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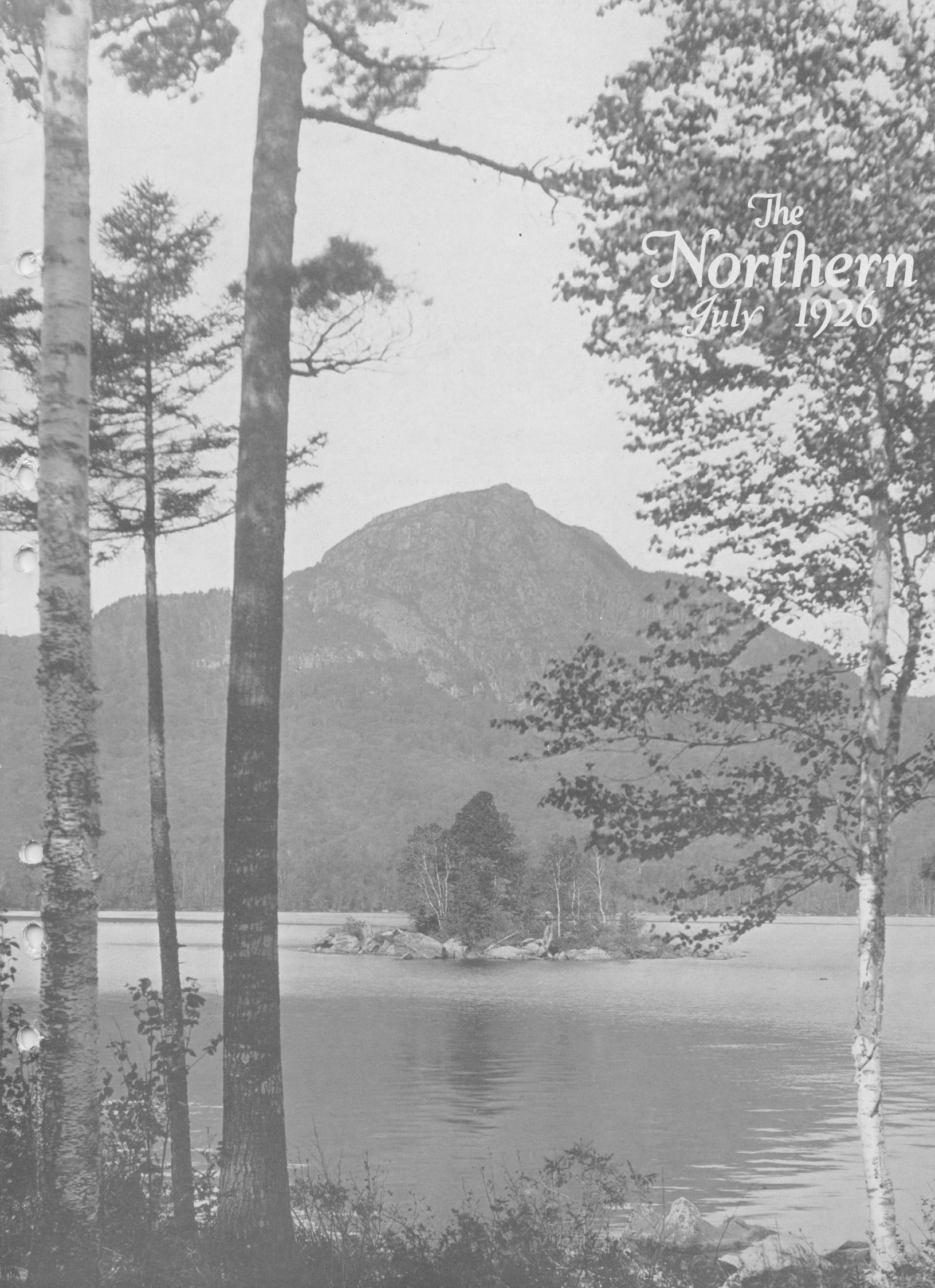
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The
Northern
July 1926



The Northern

Title Registered U. S. Patent Office

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

Contents

Vol. VI.	JULY, 1926	No. 4
----------	------------	-------

Borestone Mountain and Onawa Lake Cover
By the Call Studio

The Lily Bay Farm House 3

Small Craft 5
By Mrs. C. E. Cochrane

Fast Time Made in Dismantling Number 8 Paper
Machine at Millinocket Mill 6

Pea Soup 7

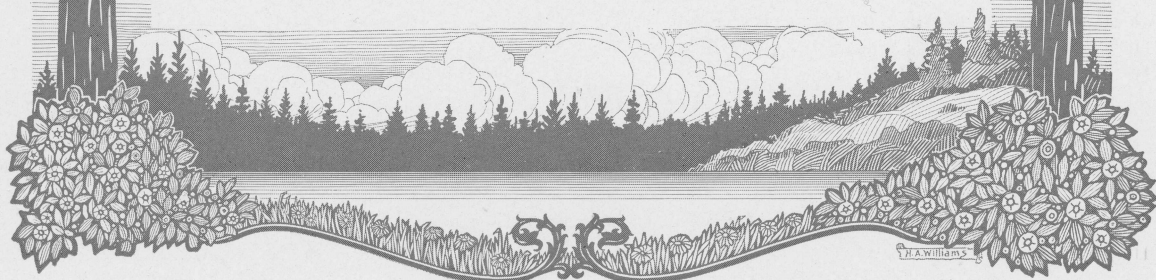
Comment 8

Picture Page 9

Northern News 10

The Lion and The Skunk Back Cover
By David Barker

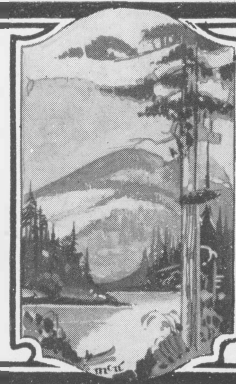
THE AUGUSTA PRESS





The Northern

Published by the Social Service Division
GREAT NORTHERN PAPER COMPANY
SPRUCE WOOD DEPARTMENT



The Lily Bay Farm House

ALTHOUGH the Lily Bay House has never been owned by the Great Northern Paper Company, having merely been leased by them from the Hollingsworth and Whitney Company for a term of years, our people have had such close contact with the place that it will be of interest to many of our readers to reflect on the earlier days, as evidenced in the entries, day by day, in the old registers recently discovered. Before proceeding to a consideration of these items, let us consider briefly the history of the place.

The first owners of Lily Bay House were the Eveleths, Oliver and John; Osgood Mansell was the first proprietor under them, being succeeded by his sons, Horace and Charles Mansell. At that time the farm buildings consisted of a small frame house and two barns. The house contained four rooms on the first floor, an office or men's room, a small dining-room, a kitchen and a bedroom. On the second floor were two finished sleeping-rooms and a dormitory for the men, known as the "bull pen."

The property was later bought by M. G. Shaw and Sons and was run by them for many years. The Shaws made many improvements and in 1876 the house was remodeled and enlarged to its present size. They also established a stage line, which ran from Greenville to Roach River, now Kokadjö, and carried

In the course of the annual inventory of the Lily Bay property, A. E. Harmon and W. E. Wheeler, members of the clerical force then stationed there, brought to light a number of hotel registers kept at the house in former years. These date back to 1886. The quaint and curious entries in these old volumes form the basis of this article.

passengers and mail. Previous to that date, there had been no system in the matter of mail delivery. If anyone leaving Greenville happened to think of it, he would inquire whether there was any mail for the operations to the north, but there was no schedule and no responsibility. William T. Clark, who now drives a meat-cart about Greenville, drove the stage for years.

