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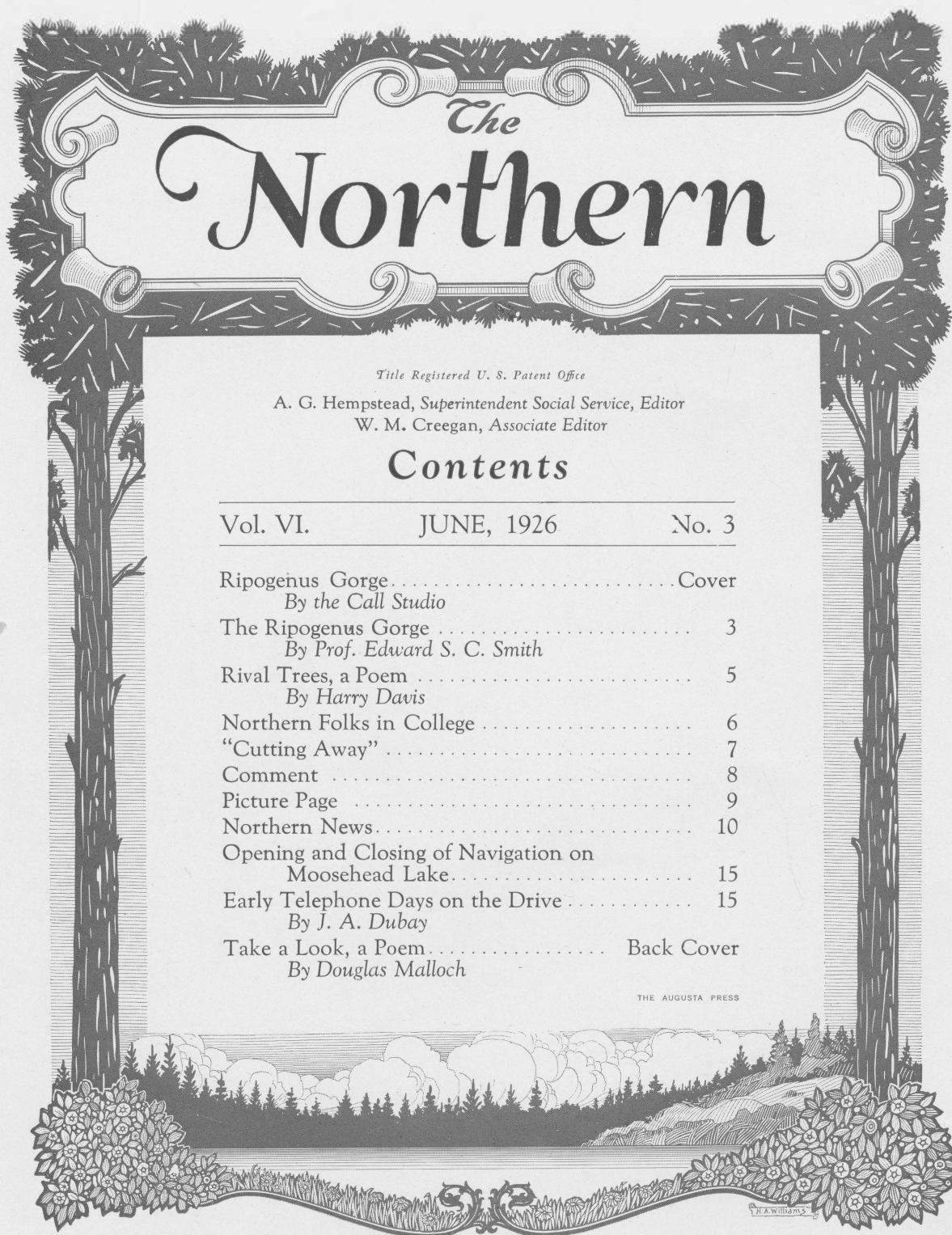


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The
Northern
June 1926





The **Northern**

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A. G. Hempstead, *Superintendent Social Service, Editor*
W. M. Creegan, *Associate Editor*

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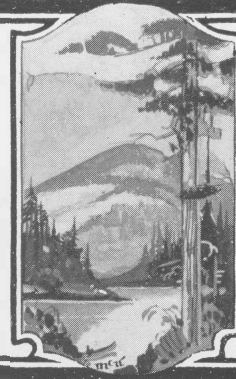
THE AUGUSTA PRESS

W. A. Williams



The Northern

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The Ripogenus Gorge

A geological explanation of Ripogenus Gorge, one of the scenic beauties of the State of Maine, unknown to many people who visit Ripogenus Dam

By PROFESSOR EDWARD S. C. SMITH, M. A.

IT is indeed a superb sight to stand on the magnificent Ripogenus Dam with the quiet lake on the one side and on the other the narrow rock walled gorge into which the waters from the spillway plunge. But from the dam one gets only a hint of what lies beyond—the real gorge, extending for three miles, a chasm averaging thirty to forty feet wide and sixty to seventy feet deep.

To one with an inquiring mind a trip through the gorge is almost sure to raise a question as to the origin of this feature. Is it a huge natural cleft of which the running water has taken advantage, or was and is the river itself in some way responsible for this feature? Indeed the latter assumption is the correct one, and, briefly stated, the gorge has been cut and worn in the solid ledges by the grinding and wearing action of sand and rock particles carried along by the current of the Penobscot's West

Branch, in much the same manner as ornamental stones are cut by means of soft iron wires charged with particles of abrasive material. But it has taken Nature a long time to wear out this gorge, perhaps ten to twenty thousand years.

Observations on the work of running waters in all parts of the world make us as sure that the Ripogenus Gorge was formed in this way as though we had been able to visit the place say every five hundred years and watch the process for ourselves.

Yet some may say, and with reason, that the earth's crust is often cracked or as the geologists call it, "faulted," and the gorge may simply be a fracture in the rocks into which the river has flowed.

There is plenty of evidence to show that such is not the case, although only one bit will be cited. At the head of the gorge and around the dam are sedimentary (bedded) rocks, chiefly limestone, whose layers match up on either side of the gorge. This would be impossible had

a displacement of the rocks occurred. Farther down, the gorge is cut in the Katahdin granite which shows no evidences of faulting. In fact the river does not even follow the contact of the granite with the other rocks as might be expected.

If we go still deeper into the question another to be observed is that the gorge is itself cut or entrenched in the bottom of a wide valley easily



Looking up the Gorge

Photo by the Call Studio

GNPCO

The truth may be unpalatable but it is good for our spiritual health

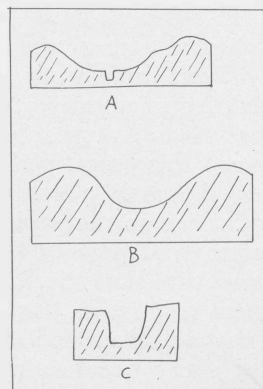


"The Big Heater" taken in 1874 by James C. Stodder

traced from Ripogenus Lake to and beyond the Sourdnaunk Dead-water. A profile across the West Branch just below the Ripogenus Dam would appear as in diagram A in the accompanying figure. It is this observation that is going to aid us in reckoning the age of the gorge.

