. A, who is tied with R. Price, Jr. A, for third place with 335 points.

Greys Win Meet by One Point, War Canoe Saves the Day

During the afternoon of August 14, the Greys won the very exciting water meet from the Maroons by the narrow margin of one point, 24 to 23. Very much the underdogs in the early events, their only chance of victory was the Junior A War Canoe Race. This they won, only to have the race declared invalid because the two canoes had collided. Not daunted, the Greys dug in and won the second running of the event as well.

The winners of first places in the various events were as follows:

Junior C Balloon Race	F. Evans, M.
Jr. B 2-man Canoe Race	T. Vermilye,
	C. Vicary, M.
Jr. A Cross country Relay	Maroon Team
	(J. Carroll, I. Garbin, N. Gest,
	H. Hedges, R. Smith)
Junior C Tug of War	Grey Team
Junior B 8-man Relay	Maroon Team
Junior A War Canoe Race	Grey Team

Truck Wreck Ends Katahdin Trip, Cause of Accident Unknown

On August 11, there occurred the first serious accident which Kawanhee has suffered in the hundreds of trips which have left camp in the twenty-eight years of its existence.

The Katahdin expedition left camp that Thursday morning in the camp truck and two cars, under the supervision of Mr. Bateman, Mr. Kiefer, Dean Miller and Mr. Wambaugh. Following the usual plan of visiting points of interest en route, the party went through Bangor and Old Town in order to visit the Old Town Indian Reservation and Canoe Factory. During the latter part of the afternoon, when one car had gone ahead to secure sleeping space for the group in Baxter State Park, the truck, followed by the other car, was proceeding north over good highway. Mr. Bateman, the counsellor in charge of trips, was resting in the front seat preparatory to taking over the more arduous driving nearer the mountain. At the wheel was his assistant, Mr. Wambaugh, a driver experienced in operating both the camp truck and heavy-duty army trucks. The truck was nearing the bridge over Passadumkeag stream when it suddenly swerved and went off the approach, taking out several guard rails and a telegraph pole. It landed, partially submerged, in a few feet of water, far enough over on its side for all of the undercarriage to be in the air. The main force of the drop was evidently sustained by the front part of the chassis, which was later found to be resting on a large boulder. This fact, along with the soft mud of the stream bed, prevented any crushing of the roof and saved the passengers from being pinned beneath the truck. One or two boys were thrown clear of the truck into soft marshland as it went over, and all of the others immediately crawled or were helped from under the wreck. Mr. Bateman and Mr. Wambaugh, although their injuries were among the most extensive, stayed in the water, helping the campers up the bank, until it was pos-

(Continued on page 2)

Kawanhee Indebted to Many for Assistance in Emergency

Kawanhee can never adequately express its gratitude to all those who helped so generously in the emergency caused by the accident at Passadumkeag. The camp, however, does at least want to mention its appreciation of a few whose aid was invaluable: Mr. Laurice Emery and Mr. Leonard Emery who reached the wreck so promptly; Miss Scammon, the nurse whose presence on the scene was so valuable; the people who were so quick and so generous in taking the injured to Howland, particularly Mr. Charles White and a truck driver whose name was never learned in the confusion; Dr. and Mrs. William White, who not only rendered all necessary first aid, but also offered coffee and food to several who needed it most; Mrs. George Lovett of Howland who extended to the shaken travelers a comforting hospitality which included hot soup, dry clothes and the use of her whole home and store; the state police, particularly Trooper Dominique LaChance, who so efficiently

(Continued on page 2)

Songs, Show and Skit Well Received by Camp Audience

Last Friday night, August 13, Felix Ziffer's Dramatics Department presented another hilarious show.

The evening started off with the harmonious chords of the Glee Club. The members of the Birch Lodge next presented the most effective lodge skit of the summer, portraying a "typical" day in the camp office. W. Brownson and C. Haines played the parts of R. C. and G. R. Joel Reynolds brought down the house as Mr. Burtis, while I. Garbin played the part of Frannie. Hal Myers then led three songs in his own outstanding way.