There were many proprietors during the Shaw regime, among them Dan Wells and his wife, Henry Tremblay, who had also worked for the Eveleths, Charles Ray, Frank Gipson, G. H. Hunt, and Alphonso Bradeen, better known as "Phon" Bradeen. Bradeen was there in all twenty-two years. He went to the place in 1877, remaining two years. During the succeeding four years he remained at his home in Milo, his place being taken by Charles Ray. He then returned and stayed until 1903.

The house was of course intended as a stopping-place for the crews on their way to and from the woods and the drives. When the lake was open they came by water from Greenville but in winter they used the tote road, unless it was especially good "doing" on the lake. It was not until after 1876, when the house was enlarged, that the names of sportsmen and guides appeared upon the registers.

Mr. Charles D. Shaw, one of the leading citizens of Greenville, son of M. G. Shaw and donor of a splendid new library to the town, has many interesting recollections of the place. He recalls the days when power boats on the lake were unknown and he himself rowed a boat from Greenville to the Bay any number of times, night and day, from spring to fall. He remembers the large crews who used to come out of the woods and who were put up at the house. They came utterly without notice, the telephone being then unheard of, straggling along all day and always hungry. Men from the drive particularly wanted ham and eggs and plenty of it. They had survived the long siege of plain driving fare and now they were ready for that first meal of ham and eggs to which in fancy they had so long looked forward. Mr. Shaw often helped to feed these crews. Mr. Wells would concentrate on baking potatoes, Mrs. Wells would make the bread and he himself would cut the ham and fry the eggs. They

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Where liberty dwells, there is my country—BENJAMIN FRANKLIN

often used two barrels of hams and two cases of eggs in a single day in this fashion.

When the Shaws sold Lily Bay Town to the Hollingsworth and Whitney people on August 20, 1904, the Lily Bay House passed into the hands of the latter company. The "H. and W.," as they are popularly known, used the place as a depot for their operations, at the same time permitting the successive proprietors to cater to the sporting trade. Fred Wyman and Sherman Douglass acted in this capacity. In 1917 the house was leased to the Great Northern Paper Company, with the late Henry N. Bartley in direct charge.

In 1919 the Great Northern Paper Company built the Greenville-Lily Bay Road, linking the state road that came as far as Greenville with the turnpike system which had already been built from Lily Bay to Ripogenus Dam. A wharf and a large store-house were also built. The place has seen many busy days. During the building of the Dam, much of the heavy equipment was hauled across on the ice from Kineo to Lily Bay. In summer all of the supplies and equipment for the operations on that side of the lake arrive by boat and are handled there.

It is when we come to a perusal of the old books themselves that we find entertaining and informing reading. There are often marginal notes on the weather and frequently a note of local import, as "1st boom left tonight." Unknown woodsmen were often booked as "Four Frenchmen," "Two toaters," "4 Indians

and 1 white man from Oldtown," and others as just "Stranger." Time was unlimited, for we find that when a crew of twenty-two men arrived for "Lafe" Rogers, the proprietor painstakingly wrote "Rogers Camp" twenty-two times, once after each man's name, and followed that by writing "Morrison and Hunting" twenty times. One visitor registered from the Moosehead Lake Sanatorium, which was later remodelled to form the present Squaw Mountain Inn. "A. W. Dudley and 75 sheep" came over the road from Bangor and their arrival was duly noted.

The advertisements repay a casual glance. The Bangor House was getting \$2.50 a day as its highest rate. The Maine Central Railroad, now boasting of a system of 1275 miles, had in 1892, 475.

In 1890, John Johnson paid \$18.75 for a special tax as Retail Liquor Dealer at Lily Bay for a period of nine months. The receipt was found between the leaves of the register for that year.

We see name after name of company men. Al Edgerly appears often, as he was in partnership with Bradeen for years. William Appleby, I. A. Terrell, Walter Cole, Ross St. Germain, Archie Stackhouse, Joe Boutin, Joe Muzrall, the cook,—all of these appear. Austin Harmon stopped here on his first trip into the woods, going up for C. E. ("Charlie") Gilbert in 1909.

Lyman Blair appears for the first time in August, 1890, registering as from Chicago, as did J. M. McFarland. In the same party was H. L. Sloper of New Britain, Conn. The

name of Louis Oakes, another of Greenville's leading citizens, appears with features drawn in the capital O, to represent a smiling countenance. In a large and boyish hand is found the name "Master Adelbert Rogers," who often visited the camps of his father. Adelbert Rogers is now sheriff of the town of Greenville.

The old time lumbermen, with their jobbers, were often mentioned. Here we see the Eveleths; Hodgdon and Murphy; Morrison and Hunting; the Bradstreets; Ed Rowell; Murray Cunningham, who was drowned in the spring of 1898 below Seboomook Dam; Mel Whitten, a jobber for John Ross; Shaw and Milliken; Davis and Marston; McLeod and McNulty. Here also are such entries as Bursley's Camp at Cyrus Hill, Carr's Camp, Gould's Camp and Phillips' Camp. There was frequent mention of the "Shanty" and of a "Shanty Stage." By this was meant the 10 Mile Shanty, a stopping-place halfway between Katahdin Iron Works and Upper Roach River. Nearby Tussock Logan and Mountain Pond came in for attention while the Morris Farm and even far off Chamberlain Farm contributed their share of patrons.

There were nearly always three or four Indians in every crew that went up-river in those days, most of them Penobscots from Old Town. They were especially valuable on the drives. Here are a few: Joe and Francis Sockalexis of Bangor; Black Hawk Palmer, who is listed variously as from Danforth, from Greenville and as "toater" and as "Ins. Agent;"



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Headstrong liberty is lashed with woe—SHAKESPEARE

Ed. Annance, a grandson of old Louis Annance, the famous guide; Johnnie Sink Spout; Frank, Gabe and Noel Francis, all guides; Will W. Ketchum, Andrew Nicholas of Greenville and Frank Mohawk of Old Town.

As for the boats which came into the Bay, their name was legion. A glance at just a few of the books discloses the following: the *Louisa*, the *Ripple*, with a party of twenty-five on a picnic; the *Tethys*, which has since been hauled across into Chesuncook Lake; the *Henry M.*; the *Comet*; the *Priscilla*, of which E. W. Vaughan, now manager of the Greenville Branch of the Guilford Trust Co., was captain; the *Fairy*; the *Solano*; the yacht *Idler*; the *Julia*, one of the later boats, named for the present Mrs. Phil Sheridan; the *Twilight*; the *Rebecca* and the Steam Scow, then captained by F. D. Bigney.

In the years succeeding 1876, as we have said, sportsmen began to arrive at the place, especially during the fishing season. We find people from places as distant as San Antonio, Texas; Kansas City, Mo.; Denver, Colorado; Omaha, Neb.; Redlands and San Francisco, California; Portland, Oregon and even London and Paris.

Mr. Bradeen recalls that Henry Van Dyke was there at one time.

The advent of the sportsmen brought with it the names of many Moosehead guides. Among them we find: John Hall, Charles W. Hamilton, John Mansell, B. J. Woodard, Alex Mansell, Charles and Tim Meserve, Ichabod and Baxter Smith, John Hildreth, Oscar Mitchell, George Cripps, Miles Colbath, Orin Templeton, Arthur Folsom, Cyrus Mansell, John Johnson, David Brown, the game warden who came to an untimely end in the North Branch country several years ago, Frank and Irving Hamilton, Mel O'Brien, Dominic Richards, Simon Capino, Hiram Buckingham, Allen McDougall and Paul Brown.