It is a well known fact of geology that tens, perhaps hundreds of thousands of years ago, probably before man appeared on North America, New England was buried in a vast continental ice sheet which spread out in all directions from a center somewhere west of Labrador. It moved slowly over the country, gathering up loose rock and debris and acting in all ways like a huge piece of sand paper, rounding off the tops of hills and gouging out the existing valleys, giving them a distinct U shape. Such valleys are common in Maine and a typical cross section of such a valley would appear as in diagram B in the figure. Had the Ripogenus Gorge been in existence then the action of the ice would have surely widened and deepened it destroying the present day vertical walls and spreading them out broadly U shaped. Diagram C shows the profile of the gorge with its steep sides, characteristic of a young valley unaffected by other agencies than running water.

Thus we see that the present day



In the Gorge, showing the head of "The Big Heater"

GNPCO

If you think that the world is all wrong, remember that it contains people like you

Ripogenus Gorge is actually cut in the floor of a pre-existing valley which was deepened and widened first by glacial action. And as we have reason to believe the climate ameliorated and the ice began to melt off about ten to fifteen thousand years ago, we can say with some degree of confidence that this figure represents an approximation of the time required to cut the gorge to its present depth. This means that if the rate of down-cutting has remained constant that the gorge has been deepened one foot in about three hundred years.

The construction of the dam will tend to reduce the rate of wear in the gorge at the present time for the particles of rock which have in the past been brought down by the river will be likely to settle to the bottom of the lake and the clear water overflowing will be almost free from those tools necessary for erosion.

The mind is quick to learn, and the hand is quick to imitate; but character is a slower growth; it cannot be hastened. Thought leaps like a flash of lightning to the earth's remotest bound; but character is like adding cell to cell in the woody fiber of the tree trunk.

—Willard Brown Thorp.



Ripogenus Dam

Photo by the Call Studio

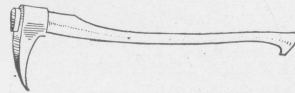
Rival Trees

By Harry Davis

"I," says the Pine to the rest of the world,
As it stands on the bank of a rill,
"Will be sawed into lumber of various shapes;
I may be a board or a sill.
I may be the eaves of a school-house or
church
Or some part of a dog-house or hive.
I may be the frame of a window or door
In a dwelling on Riverside Drive.
I may be a box or a barrel or pole,
Or the back of a great statesman's chair.
I may be the porch to a cottage or store
Or the rail to a wide winding stair."

"While I," says the Spruce from the hilltop
so high,
Looking down on the pine through the
vapor,
"Will be cut down and hauled to the pulp
mills and there
Will straightway be made into paper.
I may be the page of a daily news sheet
That tells of some terrible wreck.
I may be a deed or a mortgage or bond;
I may be a note or a check.
I may be the pad on which scientists great
Shall a wondrous discov'ry unfurl.
I may be a history, novel or poem;
I may be the map of the world."

"I," says the Pine from the valley below,
"I may be the side of a car,
Or perhaps the deck of a seagoing ship
That will sail off to strange lands afar.
"And yet," answers Spruce from the moun-
tain top high,
"Now just for the sake of debate,
I may be the paper and envelope stout
That orders your cargo of freight."



An early picture of Old Ripogenus Dam

Try This and Have Gas to Sell

A story is going the rounds to the effect that a certain automobile owner installed a new-fangled carburetor that was guaranteed to save 20 per cent in gas. Then he put in special spark plugs that were guaranteed to save 20 per cent of the same precious fluid, and an intake super-heater that was guaranteed to save 20 per cent. He next put in a patented rear-axle that was also guaranteed to save 20 per cent, and re-tired with a new brand of tires that promised a 20 per cent saving in gas consumption. Finally, he drained his crank case and refilled it with a new oil guaranteed to increase his mileage 20 per cent. Now, with a fuel economy of 120 per cent, the owner has to stop every hundred miles and bail out the gas tank to keep it from running over!

—American Mutual.

GNPCO

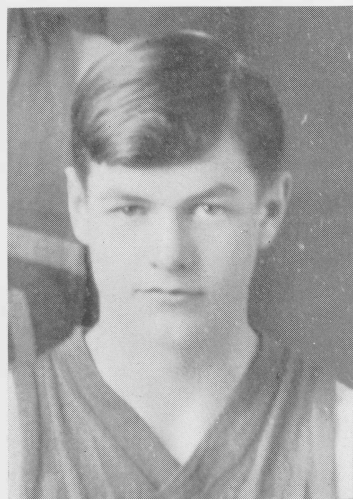
Doing our duty turns our lives from discord to the music of God

Northern Folks in College

June being the month of Graduation, the following records of children of Northern employees will be of timely interest. We hope to present a similar and perhaps larger list next year.



W. B. O'Connor, Jr.



Harry L. Murray

When the University of Maine opened its doors last fall, W. B. O'Connor of the Accounting Department had four children enrolled. They were the largest family group in college.

Miss Edith H. O'Connor is now a Junior enrolled in the Home Economics course. She is a member of the



Grace Woolcock Murray

Chi Omega sorority and is Art Editor of the Prism.

W. Burt O'Connor, Jr. is a Junior in the Electrical Engineering course. Burt will be recalled as having worked in the Bangor Office in 1920 and on the Seb. Lake and St. J. Railroad in 1923 under H. W. Wright and E. W. Vickery. He has for some time been a member of Sigma Chi fraternity, and has recently been elected to membership in the honorary fraternity, Tau Beta Pi, having received the next to the highest rank in the electrical course.

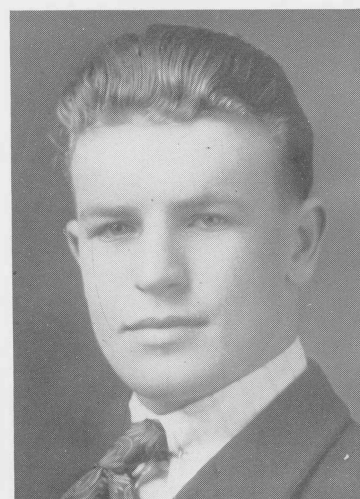


Joseph Magee Murray

Mention may be made of Charles E. O'Connor who enrolled at the University in the Civil Engineering course. Due to illness early in the year he had to give up college but plans to return in September.



William Smith Murray



Lester Coltart

Roderic O'Connor, who has worked at Chesuncook Dam, and other places for the company, is a Freshman at the University of Maine. He is vice-president of the Freshman class and assistant manager of baseball. He is a member of Beta Theta Pi fraternity and has made the Dean's List. He is one of

GNPCOV

The shirker, haven't you noticed, is usually a grouch

the first ten in Personnel Rating.