It Will Be Alright on the Night was an excellent finishing touch to the program. The very good cast was composed of E. Davis, W. Davis, E. Hamblin, R. Miller, M. Mueller, H. Sengelmann, R. Webber and F. Ziffer. Their performances were uniformly amusing.

Accident on Katahdin Trip (Continued)

sible to account for every person who had been riding in the truck.

The cause of the accident has not been ascertained. The most reliable of those involved in, and witnessing, the incident believe it highly unlikely that the driver momentarily went to sleep. Indeed, the possibility was only suggested at the time for want of any more obvious explanation. The directors of Camp Kawanhee have stated definitely that no personal responsibility is to be laid to any individual.

Immediate aid was at hand. Mr. Kiefer and the campers in the car following the truck, along with several men who had been standing at the other end of the bridge, were there to give assistance at once. A nurse, Miss Florence Scammon, soon reached the scene. Passing cars transported the injured to the office of Dr. William White in the nearby town of Howland, where they received first aid treatment. From there, the most seriously hurt were promptly sent to the Eastern Maine General Hospital in Bangor. All others riding on the truck were then dispatched to the Bangor hospital or the Workman Hospital in Lincoln for X-rays and check-ups.

State police arrived to take charge within a surprisingly short space of time and collected all of the party except those receiving treatment at the two hospitals in the State Police barracks in Bangor. Mr. George Frank reached Bangor within a few hours, followed by other cars from the camp and the Inn. These furnished the transportation to take the members of the ill-fated expedition back to camp that night, leaving two for overnight observation in the Lincoln hospital and three in the Bangor hospital.

Of these five, Robert Hadley sustained by far the most serious injuries and Thursday night was placed temporarily on the danger list at the Bangor hospital with a broken jaw and other head wounds. He was pronounced out of danger the following day, but will be hospitalized for some time. Clive Day, with leg lacerations, remained in the Bangor hospital for several days, but the other three were released and returned to camp on August 12.

After the first violently exaggerated reports which were apparently released by radio, the newspaper accounts of the accident were substantially correct on all but one or two points. No boys were knocked unconscious in the wreck, although a few needed assistance in reaching the bank.

Achievement Levels Passed, Aug. 8 - Aug. 14

AQUATICS		
<i>Junior C—First Level</i>		
C. Pike		
<i>Junior C—Second Level</i>		
W. Chipman	J. Dresbach	F. Evans
J. McHutchison	C. Pike	J. Salembier
<i>Junior B—First Level</i>		
R. Boody	W. Devorss	H. Dingle
J. Ferris	G. Landon	H. Schwarzell
T. Wolcott		
<i>Junior B—Second Level</i>		
J. Ferris	H. Schwarzell	M. West
<i>Junior A—First Level</i>		
W. Brownson	J. Carroll	R. Conkey
W. Fleming	M. Grownney	C. Haines
D. Johnson	W. Lane	J. Waterfall
<i>Junior A—Second Level</i>		
W. Brownson	J. Carroll	W. Fleming
C. Haines	D. Johnson	W. Lane
J. Waterfall		
<i>Junior A—Third Level</i>		
D. Johnson	W. Lane	
<i>Senior—First Level</i>		
J. Duncan	L. Potter	
ATHLETICS		
<i>Junior B—First Level</i>		
R. Boody	J. Brookhouse	S. Elliot
R. Hahn		T. Ross
<i>Junior B—Second Level</i>		
B. Birch	J. Brookhouse	R. Hahn
P. Lattin	W. Lane	J. Reynolds
<i>Junior B—Third Level</i>		
B. Birch	D. Johnston	
<i>Junior A—First Level</i>		
R. Price		
<i>Junior A—Second Level</i>		
R. Price		
<i>Junior A—Third Level</i>		
B. Ford	W. Lane	
<i>Senior—First Level</i>		
H. Hedges	R. Webber	
<i>Senior—Second Level</i>		
R. Webber		
HANDICRAFT		
<i>Junior B—Second Level</i>		
H. Clark	N. Day	H. Dingle
S. Elliot	D. Goss	R. Hahn
G. Landon	R. Vermilye	C. Vicary
<i>Junior B—Third Level</i>		
H. Clark	N. Day	S. Elliot
D. Goss	R. Hahn	G. Landon
P. MacMillan	R. Vermilye	C. Vicary
<i>Junior A—First Level</i>		
J. Black	R. Conkey	M. Grownney
<i>Junior A—Second Level</i>		
W. Brownson	I. Garbin	M. Grownney
<i>Junior A—Third Level</i>		
F. Appleton	W. Brownson	I. Garbin
C. Haines	A. Tully	