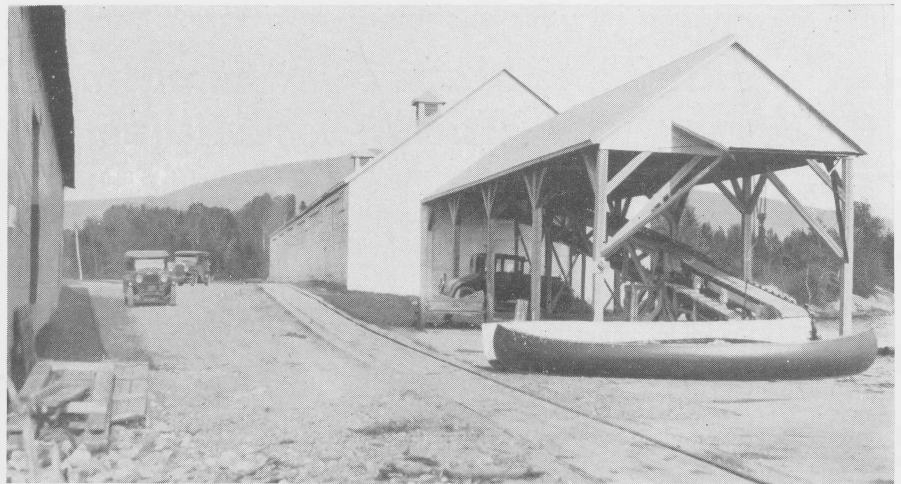
Rounding the century, we find that the place, being a convenient distance from Greenville, was much in demand as the terminus of social excursions of all sorts. On pleasant

Sundays in winter it was a convenient drive behind a pair of fast horses. We note many entries of people now prominent in the life of Greenville, who came here for Sunday dinner. In summer the lake presented its inviting aspect to those on pleasure bent. On April 2, 1892, we find an April Fool Party arriving, probably postponed on account of rain. On June 5 of the same year there was a Roast Pig Carnival and on July 4 of the following year a general holiday excursion, with a band.

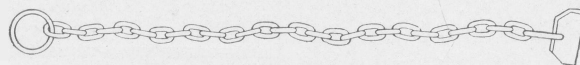
As for the successive managers of the farm since the company took it over, we find J. H. Williams, Eli Buck, Frank Kendall, H. I. Rollins, Andrew Caswell, Howard Lovejoy, Wilbur Gary, who was there for

five years, and the present holder of the position, Simon Walls. Among the clerks were a Mr. Martin, Lester Verrill, A. G. Faulkner, J. H. Williams, F. A. Murphy, who spent a three year period here, C. A. Ramsdell, A. H. Greene, J. L. Clark, A. E. Harmon and F. A. Murphy, who has returned to the scene of his earlier labors.

Despite its age, the Lily Bay House is still a comfortable old place to stay. Its table has an excellent reputation. It has seen the changes of half a century, from the days of the old woods crews to the influx of modern auto tourists along the Gilbert Road. Its yawning fireplace still invites the weary traveler to stop and rest and dream of other days.



The Great Northern Paper Company's Storehouses on the Lily Bay Wharf



Small Craft

By Mrs. C. E. Cochrane

From Greenville to Seboomook
On a pleasant summer day
While the winds are all in hiding
Watching baby waves at play,
And the mountains broadly smiling
A gay welcome all the way.

From Greenville to Seboomook
In a blanketing white fog,
When the world ends at your elbow
And you fear you missed a cog;
Much afraid that in a minute
You will hit another log.

From Greenville to Seboomook
To a howling rowdy tune
When a gusty gale is shouting out
A hardy Norseman rune,
And you feel that journey's end is
coming
Not a blink too soon.

GNPCO

Liberty must be limited in order to be enjoyed—BURKE



REPAIR CREW AT THE MILLINOCKET MILL—MAY, 1926

Fast Time Made in Dismantling Number 8 Paper Machine at Millinocket Mill

THE accompanying photograph shows the repair crew of the Millinocket Mill. This is the crew that made remarkably good time in dismantling Number 8 paper machine at that mill. A few lines concerning this job will not be amiss.

Number 8 machine was started up Nov. 10, 1900, the first of the company's machines to produce paper at this mill. The machine has been in continual service since, producing over three hundred thousand tons of newspaper.

On Sunday at 8:00 A. M. the machine was shut down and the work of dismantling begun. This work was carried out by two crews each crew working ten hours a day. The day crew was in charge of Mr. C. M. Thorndike. Mr. C. A. Stone had charge of the night crew. At the end of the first day the wet end including screens, Fourdrinier parts, and three presses was removed, also the calender stack, reel and winder.

The second day the removal of the thirty-six dryers was begun. By 7:00 P. M. Tuesday the last dryer and stand was down. The remainder of the third day was spent in removing shafting, bearing stands and staging. The actual dismantling of

Top Row: Reading from Left to Right: C. M. Thorndike, Ed. Perro, E. Mattel, A. Davis, F. Sutherland, L. Estes, A. Perry, R. Tourtillette, B. Greenfield, H. Ready, F. McMahon, C. Hathaway, R. Michaud, L. Folsom, F. Smart, M. Brimigton, M. Malloy, J. D'Orsay, G. Gagnon, N. Pavone, J. Ross, D. St. James, W. Beaulieu, W. Tibbets, D. Ireland, D. Morrison, W. Baker, C. A. Stone.

Second Row: L. Theriault, C. Albert, G. Bears, N. Albert, R. Tinkham, H. Morrison, E. Luke, S. Bradley, J. Hampton, H. Colpitt, W. Jones, D. Henry, W. Tilley, P. Crabtree, A. Farrell, H. Johnson, A. Footer, E. Coombs, W. Guy.

Third Row: J. Richards, B. Mott, G. Pickett, W. Thorndike, A. Carlstrom, L. Bragan, H. Beaulieu, R. Perro, H. McClellan, R. Goodwin, A. McEwen, D. Morrison, W. Graffert, W. Edmunds, R. Clowes.

Bottom Row: J. Goodwin, L. Leach, E. Perro, P. Sloat, W. Walsh, C. Strout, R. Wason, R. Dewitt, J. Bartlett, C. Folsom, W. Colby, G. McMahon, A. Boynton, C. Young, P. Tomlinson, C. West, G. Johnson, M. Bean.

the machine itself however had been completed in two and one-half days. For the readers who are not familiar with a paper machine the weights of some of the parts of this machine are given: presses five tons; dryers, four tons; calender rolls from three to twelve tons.

As this machine had been sold to be erected again as a paper machine, care had to be taken in dismantling so that none of the parts should become damaged. This adds all the more to the record time made.

The removal of the engine driving this machine was done by the Foundation Company in charge of

Charles Ecklund. This crew also cut away much of the concrete floor under the paper machine.

By Friday noon, May 7, the last of the machine had been loaded into the cars and securely blocked ready for its journey to its new owners. Twenty-seven cars were required to hold all of the various parts, a small train load in itself. Mr. James Luke was in charge of the loading of the machine into the cars.

The erection of the new Number 8 paper machine is proceeding rapidly. It is expected that paper will be made on it by the middle of June. This is two weeks earlier than was first expected due to the excellent work of the crew and the efficient organization behind it.

The Gospel of Labor

This is the gospel of labor—ring it, ye bells of the kirk—

The Lord of Love came down from above to live with the men who work.

This is the rose that he planted, here in the thorn-cursed soil—

Heaven is blest with perfect rest, but the blessing of earth is toil.

—Henry Van Dyke.

GNPCO

Liberty is a slow fruit—EMERSON

Pea Soup

ONLY the elect can make good pea soup, that noble preparation, the Sunday evening friend of the woodsman, the comfort of the riverdriver from time immemorial. Careful research indicates that it was first known in the early days of the Christian Era, and it has been handed down to us by way of Canada.