Turning to another family, we find that William St. J. Murray, Cashier of the Spruce Wood Department, has four children now in college.

Harry Lee Murray is a Freshman. He is a member of Sigma Alpha Epsilon and has received his numerals in Cross Country and the 440.

Grace Woolcock Murray is a Sophomore, enrolled in Home Economics. She is a member of Alpha Omicron Pi and has received her numerals in Basketball.

Joseph Magee Murray took his B. A. degree in 1925. He is a member of Phi Gamma Delta, Phi Sigma, Sophomore Owl, Junior Masks and Senior Skull and received his letter in the half mile. He is now at the University of Michigan, studying under Dr. Little.

William Smith Murray took his B. A. at the University of Maine in 1921 and his Master's degree in 1925. He was a member of Phi Gamma Delta, Kappa Phi Kappa and Phi Sigma. He received his letter in track and in football, where he played left tackle. He is now studying for his Ph. D. at the University of Michigan.

Mention may here be made of two other children of Mr. Murray, Thomas Arthur and Eleanor De Wolfe, now Mrs. Acker who also attended the University. Tom graduated in 1922 with the degree of B. S. in Agriculture.

All of Mr. Murray's sons have spent some part of their summer vacations working for the company.

Turning from these remarkable family records, we come to the case of G. Lester Coltart.

Everyone up-river knows Lester Coltart. His cheerful disposition as he worked around the company outfits with his father has endeared him to us all.

After his graduation from Brewer High School in 1921, he refused his father's offer to see him through college and took to the woods to earn the money himself. He worked for four years, being employed mostly on carpenter work with his father, W. J. Coltart, making the rounds of

most of the company property during his stay with us.

In the fall of 1925 he decided to enter the University of Maine and enrolled as a Civil Engineer in the College of Technology. His first year has fully justified the high opinions his friends have held of him. He was Captain of the Freshman football team and is now catch-

ing for the Freshman baseball team. He was elected to membership in Kappa Sigma and plays the cornet in the University of Maine Band. In addition to winning honors in athletics he is receiving very high honors in his studies. The ranks for the first half of the last semester show that he has made the Dean's List.



"Cutting Away" at North Twin Dam, Spring of 1899

"Cutting Away"

The old North Twin Dam was constructed with a long open sluiceway that was piled down each season and arranged to cut-away. The cut-away process was the releasing of the keys that held the cross logs in position; the spiling was roped together through holes in the top end so that as it was released and went through the sluice it swung into the eddy all hitched together with rope and was then pulled ashore and held for the next year. Much of the timber in connection with it was released in the same way and recovered for the next season's cut-away. The cut-away was an event of much interest as it meant the starting of the drive from North Twin Dam. Logs were turned through it night and day as long as the river was clear and the log sluice

was never closed again that season. As the water in the river fell during the progress of the drive other gates were opened to make good the drop, and as a customary result of average years the North Twin Water was about all gone when the drives reached Piscataquis Falls.

"Cutting away" has disappeared from this region and is for the most part unknown. An appeal to Mr. Gilbert brought the above description of the process.

The photograph was taken by Mr. Guy W. Butler of Old Town in either June or July of 1899. Though it is not possible to recognize the people in the picture, Mr. Butler recalls that among the company were Isaac A. Terrill, John Ross, and Luther Gerrish.

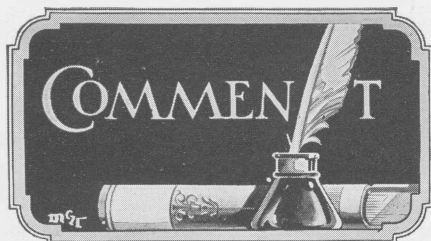
The Two Prayers

Last night my little boy confessed
to me
Some childish wrong;
And kneeling at my knee
He prayed with tears;
"Dear God, make me a man,
Like Daddy—wise and strong;
I know You can."

Then while he slept
I knelt beside his bed,
Confessed my sins,
And prayed with low bowed head,
"Oh God, make me a child
Like my child here—
Pure, guileless,
Trusting Thee with faith sincere."

GNPCOR

Gold is found in the bed of the stream, not floating along with the ripples on its surface



All communications for *The Northern* should be sent to the editor of *The Northern*, Greenville, Maine.

A Fight in the First Chapter

A fight in the first chapter wins the interest of the reader of James J. Davis' autobiography, "The Iron Puddler," and the subsequent battles of life hold the attention to the end of the book. It is a story of achievement. He had no "pull." All his people could give him was a healthy body and clean principles. He left school early and went to work in the iron industry where he learned a trade and then entered the tin industry and learned a second trade. Aside from the influence of his home, this is all the preparation he had for life. He is now Secretary of Labor in the cabinet of the President of the United States.

One of the outstanding characteristics of the man is loyalty. He was loyal to his mother and his first ambition was to repay her for all she had done for him. He still honors the principles that his father taught him. When he became a laborer he was true to his fellow workers and they elected him to represent them. The mill owners found him loyal to them. He made a good buffer between the two because he had a level head and kept his balance. What he did then in the mill he is doing now for the nation.

He believes in hard work as the road to success. "A balky man is like a balky horse, everybody gets rid of him as quickly as they can. A quitter is never given a good job. They always keep him in a place where it doesn't make any difference whether he quits or not."

Mr. Davis has produced a book that workers enjoy reading. It has

extreme points of humor and pathos and an undercurrent of clear thinking on labor problems that is wholesome. The following is taken from "The Iron Puddler:"

The Beaver and the Rat

"The beaver is a builder and the rat is a destroyer; yet they both belong to the rodent race. The beaver harvests his food in the summer; he builds a house and stores that food for the winter. The rat sneaks to the food stores of others; he eats what he wants and ruins the rest and then runs and hides in his hole. He lives in the builder's house, but he is not a builder. He undermines that house; he is a rat.

"Some men are by nature beavers, and some are rats; yet they all belong to the human race. The people that came to this country in the early days were of the beaver type and they built up America because it was in their nature to build. Then the rat-people began coming here, to house under the roof that others built. And they try to undermine and ruin it because it is their nature to destroy. They call themselves anarchists.

"A civilization rises when the beaver-men outnumber the rat-men. When the rat-men get the upper hand the civilization falls. Then the rats turn and eat one another and that is the end. Beware of breeding rats in America."

LUCK means the hardships and privations which you have not hesitated to endure; the long nights you have devoted to work. Luck means the appointments you have never failed to keep; the trains you have never failed to catch.



Max O'Rell

Who's Who in This Issue

Many of our readers will recall Prof. Smith's article on Mount Kineo which appeared in *The Northern* over a year ago. We are presenting in this issue his explanation of Ripogenus Gorge. Mr. Smith is connected with the Department of Geology of Union College, Schenectady, New York.