Swimming Tests, Aug. 8-14

COVE SWIM		
Barry Birch	F. Evans	A. Findlay
J. Salembier		
BASS ROCK SWIM		
H. Clark	J. Ferris	I. Garbin
C. Haines	J. Reynolds	C. Robinson
J. Schwarzell		

The truck did not go down 35 feet, as some reports would lead one to believe. The actual drop from the road was not more than 10 or 12 feet. Of course the momentum of the truck may well have carried it 35 feet horizontally from the point where it left the road.

<i>Senior — First Level</i>		
R. Dale		
<i>Senior — Second Level</i>		
G. Conkey	W. Lutz	K. Peterson
R. Sengelmann		A. Yau
<i>Senior — Third Level</i>		
G. Conkey	W. Lutz	K. Peterson

NATURE		
<i>Junior C — First Level</i>		
J. Salembier		
<i>Junior C — Second Level</i>		
W. Chipman	J. Dresbach	F. Evans
B. Fogg	J. McHutchison	C. Pike
C. Salembier		J. Salembier
<i>Junior B — Third Level</i>		
P. Blosser	J. Brookhouse	R. Conkey
W. Devorss	D. Fergus	R. Hahn
D. Johnston	G. Landon	D. Matheson
G. Norris	C. Robinson	W. Rutan
<i>Junior A — First Level</i>		
C. Haines		W. Meador
<i>Junior A — Second Level</i>		
M. Grownney	C. Haines	W. Meador
	R. Price	
<i>Junior A — Third Level</i>		
I. Garbin	M. Grownney	R. Price
T. Ross		R. Sengelmann
<i>Senior — First Level</i>		
R. McCurdy		A. Tully
<i>Senior — Second Level</i>		
M. Greenawalt	H. Hedges	R. McCurdy
J. Minich		A. Tully
<i>Senior — Third Level</i>		
J. Duncan	M. Greenawalt	R. McCurdy
K. Peterson		A. Tully

SAILING		
<i>Junior B—First Level</i>		
J. Black	J. Carroll	B. Ford
D. Goss	T. Jones	J. Olinger
<i>Junior B—Second Level</i>		
R. McCurdy		
<i>Junior B—Third Level</i>		
R. Price		
<i>Junior A—First Level</i>		
M. Griley		
WOODCRAFT		
<i>Junior B—First Level</i>		
H. Schwarzell		
<i>Junior B—Third Level</i>		
J. Carroll		J. Reynolds
<i>Junior A—Second Level</i>		
E. Barkwill		

Help in Emergency Appreciated (Continued)

brought order out of confusion; the staff of the Eastern Maine General Hospital, and that of the hospital in Lincoln, too; Dr. Thomas Peightal of Roosevelt Hospital in New York, a guest at the Inn, who was so very generous of his time and skill in going immediately to Bangor and giving every possible assistance there and on the return trip; and Mr. Merrill Sproul, another Inn guest, who accompanied Mr. Frank to Bangor and was of the greatest use, particularly in checking the press reports. There are many others to whom Kawanhee is indebted, but without the kindness, the efficiency and the generosity of those mentioned above, the results of the accident might well have been much more serious and far reaching.