Pea soup has always stood high in favor with cooks at stopping places, where crews were liable to arrive without much warning. With a pot of soup always on hand, water could be added almost indefinitely, biscuits could be baked in no time, and, with the extras that a cook always had on hand, a crew could be fed in a short time; not a fancy meal, but a nutritious one, and satisfying to men just in from a long walk behind the tote-team or a long wet day on the drive. On drives particularly, from pot-auger days to the present time, pea soup has been a standby, perhaps because the dry peas were easily carried and did not take up much room, and the pot could be replenished as long as the brook held out. If the crew ran short of beans, the peas could even be baked.

In spite of all the staple jokes of the woods, pea soup is a delicious dish when rightly prepared. The peas are soaked with loving care and allowed to simmer on the back of the stove. On no account must they be brought to what is technically termed a "bile." Pepper and salt may be added to taste and an onion and a ham bone should be skillfully introduced from time to time. If ham bones are rare,

tiny cubes of salt pork will do. Thickening with flour or any artificial aid must not be as much as thought of. The expanding pea, gently simmering, must burst and disclose its mealy "innards." When the cook has finally tasted it and pronounced it good, then only is it put through a sieve and set back on the stove, its subsequent ladling out being left to the head cookee.

The fact remains, however, that many of the cooks do not take this ceremony seriously—for ceremony it certainly is. They do not strain it, but leave the shells floating idly on the surface. Or they add to it vegetables or seasoning that entirely destroys the peculiar flavor of the pea. This is an artistic error. We have space to cite the case of only one of these unfortunates and the sad fate that befell him.

There was a cook at Loon Stream once who was a paragon of all the culinary virtues. To begin with, he dressed the part, his spotless aprons and tasty negligee shirts

exciting general admiration, while his gaily canted chef's hat would have distinguished him in any gathering. His raised bread was a neverfailing delight, his beans were baked to a turn. His potatoes were peeled all the way around and as for his meats—you could tell at the first bite whether you were eating roast beef or smoked shoulder. He actually seemed glad to have the boys drop in for a lunch at odd hours, just before dinner or right after breakfast preferred, and if they didn't troop in of an evening to write letters or "step 'er out" to the accompaniment of his "come-to-me-go-from-me," better known as an accordion, his day was ruined. But he could not make pea soup.

One Sunday evening the cookees set upon the table steaming basins of what he termed pea soup. The very appearance of the dish was suspicious, but we were willing to give him a chance. The basins contained a thin, watery, fluid. The peas, small, hard and round like birdshot, floated on the surface. The boys tasted a few and they *tasted* like birdshot. There was an ominous silence. There was simply nothing that one could say. It was clear that the cook would have to go.

The next morning the crew lined up outside the dingle to bid him good-bye. There was hardly a dry eye in the little gathering as they shook hands for the last time. He had been a good cook and they would miss him. He had tried his best but on this issue he had failed.

The ex-cook bore the ordeal bravely enough and, with a parting wave of the hand, headed down the tote-road, talking softly to himself.

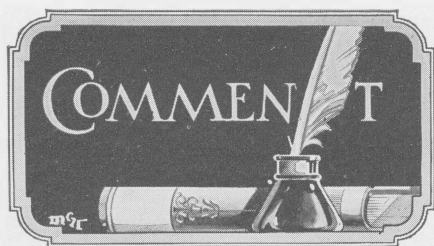


The Fireplace, Grant Farm

Sketch by William Dow

GNPCOM

Reason and virtue alone can bestow liberty—SHAFTESBURY



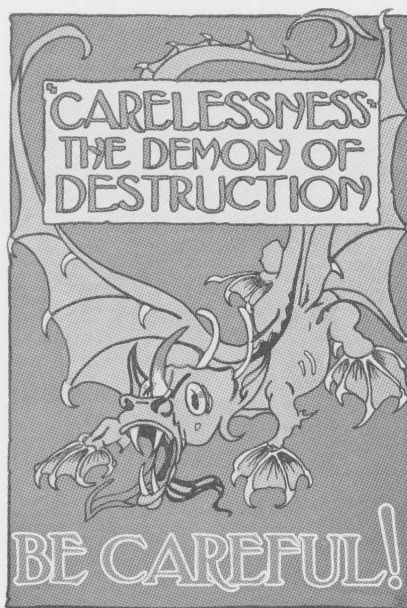
All communications for *The Northern* should be sent to the editor of *The Northern*, Greenville, Maine.

The Sesqui-Centennial Celebration

This year is the 150th anniversary of American independence. July 4, 1776, was the greatest day in the history of our country. It is symbolized by a cracked bell. Unfortunately the ringing of the bell stands out as the big event, and people imagine that then everything was over but the shouting which continues to this day. It was not a matter that was settled in a minute or a day. It was done, not with confidence, but with fear and trembling. Trouble started with the mother country over economic policy and developed into political issues. Rebellion was in the air but it was a terrible thing to contemplate and opinions differed as to what should be done. The Continental Congress had disavowed its allegiance to the British Parliament on the 6th of December of 1775. North Carolina instructed its delegates on April 12, 1776, to join with others in a separation movement. The first colony to instruct its delegates to take the actual initiative was Virginia, in accordance with whose instructions, voted on May 15, Richard Henry Lee, on the 7th of June, moved a resolution "that these United Colonies are, and of a right ought to be, free and independent states;" John Adams of Massachusetts seconded the motion. The conservatives pleaded that the public was not ready for such a bold stand. The radicals agreed to a delay but demanded that a committee be appointed to prepare a proper declaration. A committee

of five was appointed for this purpose, Thomas Jefferson, John Adams, Benjamin Franklin, Roger Sherman and Robert R. Livingston. The committee entrusted the writing of the document to Jefferson. Trying days passed. On July 2, the matter came to a vote. Ten colonies voted unanimously for the resolution that had been presented on June 7; New York did not vote; Pennsylvania and Delaware cast divided ballots. Jefferson's Declaration of Independence was accepted on July 4. It was followed by War that tested the endurance of men's souls. They declared their independence and fought for it. A century and a half later we honor what they did. Time has proved the wisdom of their courageous action.

We have had one hundred and fifty years of political independence. Sometimes it would appear that our independence has grown constantly during that time. So independent are we that some of the peoples of Europe feel that we are arrogant. Our independence has kept us from the League of Nations. Another hundred and fifty years will tell whether or not this is a mistake. We have committed ourselves on the issue. Now we must use wisely our independence.



American Mutual Liability Ins. Co.

GNPCO

Eternal vigilance is the price of liberty—CURRAN

Title Registered

In order to protect our title it has been registered with the United States Patent Office. In the Official Gazette of May 11, 1926, appeared the following:

Ser. No. 228,753. (CLASS 38. PRINTS AND PUBLICATIONS.) GREAT NORTHERN PAPER COMPANY, Millinocket, Maine. Filed Mar. 17, 1926.

The Northern

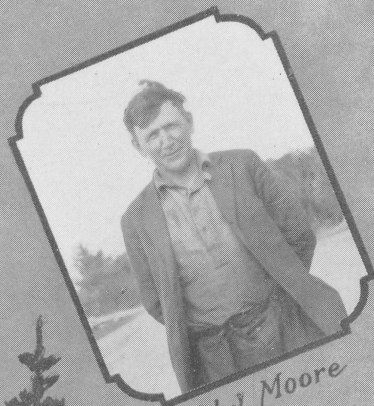
"The Northern."

Particular description of goods.—Magazine Published Intermittently.

Claims use Since April, 1921.