From Samoa, California, came the contribution regarding the early days of the telephone. "Jimmy" Dubay is well known for his many years of service on the Penobscot.

Carelessness or Arson

If the public knew that failure to extinguish camp fires, cigar and cigarette stubs, and matches, made those responsible liable to arrest and punishment, forest fires would be reduced to a minimum. You are morally guilty of arson when you toss a cigar stub into the grass at a roadside. If the courts so wish to rule, you are legally guilty, too, for there is an abundance of precedence for such ruling in the past in the body of English law, which is our inheritance. *****

At one period in the development of English law, certain jurists held that criminal responsibility did not necessarily begin with the commission of crime but in the commission of any antecedent act which, even innocent if it did not result in harm, might result in harm.

The simplest and most common case to which this principle was applied was drunkenness. Under the working of this principle the accused was not permitted to offer in extenuation the fact that he was drunk. It was held that if because he was drunk he would commit a crime, he had, in effect, committed a crime in getting himself into the condition of drunkenness.

If the cigar stump had gone out there would not have been a fire. ***** The responsible person who set the fire was a guilty man the moment he tossed the stub from his hand.

—Manchester (N.H.) Union.

GENPCOR

No man was ever discontented with the world who did his whole duty in it



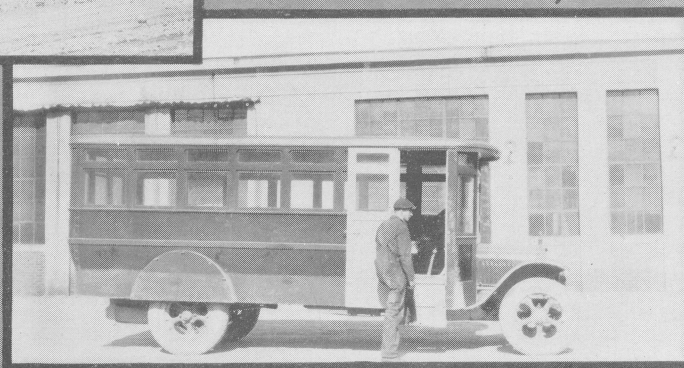
Road Scraper,
1926 Model



Mr. and Mrs. Gary



"Johnny"
Mortell



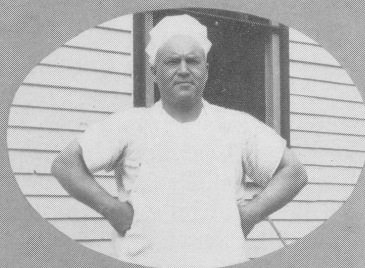
The New Titney



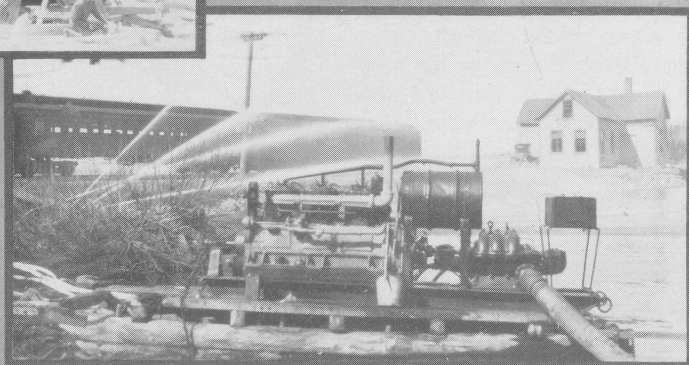
The A.B. Smith



Austin
Harmon



Mike Michaud



New Fire Pump

ENPCOR

A man in a passion rides a mad horse—BENJAMIN FRANKLIN



Northern News



Main River Drive

F. H. Shoppe, Correspondent

A crew has been installed in the Boom House here to handle the drive in this section. A. V. MacNeill, who has taken this drive by contract, has placed Steve Ranney in charge. We are glad to see Steve back in these parts. This is the first crew to live in the Boom House since its renovation. It is now a very clean and comfortable place.

Frank Schoppe, who is a newcomer to this side of the lake, will act as clerk.

Jimmy Sheehan has arrived, with a pair of horses as usual, and will tote for the drive.

There will be a wangan at Beaver Brook and a few men in at Lobster Lake.

Chesuncook Dam

John Mortell, Correspondent

Frank Schoppe has left the dam where he has been clerk for three years and has gone to Seboomook Dam to clerk Main River Drive. He has the best wishes of his associates. It is his first trip to that side of the lake. John Mortell has taken over Mr. Schoppe's duties.

Mr. and Mrs. Fred Graham are now running the cookroom end of things here and are doing their usual good job. They have worked at Norcross and other places for the company.

Mr. Ingalls made a trip down-river to hire some new men for his crew. Boatbuilding requires men who are expert in their lines. The keel has been laid and the work is going forward with despatch. Mr. Ingalls expects the boat to be completed late in July or early in August.

West Branch Drive

S. W. Morin, Correspondent

With the coming of May and the preparation for the drive of approximately 300,000 cords of pulpwood from the head of Chesuncook Lake to the head of Ambejeus Lake, a distance of about fifty miles, the Boom House at Ripogenus Dam has been opened. This will serve as headquarters for Sections 1 and 2. Supt. Maguire has just returned from Norcross, having made a trip of inspection the entire length of the drive.

The crew at present consists of the following men:

At Ripogenus Dam: George McGuire, supt.; S. W. Morin, clerk; Mike Michaud, cook; Harry Mann, cookee; Augustus Imbert, bull cook; Dennis Flanagan, night dam tender; W. T. Getchell, captain of Steamer A. B. Smith; Eddy Woods, motor-boat engineer; Alphie Roberts, deck hand on steamer; Gilbert Vautour, motor-boat engineer; Jerry Boudreau, boom man; Raymond Caldwell and Frank Mitchell, river-drivers.

At Head of Chesuncook Lake: Clinton Betts, foreman; Wm. Mitchell, chef; Martin McKinnon, motor-boat man; Wallace Tanner, river-driver; Hugh Hall, engineer motor-boat; Tom Mulligan, boom man.

At Sourdnahunk Dam: Joseph Mosherell, cook; Dan Bisson, river-driver; Barney McLellan, dam tender.

After the opening of navigation, the crew usually consists of about thirty-five men and the driving season is usually 160 days.

In addition to the regular crew, we have as boarders, Archie DeRoche, Dominic Legere, Ed Sweeney, Charles Chase and Bob McGowan.

These men are building a concrete pump house.

The telephone crew which is setting new poles, consists of H. A. Ryan, Bill Stewart, Stanley Morrell, Bill Holmes and "Freddy" Morin.

L. G. White and H. G. Hoyt stopped here while taking inventories at Duck Pond Storehouse and vicinity.

H. A. Bowe and Ray Cripps have visited us frequently, installing telephones at various points connected with the drive.

Miss Lena McEachern recently spent the weekend at her home below Greenville on the Shirley road.

A. G. Hempstead, and Master David Hempstead, called on us recently.

Mrs. George Maguire has arrived to spend the summer with her husband.

Norcross

A. J. Bertrand, Correspondent

After being closed since the fall of 1924, with the exception of a short period in 1925, the boom house at North Twin Dam is now open again. The surroundings are teeming with activity and resounding to the blows of hammers, the screeching of saw and the staccato reports of the gasoline engines as Tom Leet and his crew prepare for the coming drive.

This section of the drive, from Ambejeus to North Twin, is known as West Branch Driving and Ripogenus Dam Company, Section 3.

In the crew at present are Sam Boudreau, Phil Gaudet, Eugene Phillips, Ulric Cyr, Bob Sawyer, Frank Doucette, Walter Dickey, Millard Rankin, Pat Hogan, and Ronald Leet, the small but efficient cookee.

Al Cameron, the well known foreman, and his crew are repairing piers

GNPCO

A kindly silence is often better than truth spoken without charity

above the dam. They are also picking wood on the shores between the dam and Quakish Lake.

Joe Turcott and his crew are back at Ambejeus, his old stamping-grounds. They are getting the boom ready to receive the wood when it comes down from Ripogenus.

The ice went out of Pemadumcook on the 12th of May. George Bisson, A. J. Bertrand and Charles McLeod were able to go as far as Ambejeus with a motor-boat, the first boat of the year.

Supt. Maguire paid us a visit recently, having walked down along the river from Ripogenus, a mere jaunt of thirty-six miles or so.

Joseph Parks, Barney McLellan, George Bisson, Robert Beach, Arthur Thompson and Frank Curran, who have been replacing buoys in the lake and making various other improvements, have gone to Sections 1 and 2, where they will be working for the rest of the summer.

It is a pleasure to be able to call on Wilmer Spencer and Mrs. Spencer once more. Wilmer is our genial dam tender. One is always sure of a cordial welcome and one of Mrs. Spencer's renowned luncheons. We are glad to see that "Ma," as she is familiarly known, has almost entirely recovered from the accident she had last fall.

The pictures of the Heaters in Ripogenus Gorge, used in this issue, were very kindly loaned by Albert Fowler. They are a part of the collection taken in 1874 by Stodder, the photographer of the Church expeditions mentioned in our May number.

East Branch Drive

G. N. Grant, Correspondent

Driving on Mud Brook and Swift Brook started the 4th of May. In these two brooks there are about fifteen thousand cords landed. This will form the East Branch Drive this year which will terminate at Grindstone conveyor. This work comes under the direct supervision of Ed Enman who has placed Ben King in charge. Ben knows these brooks thoroughly and a good clean

drive is assured. The cook shack is in charge of the Imperial Wizard, Mose Gorman, with Ben Melanson and N. W. Brown as assistant biscuit shooters.

Others in the crew whose names are familiar are Mike Gorman, Bill Ford, Steve McMullen, Weldon R. Kenney, John Murphy, Scott Mitchell, Eustace Douce and Leo King. George N. Grant is the timekeeper.

The driving wangan is situated in the camp used by Ben King last winter. It is about 2½ miles from the Davidson Station.

Grindstone

R. G. Lothrop, Correspondent

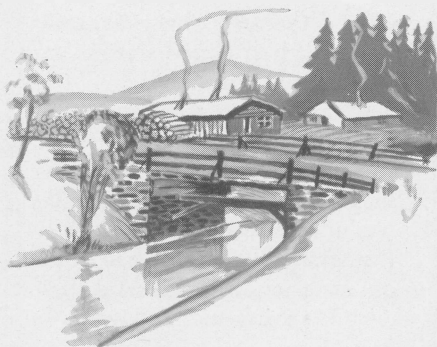
Mr. A. J. Bertrand has left for Norcross where he will clerk Section 3 of the West Branch Drive. Before departing he purchased the radio set of Mr. Flower, which provided so much entertainment for the boys at the depot last winter.

Mrs. R. G. Lothrop has returned to her home in Monticello for a short while.

Stacking was started May 14. It has been running day and night. John Bryce has charge of the day crew and Mike White is in charge at night. Tom Mallen, Herb Kingston, Burton and Frank Bryce, Ernest Hudlin, John Welch and Howard Belyea are among the crew.

Bill Erskine has a few men repairing the Grindstone loader. Arthur Pineo has turned carpenter and is one of Bill's able lieutenants.

Ernest Taylor, our chef, is wearing the smile that won't come off. On Saturday, May 8, he became the father of a nine pound baby boy, named Ernest Jr.



Lloyd Pickett is running the engine for the stacker 24 hours a day. Lloyd will be ready to take "five" in a few days. Reuben Enman is manipulating the clutch for the day crew.

The ice went out of the East Branch on May 2, which is just one month later than a year ago.

A very enjoyable party was given at the home of Mr. and Mrs. D. F. Chase on Saturday evening, May 8. Refreshments were served and dancing and games made the evening a very pleasant one.

Dolby Pond Improvements under Peter Tuck started May 14. "Pete" was the one who made all the noise at the depot while the pile was being hauled.

Amos Conley has returned to his old position as cook. He will be ably assisted by his brother, Bill.

John O'Leary is back at the throttle of the donkey-engine and Harold Smart is the skipper of the motor boat No. 19. Familiar faces include Joe Smith, Jess Kennerson, formerly foreman of Camp No. 2 of the East Branch Operation, and Joe Gilbert.

Dean Chase is receiving the congratulations of the folks here. We are glad that the prize guess on the ice contest was made in Grindstone.

Mud Brook Operation

P. B. Pinette, Correspondent

Mud Brook Operation has been cutting for some time with about 150 men in the two camps. At the depot camp Paul Turner is in charge. James Gilfoy is in charge of the culinary department, assisted by James Malone as head cookee. Mr. Malone has returned from New Brunswick where he has been visiting relatives. Nick Mulligan, bull cook at this camp, is out on a vacation and is being replaced by Charles Plourde.

Among the late arrivals at the depot camp are John W. Kelley and William Curtis of Bangor. They are acting as cookees for Jimmie.

Recent visitors include A. T.

GNPCO

He who stifles his convictions will soon have no convictions to stifle

Flower of Grindstone, A. V. MacNeill, E. W. Ward and J. B. Rossignol of Oldtown.

Pitching horse shoes is the favorite pastime here. The depot camp boasts of several "crack" pitchers. So far as can be ascertained, Paul Turner and Willard Boutilier are in the lead with Fred Gautreau and James Demmings close seconds.

At Camp No. 2 Everett Nesbit is in charge. John E. Murphy, time-keeper at the camp, has left for Bangor and has been replaced by Alton ("Pat") West who scaled at Dolby last winter.