What Our People Like to Read

It is difficult to know exactly what list of magazines should be going to a place where many people of different tastes and dispositions use one reading rack. This year the people regularly stationed at permanent points were asked to fill out a questionnaire on the subject. They stated their two favorite newspapers and gave a list of the magazines that they like to read, arranged in the order of their preference. These lists were used in making up the subscriptions for periodicals for each permanent point. It is of interest to study the tabulated results. Requests were made for thirty-three different publications. Following are the first fourteen arranged in the order of their popularity: Saturday Evening Post, The American Magazine, The National Geographic, Short Stories, Literary Digest, Cosmopolitan, Judge, Good Housekeeping, Red Book, World's Work, Popular Mechanics, Woman's Home Companion, Western Stories, Ladies' Home Journal. Scattering requests came for Adventure, Pictorial Review, Delineator and Youth's Companion. Farm Superintendents asked for The Rural New Yorker. Better Homes and Gardens and also College Humor had two readers. Only one request was made for each of the following: Munsey's, Sea Stories, Poultry Success, Asia, Survey, Harper's, System, Scientific American, Field and Stream, Catholic World, Country Gentleman and the Independent.



Bobby Moore



The roads are open



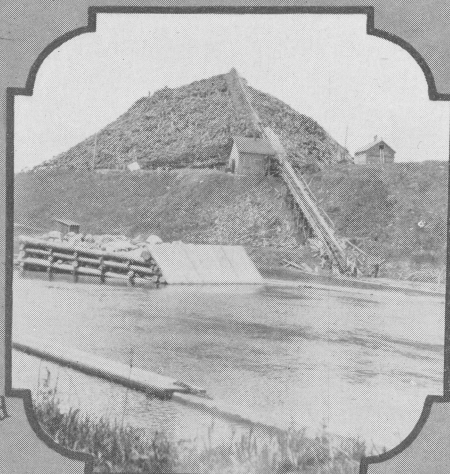
Edward Lacroix



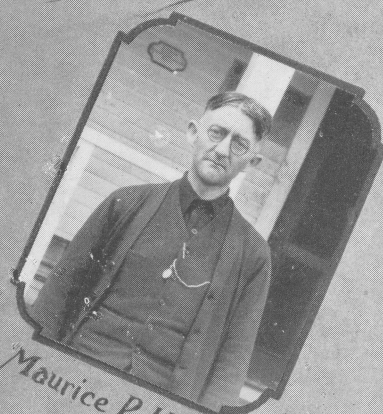
Dave Austin and team



Mr. & Mrs. J. Leo Desmond



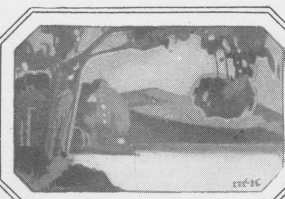
The new pile at Grindstone



Maurice P. Hill

GNPCOV

Liberty is not the right of one, but of all—HERBERT SPENCER



Northern News



Seboomook

W. E. Wheeler, Correspondent

The launching of the Pittston Scow 1 was successfully accomplished at Carry Pond a few days ago under the direction of W. J. Coltart. The giant craft which is used in the ferry service across Carry Pond, had lain on the ways for two years and it was no easy task to move it.

A cream colored Stutz touring car has been added to the "fleet" of the Kineo Pittston Toting.

F. A. Murphy has recently been transferred from Seboomook to Lily Bay and Austin Harmon has come from Lily Bay to fill his place. While we are glad to welcome Austin over here on the "Jersey shore," we are, nevertheless, sorry to lose Adrian from this side of the lake. Here's wishing you the best of luck over there in "Siberia," Adrian, and we all hope to receive a visit from you occasionally.

F. X. (Bud) Mooney has a crew of sixty men gravelling the road from Burbank to Northeast Carry. Half of the crew is camping at Burbank and the rest are at the Penobscot Farm.

The name of Harold Whitehead which is familiar to Northern folks, is appearing on the register. He is doing the storehouse work.

Fire Patrol

Don Breen, Correspondent

Don Dressel arrived the middle of June and will act as Patrolman on the Seboomook Lake and St. John Railroad. Mr. Dressel has been fire warden for two summers on Russell Mountain and is spending his winters at the University of Maine.

Albert Heckman, who last year patrolled the beat from Pittston to Northeast Carry, the first walking

patrolman employed by the company, will patrol this year from Pittston to the Boundary. He has just completed his first year at the University of Maine.

George Murray has given up his work as patrolman along the Chesuncook-Chamberlain R. R., and his place has been taken by Wilfrid Savoy.

Chesuncook and Chamberlain Lake Railroad

Henry Millikin, Correspondent

The Chesuncook and Chamberlain Lake Railroad is progressing rapidly under the management of R. A. MacGregor.

Three camps are in use. Peter MacDonald is foreman at Camp 1. John Mullaney is the cook. William Silverthorne and Herbert Knowles are his assistants. Hans Peterson is the worthy smith.

Camp 2 is in charge of Bob Harris. Ellis Stevens is the time-keeper and Frank Bailey is doing the cooking.

Jim McDonald is in charge at Camp 3. John ("Connie") Burke is the cook and specializes in French fried potatoes.

Earle Vickery and James Mackie are doing the engineering work.

Cyril Buckley, of Boston College, who has been on the Grant Farm Road patrol for the past two years, has worn out three pairs of shoes on the railroad as fire patrolman.

Mr. MacGregor has started a menagerie with a small cub bear that was caught in the dingle of the camp and is chained to a small tree. He is now looking for Peter Rabbit.

Umbazookskus drive started May 13 under the supervision of C. H. Glaster.

William Murphy took charge of the rear and had a wangan at Longley

Pond. "Connie" Burke was the cook and William Johnson, the cookee. The rear was out the first of June.

Tom McLean is foreman of the booming out camp. Dan Sexton is cook and Jack Haskett, cookee. George ("Bowser") Martin, Albert McKinnon, Sam Carr and James ("Corncob") Doyle are among the crew.

Joe Boutin is in charge of the sluicing and Joe Henderson is on the motorboat.

Fifteen days of head wind was the greatest obstacle during the drive.

Danny Sexton has a portable Victrola that he keeps going whenever he has a cake to make.

Mud Brook Operation

P. B. Pinette, Correspondent

Einar Larson reports snow in one of last winter's two-sled roads the 29th of May.

Paul Turner has stored away his snow shoes for the summer. The weather man threatened for a time to force Paul to tote them a while longer. Paul is gradually being warmed up for the coming match of "horse shoes" with R. V. Canders to decide the question of superiority. Both are very good and a battle between the two would mean one of the greatest contests ever witnessed in the history of Mud Brook.

George Estes is installing the fire fighting apparatus to be kept here during the dry season. George is acting as chief of our Fire Dept.

Jack McDonald has returned from a couple of weeks vacation down river. His time is well occupied writing a book called the Art of Playing Checkers. Jimmie, our cook, hopes that Jack's masterpiece will be ready in the near future.

Maurice Aucoin has replaced

GNPCOV

Let our fathers and grandfathers be valued for their goodness, ourselves for our own—BENJAMIN FRANKLIN

Gilfoy in the cook room at the Depot Camp and George R. Boyce has taken possession at Camp 2, relieving Carl McDonald. Carl recently chased a bear out of his cook room dingle, trying to get away with a ham. Carl started after him but the bear was too speedy for him to overtake.

Amasa Thompson is back again after a short vacation in Bangor.

Familiar faces around the outfit are: Walter O'Donnell, John and Ronald Cameron, Duell McCann, James Chessey, Ted Finnemore, John Chisholm, Louis Smith and Joe Cote.

Frank McKendrick was with us a short while during the current month. At last report Frank was headed for Aroostook.

R. V. Canders paid us a visit recently coming in via Millinocket Lake, accompanied by A. T. Flower.

Recent callers include: Rev. Frederick MacNeil, L. G. White, Ben King, A. V. McNeill and John Hatch.

Ashland

Charles Ramsdell, Correspondent

There is not yet much doing on the Machias Operation, of which T. S. Ranney is superintendent, but it will be a different matter when they start cutting pulpwood. 10 Mile Camp has been opened so that the toters and men are going in to work on Rocky Brook Improvements and Rocky Brook Flowage can have a chance to put up over night. The cookroom is in charge of Charles McGowan.