Carl McDonald is cook and "Shorty" McGivens is head cookee. Charles Sabosky is back again as bull cook. Charlie Smith of Cuxabexis fame is one of the late arrivals in this camp.

Einar Larson, our smiling scaler, is back on the job, taking care of both camps. Mr. Larson remarks that this is the first time in years that he has had to use snow-shoes to hang May baskets.

P. B. Pinette, formerly of the American Realty Co. has replaced George F. Price as clerk.

Rockwood

Hugh Desmond, Correspondent

Anyone who doubts that spring is really here, should cast their eye over the Northern hill and observe the unmistakable signs. Storm windows have been taken off and stored away; freshly painted screens have appeared on the buildings in their place. Mrs. Cochrane, Mrs. Murphy and Mrs. Sargent have planted their flower beds, Kenneth Sargent has acquired a new bicycle, all the little Murches and Junior Murphy have had the dead grass and leaves raked off the hillside and hauled away, and last but by no means least, Sterling Dymond, our genial and smiling major domo has taken the Ford truck out of cold storage and put it in operation for the summer.

Harry Severance and crew of six men are engaged in repairs to the storehouse and other buildings. It is expected that the well here will

also be pumped out this summer and possibly connected with the water tank. In case it becomes advisable to dispense with the present water pump, a good supply of water will always be available.

Hugh Seavey has given up his work in the harness shop and returned to his old job driving team on the Kineo Road Repairs.

A new Ford dump truck was received a short while ago for use on the Kineo Road Repairs. It is a neat looking rig with steel cab and dump body, well adapted to the work it is to be used on.

Robert Moore of Chesuncook, Ripogenus, Grindstone, Oldtown and way stations has spent a couple of weeks with us, repairing and painting the Ricochet and boom jumper No. 29. He will leave us shortly to go to Lobster where he will take charge on the drive for Mr. MacNeill.

John Morrison has left Kineo Storehouse to assume the duties of his new position with the company. While we are sorry to lose Mr. Morrison from the Northern colony here, we nevertheless join in extending to him our congratulations and best wishes for success in his new job.

Atco Siding

George F. Price, Correspondent

Murtaugh Hughes has a crew of thirty men and thirty-one horses staying at the American Thread Company camps at Atco Siding.

Dean Chase Wins The Ice Guessing Contest

THE ICE WENT OUT of Moosehead Lake May 18. The first Coburn Steamboat reached Kineo station at 7.47 that morning.

Mr. Chase was quite elated over his success on guessing in the ice contest. He has been in Grindstone all winter and has not even seen Moosehead. But, then, Dean has had lots of experience with a guessing-stick.

Carl Hughes is assisting his father and John Curley is foreman.

The crew consists of Oscar Anderson, cook, Jim Flemming, cookee, Ora Black, steam shovel engineer and John Kearns and Joe Sullivan, firemen. Joe at one time drove trucks and tractors in the vicinity of Greenville.

George F. Price is clerking.

On the job is an Erie Steam Shovel which is a very nice piece of machinery to watch while in action and it is almost always in action.

10-Mile

L. H. Lowe, Correspondent

The K. P. Road Repairs crew under Clarence Sargent made headquarters here while working on the lower end of the road.

Tractor sleds used through the winter on the K. P. Toting have been stored in the equipment shed.

Mrs. Lowe, who was visiting at the house, has returned to her home.

Greenville

D. M. Pearson, Correspondent

Mrs. A. G. Hempstead and her two children, Mary and David, have gone to Philadelphia to visit Mrs. Hempstead's parents, Dr. and Mrs. Charles Pottberg. They will stay at least three weeks. On the way down they passed through New London where they saw Mrs. Emma Hempstead, Mr. Hempstead's mother, who will be remembered through her stay in Greenville last year.

Mrs. Nellie M. Colbath has returned from a trip to Florida. She opened the Dudley Cottage for a few days of early fishing.

A. G. Hempstead attended the annual M. E. Conference held in Rockland.

L. G. White, accompanied by A. G. Hoyt, passed through on their way to Jackman, here they are to take inventory of company property.

Don Brean is to have charge of the company's fire patrolmen on both sides of Moosehead Lake. Here's hoping for a nice wet summer, Don!

GNPCOR

Be old-fashioned in your morals; up-to-date in your opinions; and ahead of the times in your ideals

P. E. Whalen, formerly Superintendent of Woods Clerks and later superintendent of various logging operations, is to be in charge of the fire patrol on Mount Katahdin this summer. He will have three camps, one at Abol, one at Grant Brook and one at Basin Pond. His cousin, Tom Whelan, has already gone in to cook for him.

40-Mile

A. H. Greene, Correspondent

The road repair crew have reached the 40 Mile toward the boundary. The roads are in a fine condition and much improved over what they were early this spring. The frost coming out of the ground left several bad places which have now dried out and gravel has been used to fill places that were washed out.

Mr. and Mrs. Lane and Miss Lida Michaud spent a few days down river the middle of the month. Ron McDonald filled the position of cook very capably and "Gus" Green turned chamber maid for the time. That is one advantage in being a clerk. One isn't always confined to pushing a pencil. He may be called on to perform duties varying from milking a cow to cooking griddle cakes for a one man crew.

Greenville Shop

J. B. Pratt, Correspondent

Mr. J. B. Pratt has moved his family from the hill to the Merrill house on West Street. This is next to the one now occupied by Harry Rollins and faces the hospital. Rumor has it that Leo Desmond has designs on the house vacated by Bert.

A new fire pump was completed to be used at Grindstone. This is a larger pump than the portable ones now in company use. It is equipped to throw six streams of water and the tryout which was staged in Greenville by the lake was successful.

Mr. F. V. Schneck made a trip to Bangor and Waterville returning with his new car. He was the first company man to come over the road by automobile this year.

A Ford truck has been received

in the shop which will be used on the Grant Farm Road Repair job.

A Locomobile, recently bought, has arrived at the shop and will be converted into a truck to be used on company operations.

Lily Bay

W. E. Wheeler, Correspondent

As soon as the lake opens, the Lily Bay Storehouse will be stocked to supply all of the operations above.

The Grant Farm Road Repairs have a new one-ton Ford dump truck coming. It should be in operation in a few days.

A. E. Harmon has returned from a week's vacation. He and W. E. Wheeler, the assistant clerk, comprise the office force.

Almost any evening one can count from five to ten deer feeding in the fields around the farm, which looks promising for the hunting season this year.

With plenty of paint, Mr. Walls and Sam Peterson have made a big improvement on the interior of the house. Just now plans are being made for doing considerable farming.

Mrs. Walls is quite proud of catching the first trout of the season at Lily Bay. After a struggle of a half hour she succeeded in landing the trout which weighed $3\frac{3}{4}$ pounds.

Mr. Harmon expects his family to join him this summer. He is getting his cottage in the woods ready for them.