The cribwork on the dam being built by the Rocky Brook Improvements crew is almost completed; it will be the highest wooden dam in the State of Maine. The work on the dam is in charge of J. P. McLean. Frank Carty is timekeeper here and Ronald McDonald is in the cookroom.

N. A. Ranney is foreman on the Rocky Brook Flowage job. The Flowage is nearly all cut, but there are a good many piles of wood yet to be burned. Charles Ramsdell is timekeeper of this job; Abe Picard is cook.

Tom Ranney got a bear the other night which measured eight feet from tip to tip, and a few nights later Fred Street, clerk of these three operations, got one that measured seven feet and ten inches. Bears are very plentiful here.

40-Mile

A. H. Greene, Correspondent

There has been a crew rebuilding the bridge at Dole Pond.

The North Branch Drive has passed through the dam.

The crew here numbers about thirty and there have been some sportsmen.

Miss Ethel Devoe, a sister of Mrs. Lane, has arrived to spend the summer.

Gus Greene is dividing his time between 30 Mile and 40 Mile and has purchased an Indian Chief motorcycle, with sidecar, to help him get over the roads.

A crew under Carl Hagstrom is graveling the road from 40 Mile to Pittston. They are staying at the 30 Mile Camp. There are forty men there and twelve others have been loaned to the Caucomgomoc Road.

Grant Farm

J. E. Ramsay, Correspondent

The Grant Farm has an air of prosperity. Seven acres of potatoes have been planted; Joe Herrent has his garden nearly completed and it looks fine considering the late season; Pat O'Connell is busy at his flower gardens, and is acting as relief engineer for the light plant; Mr. Gary is doing fine work in graveling the sidewalks and evening up the lawns.

Maynard Emery, formerly operator at the Pittston Farm, has taken the switch board here and Mrs. Cripps has returned to Greenville.

The telephone crew has moved to the camp at Duck Pond.

Mr. Charles Atherton of Portland is a visitor at the Grant Farm.

Blaine French was a recent visitor. He passed through on his way to East Middlesex Operation.

Norcross

A. J. Bertrand, Correspondent

Driving on Section 3 between Ambejeus Lake and North Twin Dam is now in full swing with the following men and boats doing the towing:

Steamer F. W. Ayer:

Sam Boudreau	Captain
Phil Goodin	Mate
Mitchell Cyr	Cook
Eugene Phillips	1st Engineer
S. E. Hanford	2nd Engineer
Tom Mullens	Deckhand
Albert Leblanc	" "
Frank Doucette	Fireman
Eddie O'Conner	" "

Oil Burner W. B. 1:

Robert Sawyer	Captain
Walter Dickey	Mate
Pat Hogan	Cook
Frank Huntley	1st Engineer
Alec Levesque	2nd Engineer
Jack McGrath	Deckhand
Ronald Murphy	" "

Motor Boat 25, North Twin Dam:

Thomas Leet	Foreman
Ulric Cyr	Engineer
Paul Boyington	Helper

Al Cameron and crew who were picking wood in the elbow above North Twin Dam have finished their work and have closed the boom house.

George Ray, James Thompson and Willie White are making repairs on the big scow at the dam.

Millard Rankin, while moving freight, fell and suffered several minor injuries. However, they were not serious enough to keep him from playing his popular violin at the old fashioned dances at Millinocket.

Mrs. Wilmer Spencer is one of the lucky fisherman at the dam, having caught a four pound salmon.

Mrs. Bertrand and Lorraine are at Norcross to spend the summer.

Mr. and Mrs. Fowler's two sons, John and George, have returned from school and will spend the summer at home.

The movie, "The Ship of Souls," was greatly appreciated by a large group of people at the hotel. It was shown on June 9.

Mrs. Ulric Cyr is spending a few days with Mr. Cyr in Norcross.

GNPCOR

He is the freeman whom the truth makes free—COOPER

Rice Farm

J. L. Goodwin, Correspondent

Some repairs are being made on the buildings in preparation for the painters.

Farming is under way and good progress is being made. Jesse Kimball is the teamster and Arthur Lariviere the general assistant.

A. I. Mann, Supt. of the Lower Drive, has a crew boarding at the farm. Ira Mann is the foreman. With him are Eugene Drake, Ambrose Bagley, Charles Munson and Paul Wheeler.

We are pleased to learn that Mrs. Ira Mann and her four sons are to spend their vacation camping near the Rice Farm.

Some of this month's visitors are A. G. Hempstead, Don Pearson, Mr. Burr, Supt. of East Millinocket Mill, E. E. Ricker, and J. L. Clark.

This year almost all of the horses are in service and the pasture at Sourdnhunk is not in use. Charles Oree, who has been watching horses at Sourdnhunk for years, will be missed by all of those who have been in the habit of calling on him through the summer. He and Fred Lacombe are in Millinocket.

East Millinocket Mill

L. R. Groves, Correspondent

Mr. J. H. Mack returned from a motor trip to Boston, accompanied by his son Harold who will remain with us for the summer vacation.

Miss Pauline Sheehan was pleasantly surprised a few evenings ago with a shower, the gifts of her many friends in town, in anticipation of her approaching marriage.

The little son of Joseph McTague has quite recovered from his unfortunate accident and all of his little friends are glad to see him about once more.

Mr. and Mrs. Harry Norman are enjoying a Chrysler Sedan and state that when faster time is made on the road Chrysler will make it. Now I ask you!

Mr. and Mrs. C. H. Burr recently made a trip to Gorham to witness the graduation at Gorham Normal of their daughter, Marguerite, to

whom congratulations are extended.

Mr. Frank Pearson, Jr. and Albert Haskell enjoyed a few days fishing at Baskahegan Stream and report that the flies and mosquitoes strived to surpass each other.

Mr. and Mrs. Otis Dow and party recently motored to Calais for the week-end and enjoyed a pleasant visit with friends and relatives in Washington County.

Mr. and Mrs. George Bouchard are receiving congratulations on the arrival of a handsome boy at their home.

The many friends of Fred Mears are glad to see him about again after his recent indisposition.

Benjamin P. Files, who has been confined to his home with an attack of influenza, has again taken up his duties at the mill office.

Greenville

D. M. Pearson, Correspondent

Mrs. Hempstead has returned from her visit to Philadelphia, where she spent a month with her people.

A little repair work has been done on the road from the village to the junction and a tank truck of Tarvia has arrived to be used on it.

Miss Juliet Gagnon and J. Leo Desmond were married at the Holy Family Church in Greenville by Rev. Fr. Henry Sloan on June 14. A very representative gathering filled the church and later a wedding breakfast was served at the home of the bride. Hugh Desmond acted as best man and Miss Hedwige Robitaille was the bridesmaid. The happy couple have the best wishes of the Northern family.

Mr. and Mrs. O. A. Harkness were guests at the hotel on their way through to Bangor.

Miss Marguerite Ryan has returned to Seboomook, after undergoing an operation for appendicitis at the Dean Hospital in Greenville.

Bill Clarkin took a crew of men down to Greenville and planted a cedar hedge one hundred and fifty feet long across the rear of Mr. Hempstead's lot.

Lily Bay

F. A. Murphy, Correspondent

On June 9, A. F. Harmon and W. E. Wheeler were transferred to Seboomook and F. A. Murphy and H. B. Hoyt took over the clerical work here.

L. G. White was with us a week while the transfer of clerks was being made.

On June 8, the Social Service Division presented the picture "The Ship of Souls" which everyone liked. The crew from the road carts came up for the evening's entertainment.

The fishing at the Bay is now at its best and some handsome catches are being taken.

Sam Peterson has purchased a used Hudson Super Six and, although there is no sunshade on it as yet, he expects to burn up a lot of Bill Clarkin's newly gravelled road.

J. J. Dunroe is installed as time-keeper at the roadcarts in the sand pit at Beaver Creek. Bill Clarkin has a crew staying there while working on the road.

Among recent visitors registered at the house are Mr. and Mrs. E. E. Rogers and Mr. and Mrs. George Wilson of Richmond, S. H. Eldridge and H. Albert Cummings of Waterville. They enjoyed their stay and were well supplied with togue and trout.

Pittston Farm

Maurice P. Hill, Correspondent

Mrs. H. F. Ordway returned to Pittston June 2 after a pleasant vacation spent among relatives and friends in Boston.

Mr. Chas. P. Hatch and party of seven of Portland called at Pittston on June 15 on their way to Mr. Hatch's camp on the South Branch.

Jack Haselton was a caller on Sunday June 13, coming from Little W Camp.

Vincent O'Leary is our telephone operator now, replacing Maynard Emery, who had held the position a year. We wish Maynard the best of luck across the lake!

GNPCOR

The best brand of independence is independence of handicapping habits—FORBES

Blair Farm

C. E. Page, Correspondent

Robert Gunn has completed his work here and has gone to work on the telephone job for Harry Bowe.

Mr. and Mrs. Fred Page of Kingfield visited the farm in June. Mr. Page is a brother of William and C. E. Page. Their sister, Mrs. Frank Thompson, accompanied by her sons Dr. Cecil Thompson and Julian Thompson, also arrived to spend the day.

Everett Page has returned from Farmington Normal School for the summer vacation.

Murtagh Hughes Contract

George F. Price, Correspondent

Mrs. Oscar Anderson arrived last month to assist her husband in the cookroom.

The outfit boasts of two equally proud fathers this month. Ora Black, the steam shovel engineer, was presented with a ten pound baby girl, on May 3; Carl Hughes' nine pound baby girl was born on May 30. Congratulations are extended.

Mr. F. A. Gilbert paid us a visit on June 4.

The crew enjoyed the movies shown at Grindstone Depot camp on the evening of June 8.

Mr. Hughes has four Avery gravel trailers on the operation, hauled by tractor, which marks an advancement in road building.

Four of the horses have been sold to the G. N. P. Co. during the month.

Grindstone

R. G. Lothrop, Correspondent

The East Branch Drive arrived in Grindstone on Tuesday, June 1, 1926. The rear of the Mahaney Drive followed a few days later.

The stacking is progressing very rapidly. To date there have been about 15,000 cords stacked.

Carl Hughes is remodeling Building 495 to be used as a residence for his family this summer.

John Hatch of the Paymaster Department spent two weeks with us recently.

J. E. Taylor, our cook, spent a week-end in Bangor recently.

We are glad to see "Steve" McMullin's smiling face around the depot camp again.

Mrs. Joseph K. Lowe, a sister of Mrs. A. T. Flower, spent a week in Grindstone recently. On her return home to Spruce Head she was accompanied by Mrs. Flower who spent a week enjoying the sea breezes.

A. G. Hempstead and Don Pearson were welcome visitors with moving pictures during the month.

Herbert S. Robbins, who recently graduated from Patten Academy, is installed as timekeeper at Dolby Pond.

Among the oldtimers arriving in Grindstone recently were William Ryan, Mike Mahoney and Charles August.

A. T. Flower has joined the Fire Patrol. His route extends from the Grindstone gate to the Mud Brook Depot Camp.

Mr. F. A. Gilbert paid us a brief visit on June 4.

West Branch Drive

S. W. Morin, Correspondent

Our foreman, George Bisson, has just returned to the Dam after a visit to his home at Port Daniel, P. Q. His brother Dan and he had been called there on account of their father's illness.

Miss Hedwige Robitaille and Donat Dube were the guests of Mr. and Mrs. George Maguire recently.

School has closed for the summer and Miss McEachern has returned to her home.

We have an additional crew of carpenters and painters on the job now. They are making general structural repairs and are repainting buildings, including the gatehouse on the Dam.

Archie McLeod, Fire Patrolman, is a daily caller.

The towing on Chesuncook Lake is being done by four boats this year, namely: the A. B. Smith, the C. O.

No. 3, and Motor Boats No. 7 and No. 10.

Charles Bouchard, Frank Mitchell and Raymond Caldwell are picking up pulp below Duck Pond and are driving it down Ripogenus Stream.

W. M. Creegan and Herbert and Louis Noel of Lincoln visited the Gorge the last Sunday in May.

Charles Holden is paymaster for the drive here in addition to his other territories.

Mrs. Maguire has been confined to her cottage with a severe cold these last few days.

There was still quite a snow bank at one end of Ripogenus Dam on the 18th of June.

Supt. Maguire has been stopping at the head of Chesuncook Lake occasionally while supervising the booming out at that point.

Division of Forest Engineering

Malcolm A. Pratt, Correspondent

Lloyd Houghton and Louis Cook are making a survey of roads in the Cooper Brook region.

Phil Murdock, Frank McKendrick and Blaine French are working at the headwaters of the Machias River in Aroostook County.

Earl Wing, one of the recent graduates of the U. of M. in the Forestry Course, has become connected with this department.

Ernest F. Jones was in Ohio recently, called there by the sickness of his brother.

Main River Drive

F. H. Schoppe, Correspondent

Mr. and Mrs. Roland Foster are living in the dam-tenders camp. Roland is watching the dam and Mrs. Foster is showing him up when it comes to catching trout.

Isaac Butler reports that pearl hunting is great sport and expects to go after some as soon as the drive is finished.

Joseph Mercure, better known as "Briscoe," is looking after the crew at Beaver Brook.



Is it worth the name of freedom to be at liberty to play the fool?—LOCKE

Seb. Lake and St. John R. R.*A. G. Faulkner, Correspondent*

Bears are plentiful and the trout are biting well. Really, things are getting interesting up this way, not at the terminal alone but all along the way, from Carry Pond Dock to the end of the iron, some eighteen miles back in the tall timber.

Mr. Mullen's staff has been considerably augmented by Charles Cote and James Lamb, both good railroaders. These men are ably assisted by the steam shovel, "Old Climax," who poked her nose outside the roundhouse on May 25. A few men from Boston, a few from Portland and some from Bangor have weeded the track until it resembles a trotting path; they have lined and lifted most of the low joints and ballasted with gravel stretches aggregating several miles.

L. G. White favored us with a very brief call on Sunday, May 16, arriving after dinner and leaving before supper.

Henry Dufore reported for duty as "Skipper" of motor boat No. 4, on Saturday morning, May 15.

The morning of May 20 found with us N. A. Smith, who remained until the morning of the 23rd. Mr. Smith insists that this is an ideal recreation spot for ardent physical culturists, providing they be as fortunate as he was in persuading the management of the railway to permit the use of their right-of-way and a hand car.

May 20 proved an eventful day as immediately after dinner James Sheehan and Joe Klimchuk arrived on the scene to assume their duties as members of the fire patrol organization. Mr. Sheehan established his residence at Camp 7, which is at the ten mile post on the right-of-way. Mr. Klimchuk has no permanent residence, but hikes up and down the track, eating and sleeping wherever meal-time and bed-time may overtake him.

No. 5 Camp was opened with fitting ceremonies on the morning of May 25, with James McGuire officiating as timekeeper. Jim says he always knew that he was fitted for

a big executive position and that at last, his ability has been recognized.

Bill Stewart and three men from the telephone maintenance were with us from May 24 to May 27, busily engaged in establishing lines of communication.

Harold Casey spent the evening with us on May 28 and again on June 4. Mr. Casey's visits are usually short but always welcome.