Sias Hill

H. I. Rollins, Correspondent

Malcolm Martin has arrived at Sias Hill to watch gate for the summer. Archie McLeod, who was on this job last year, will drive the patrol Ford from Sias Hill to the end of the road.

The roads are in good condition for this time of year. In spite of the late spring, the five-ton White trucks have been out for some time. Although no work has been done on the road above Ripogenus Dam, C. M. Hilton was able to make the trip to the end of the road and reports that the conditions were very fair.

C. A. Angove is expected to arrive at Sias Hill the 1st of June.

Grant Farm

J. E. Ramsay, Correspondent

In spite of the very late season, rapid progress is being made toward getting the land in shape for the spring planting. John Finnegan has already made a good showing with his plow.

The interior of the Grant Farm buildings presents a shining appearance since the painters have completed their work. Further work will be done late in the season.

Pat O'Connell is busy with his rake and hoe, getting the flower beds in shape for the summer. Most of his dahlias have already sprouted in the cellar.

Wilbur Gary had the misfortune to cut his hand while removing the double windows, the injury necessitating medical care.

The picture, "California Straight Ahead," was acclaimed by all to have been the best picture yet shown. We were pleased to have Mr. and Mrs. A. G. Hempstead with us the evening that "Going Up" was shown.

Tom Whelan claims to be the Cribbage Champion of the New England States and the Maritime

Stand Firm

By Joshua Jingle

What matters the wind to the strong
lone pine?
Tho March may bluster, November
whine,
Or June breezes temper her warm
sunshine.
December may whistle, angry and
shrill,
Treacherous blizzards of winter may
chill—
Yet steady and still stands the strong
lone pine.

What matters the luck to the strong
fixed will?
March moods may argue, November's
thrill,
June may bribe with a summ'ry skill
April may weep, Autumn may pray,
July have not angry scandal to say—
Yet steady and still stands the strong
fixed will.

GNPCO

Fight your vices and keep peace with your neighbors

Provinces. There seems to be plenty of opposition to this claim. Tom is clever, though.

Win Spencer has visited the Farm several times on his way to and from dams in the vicinity.

Mrs. Ray Cripps and her daughter, Mary, were visitors at the Farm on their way to Chesuncook Village.

Among the recent visitors were George Maguire, H. G. Hoyt, who accompanied L. G. White, Charles Holden, Harry Severance, A. V. MacNeill, R. H. Robertson and J. E. Sargent.

Josephine Jones, who used to work at Seboomook, is now employed here.

Don Pearson made his first trip around the farms with pictures late in April. He showed first here, the picture being Reginald Denny in "Where Was I?"

T. V. Whelan will desert his switch board and act as patrolman on the West Branch this summer. He will make his headquarters at Pitman's camp. We know this work will be agreeable to Tom and hope he will have a good summer.

Lobster

Alphonse Chabot, Correspondent

Fred Gilbert of Greenville is to cut 10,000 cords on East Middlesex. He will have a summer camp now and later on will build a winter camp. He will go in from Seboomook with men and supplies, making use of Burbank Storehouse for the latter. His brother, Odilon, who clerked for him in Rainbow, will look after the getting in of supplies and men. Alphonse Chabot, who clerked for J. A. Morrison and Son at Debsconeag three years ago, will be the clerk.

Boards for the camp have been hauled from Fred's old camp at Spencer Pond, four miles distant. A telephone has been installed and a crew will go up as soon as the ice is out.

East Millinocket Mill

D. Groves, Correspondent

Stephen Casey, our genial Tax Collector, has been confined to his home for a few days with la grippe.

He is greatly missed at the Mill Office.

Ashfield McDonald has been obliged to enter the hospital at Bangor. His friends hope he will soon recover from his appendicitis operation.

Among those making early trips after the finny tribe are Warren F. Daniell and Claude Pelkey. Mr. Daniell secured an especially good catch, but reports the water too high and the flies too scarce for really good fishing.

Mr. and Mrs. L. R. Groves enjoyed a very pleasant evening at the home of Dr. E. S. Young in Millinocket recently. The event was in honor of John S. Young.

Mr. and Mrs. Esward St. James are driving a new sedan, having entered Mr. Gonya's Buick family.

Carroll Dudley, the newest addition to the office force, enjoyed his constitutional to Millinocket one Sunday recently.

Albert A. Ortenberg has severed his connection with the Paper Room at the Mill and departed for new fields of endeavor. His associates wish him the best of luck.

Leo Kenney, who has been in Portland, Maine, for a few days, has resumed his duties at the office.

Seb. Lake and St. John R. R.

A. G. Faulkner, Correspondent

After a period of hibernation, the Seboomook Lake & St. John Railroad has emerged very much refreshed and ready for a fresh start.

Under the able management of J. T. Mullen, the hum of well directed industry is becoming quite audible in the vicinity of the Terminal. Until very recently the Weather Man has steadfastly refused to co-operate. However, the ice cleared from Seboomook Deadwater on Monday, May 10, and Mr. Mullen reports that on the same date there was twenty-six inches of snow on the right-of-way a few miles up the line.

A. G. Faulkner and his assistant, D. C. Stevens, are keeping the air sulphurous and the pens and pencils smoking at the Terminal Office,

trying to inventory the Operation before things open up in earnest, and, at the same time order and assemble supplies and equipment necessary for the additional camps which will open at such time as weather conditions permit.

Henry Hood, with a crew of eleven men is engaged in clearing the right-of-way, repairing and fitting out camps and replenishing the supply of fire-wood.

B. E. Perry has his time well occupied with grooming the iron horses, "Climax" and "Baldwin," to say nothing of overhauling and repairing numerous gasoline engines, pumps, and other miscellaneous equipment on the Operation.

W. C. Seavey is making sure that he isn't going to be behind schedule on account of "hot boxes" after he assumes his title of "Conductor," by packing all the journal boxes on the train himself, prior to making his maiden trip.

B. C. Hall has the motor boats, batteaus and canoes all boasting of new coats of paint and is now puttying windows and performing other feats of structural repair as they become necessary.

James Connick and his son, John, of Brewer are giving the steam shovel a thorough overhauling preparatory to its strenuous summer job.

Jim Meyers already has every pick-axe and mattox on the operation fitted with a shiny new handle and sharp enough to use for a manicure or a shave.

"Reddy" Kendall and his horses have managed to tote in supplies enough to keep all hands from starving and to bring us news of the outside world at irregular intervals.

The cook-shack is quite an interesting outfit, with George Farrar and Charles Benjamin in command. Rumor has it that George is leaving shortly for the Third St. John Pond and that he will be succeeded by Rod McDonald.

When admiring a mule, advises a life-extension bureau, always stand in front of him.

GNPCOR

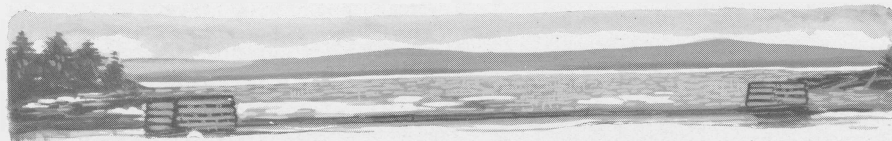
The worst wheel of the cart makes the most noise—POOR RICHARD

Opening and Closing of Navigation on Moosehead Lake

In May of 1925 we printed a list of the dates of the opening and closing of navigation on Moosehead Lake, extending from 1906 to 1924. We have just received through the courtesy of Mr. Charles Capen of Greenville and the Coburn Steamboat Company a list of the opening and closing dates extending back nearly eighty years, to April 20, 1848, in fact. This list was compiled from entries in the old registers kept at Capen's Hotel on Deer Island. From it we see that the earliest opening date on record was April 20, 1910, and the latest May 29, 1878. The earliest closing date was Nov. 27, in 1880 and 1888 and the latest was December 21, 1887. These are the extremes. There are three closing dates missing. We are pleased to be able to present to our readers in the following list the dates prior to 1906.

Opening		Closing
April 30	1848	Dec. 13
May 12	1849	Dec. 14
May 9	1850	Dec. 18
May 14	1851	Dec. 7
May 17	1852	Dec. 15
May 11	1853	Dec. 6
May 20	1854	Dec. 14
May 17	1855	Dec. 13
May 9	1856	Dec. 4
May 12	1857	Dec. 5
May 13	1858	Dec. 1
	1859	Dec. 8
May 11	1860	Dec. 12
May 12	1861	Dec. 18
May 18	1862	Dec. 9
May 18	1863	Dec. 7
May 6	1864	Dec. 14
May 4	1865	Dec. 11
May 11	1866	Dec. 11
May 19	1867	Dec. 6
May 18	1868	Dec. 4
May 10	1869	Dec. 4
May 4	1870	Dec. 20
May 13	1871	Nov. 29
May 11	1872	Dec. 12
May 16	1873	Dec. 1
May 25	1874	Dec. 13
May 24	1875	
May 23	1876	Dec. 11
May 6	1877	Dec. 4
May 29	1878	Dec. 4
May 14	1879	Dec. 14
May 6	1880	Nov. 27
May 9	1881	Dec. 12
May 18	1882	Dec. 10
May 13	1883	Dec. 12
May 8	1884	Nov. 29
May 16	1885	Dec. 15
May 2	1886	Dec. 7
May 13	1887	Dec. 21
May 22	1888	Nov. 27
April 30	1889	Dec. 7

May 9	1890	Dec. 2	May 4	1898	Dec. 14
May 14	1891	Dec. 7	May 7	1899	
May 4	1892	Dec. 7	May 11	1900	Dec. 7
May 18	1893	Dec. 3	April 29	1901	
May 1	1894	Dec. 1	April 28	1902	Dec. 6
May 6	1895	Dec. 5	April 28	1903	Nov. 28
May 8	1896	Dec. 2	May 10	1904	Nov. 28
May 8	1897	Dec. 3	May 2	1905	Nov. 30



Early Telephone Days on the Drive

By J. A. DUBAY

Speaking of telephones, I remember very well the early days of the telephone on the upper Penobscot River. The first line they ever had there extended from the old Canada Falls Dam to the foot of the quick water, a distance of between three and four miles. It was put there by F. A. Gilbert, who drove the South Branch for a number of years. It worked fairly well that first spring, considering the material they used to have in those days. On nice sunny days it worked first rate but during the heavy rains and winds, trees would often fall across the line and ground it. I believe Mr. Gilbert used it two or three springs for driving purposes and then gave it up. He still had faith in the telephone, however, and when he took over the management of the Spruce Wood Department he strung a line from Ripogenus Dam to the Lower Lakes, a distance of twenty-four miles.

To most of the river men in those days a telephone was a novelty, an object of great curiosity. I think it would be safe to say that not more than two men out of a hundred had ever used a telephone before that spring. I was at Sourdnaunk Falls in charge of a crew of fifteen river drivers. There was a telephone box at every falls between Rip Dam and the Lower Lakes. Usually the box was nailed to a convenient tree, so that the cook could answer the calls as they came in.

Owing to its being such a novelty, there was naturally a great deal of listening in. Every time the telephone rang, everyone along the line would take up their receiver and

listen. This often bothered the parties who were speaking. Mr. Gilbert did not like this habit any more than anyone else and tried to put a stop to it. He even threatened to discharge anyone whom he might find listening in when it wasn't his call. One day he came down from the head of 'Suncook to Rip Dam and called the Lower Lakes. We were just coming in to second lunch. In my crew was a man named David Lavoie, a very good river driver, well known to Mr. Gilbert. Owing to his constant exposure to the sun, he was as black as an Indian. Lavoie picked up the receiver, intending to listen in, but just as he did so, "F. A." sang out, "Hang up that receiver, you black rascal!"

He dropped the receiver as if he were shot and ran to hide behind a big hemlock some twenty-five feet distant. "Come here, Jim," he said. I went up to him. He was as pale as a ghost. He said, "Say, Jim, that was Fred Gilbert on the line and he saw me. You know what he said about discharging anyone he caught listening on the line. I am going to beat him to it. Give me my time." It took me five minutes to convince him that Mr. Gilbert had not seen him, and that altho the telephone was a wonderful thing, it had not advanced to the point that a man at Rip Dam could see another man at Sourdnaunk Falls, eight miles distant.

We all had a good laugh at Dave's expense. He worked with me for a long time after that but you could never get him to have anything to do with a telephone again.

GNPCOV

Say not always what you know, but always know what you say—CLAUDIUS

Take A Look

By Douglas Malloch
in the American Lumberman

Take a squint at yourself, not a slant at your phiz,
When you gaze at yourself in the glass,
But a squint at the chap that inside of you is;
Let a little bit out of the gas.
Take a look at yourself, at the fellow you are,
Not the fellow that people suppose,
Inside of the coat and behind the cigar,
But the fellow that nobody knows.

Take a look at yourself as you stall at the desk
Or you rattle around on the road,
When there's no one to hark to the tale picturesque,
How it's you that must carry the load.
Some people may think you're a wonderful one,
From the way that you sorrow and sob;
But, if you were the boss of the business, my son,
Would you offer yourself a job?

Take a look at yourself, not the party profound
Looking wise as he possibly can,
But the fellow you are when nobody's around,
Just a sort of a dub of a man.
When they ask this or that with a tone of respect
Do you pucker your brow and say, "Hum!"
If you wanted to get information correct
Do you think to yourself you would come?

Take a look at yourself, not the coat or the tie,
Or the wit that you got at a show,
Not the presents you send nor the tickets you buy,
But the fellow inside, that you know.
You smoke like a stove, like a pirate you swear,
And you take an occasional drink;
If you were the girl (answer, now, on the square)
Would you marry yourself, do you think?