June 9 brought us Don Breen and Don Dressel. Mr. Breen stopped over night, inspecting conditions relative to fire prevention and protection. Mr. Dressel has assumed the duties of fire patrolman at this end of the line. He has his residence in one corner of the bunkhouse at Camp One.

All of our ledgers are full of funny little blue marks, silent witness to the fact that Mr. Daley of the Auditing Department was around on the 14th and 15th of June.

A. G. Faulkner recently opened his palatial estate, which was formerly the Joseph McInnis homestead, and last evening Mrs. Faulkner arrived with Miss Phyllis Faulkner and Andrew, Junior.

Rockwood*J. H. Murch, Correspondent*

With the summer comes vacation time and among the students who have returned are William Sargent from St. Mary's College, Van Buren, and Miss Kathleen Sargent from Farmington Normal.

After visiting Bangor with his mother and his brother Kenneth, William Sargent will go to Millinocket, where he will be employed on the road being built under the supervision of his father.

Although we are greatly pleased that Hugh Desmond, formerly clerk of Kineo Operations, has been promoted to be Superintendent of K. P. Toting, taking over the job left vacant by C. M. Brosnahan, we are sorry to lose Mr. Desmond from our midst. We have enjoyed working with him and wish him success in his new duties.

John M. Morrison has gone to Quebec where he will meet his mother.

This will be a very joyous occasion for them both as they have been separated for seven years.

Mrs. N. A. Murphy had the pleasure of entertaining her mother recently for a few days. On June 6, Mrs. Murphy with her mother, Mrs. Mary Parent, and her son, Louis, took an automobile trip into Canada. The party returned late that night, leaving Mrs. Parent at St. George where she will visit relatives. The principal object of the trip was the attendance of Louis at the Confirmation ceremonies held in Jackman by Bishop Murray.

Harry Severance has returned from Bangor and we are all glad to see him again in good health. Mr. Severance and his crew are repairing the roof of the storehouse and doing other miscellaneous work.

Mrs. Joseph McPhee and Mrs. Sterling Dymond spent a week-end at Rockwood during June with their husbands. We all enjoyed the company of Mrs. McPhee and Mrs. Dymond and hope they will visit Rockwood soon again.

Miss Beatrice Demers spent Memorial Day in Waterville.

E. L. O'Connell has arrived to clerk the Kennebec Drive. He will divide his time between Rockwood and Madison.

Mr. and Mrs. F. A. Murphy, with their two sons, have changed their residence from the Hill to Lily Bay, where Mr. Murphy is now clerk. Adrian and his family have been residents of the Hill for four years and will be greatly missed.

Duck Pond—Umbazooksus Telephone Construction*L. H. Lowe, Correspondent*

This operation, under the supervision of Gen. Supt. A. V. MacNeill, started on the 4th of June with a crew of forty-three men in charge of John W. Crawford, foreman. Thus far about three miles of right-of-way have been cleared. The route now being followed is the old Cuxabexis tote road.

In the camp crew are James Malone, cook; Dick McKenna and Leon Kilby, cookees; Edmund

GNPCO

Crossman, timekeeper; Oville Duval, filer and general handy man.

Bob McGowan and Bob Gunn are in the crew, both reinsmen.

Looking at this outfit from the side of Soubunge Mountain, one is reminded of The Greatest Show on Earth from the spread of canvas. There are a 7 breadth tent, an 8 breadth tent, two 10 breadth tents and one 14 breadth tent, besides the old camps of Cuxabexis No. 3 on Ripogenus Stream.

Irving O. Hemmingway of Harrington Lake is always a welcome caller.

The Pole Line under Supt. H. A. Bowe has Harry Ryan as foreman. This crew now numbers twenty men but ten more will be added soon. Among the linemen are Bill Stewart, Jack Flynn, Michael McDonald, Roderick Chisholm, Pat Tremblay and Robert ("Reddy") Gegan.

Stanley Morrill is driving the new Reo Speedwagon. "Stan" finds it somewhat lighter and quicker than Holt No. 10 which he drove all winter.

Peter McDuffy is in charge of the cookroom at this writing, with Frank Crawford as cookee. No further comment is necessary. The boys will certainly get good meals with Pete in charge.

Greenville Shop

J. B. Pratt, Correspondent

The big event of this issue at the shop is the marriage of Leo Desmond to Miss Juliette Gagnon which was solemnized at the Church of the Holy Family in this town on June 14. After a wedding trip to Boston and vicinity, Mr. and Mrs. Desmond will reside in one of the company houses on the hill. The Desmonds have the best wishes of their many friends.

Hugh Morrell's youngest boy has recently undergone an operation for appendicitis at the Charles A. Dean Hospital. He is gaining and expects to be home in a day or so.

Shipments to and from the shop have been heavy the last month, since the lake opened, which has kept the shipping and receiving end of the job very busy.

Ford dump trucks are still coming in, one being received this week, which makes a fleet of six new Ford trucks added to the equipment. With the exception of the last one received, they have all been shipped out and are on the job.

Howard McFadden has returned from his visit to Dr. L. Webster Fox of Philadelphia, accompanied by Mrs. McFadden. With the correction afforded by glasses, Howard has recovered nearly normal vision.

Chesuncook Dam

John Mortell, Correspondent

Charles Ingalls and Elmer Huntley have returned after spending a few days at their respective homes.

Charles Ingalls, Jr., and Frederick Ingalls motored to East Machias recently, returning with a good supply of alewives, some fresh and some not so fresh, which were very acceptable to the boys here.

The C. O. 32's runner-up was recently launched under the careful direction of Micah T. Whittier.

There has been considerable discussion of late in the barracks on the subject of farming. Apparently distance lends enchantment to the agrarian.

Our condolences are extended to James Hayes in the recent death of his mother at Millinocket. During his absence, Carl E. Kelley of the boat building crew handled the throttle of the A. B. Smith.

Ellis Stevens, of the Woods Clerical force, and James Mackie, of the Division of Forest Engineering, passed through here recently on their way to Chesuncook - Chamberlain R. R.

Some very large codfish have been landed recently at the bunk-house free-for-all, but very few of Maine's speckled beauties have landed in the fry pan.

If winter comes, that ride in Lester Gould's bus is off until 1927.

If you haven't seen the Bath or Hog Island shipyards, head your motors for 'Suncook Dam.

W. E. Boothman recently spent the week-end in Greenville with his family.

We now have a night watchman at the dam. Nelson Clough holds that position.

Work on the C. O. Boat 32 is progressing rapidly. The frames are about all in place.

George Ray, the caulker, has been called to Norcross and Seboomook to work on company boats.

W. J. Coltart has left for Seboomook to launch the scow "Pittston."

Mr. and Mrs. W. J. Hodgins and son "Buster" have arrived at the Dam for the summer. This is Mr. Hodgins' fourth year as Chief Fire Warden of this district.

Millinocket - Ambejeus Lake Road

E. E. Ricker, Correspondent

Patrick Purcell, assisted by Thomas Eagan, is in charge of Camp I.

Floyd Crocker of Portland, formerly with the Maine Central Railroad, is keeping time there. Guy Bubar is cooking and says, "Good Morning!" to sixty-five men. Archie Willette and John Kingston are the cookees. Mederic Michaud is running the steam shovel; it seems good to have him with us again. Harold Michaud is doing the firing and Joseph Duprey is acting as night watchman. Hollis Baker, is performing on the anvil and forge.

Others in the crew are Robert Richie, John Hearst, James Keating, Peter Morrison, Michael Long, George Bemis, William Siok and Tom Bernard.

James McLeary is the foreman assisted by Nick Mulligan; Frank Larker is in charge of the cookroom and is assisted by Thomas Conley and Gordon Ferris; Edward Clancy is doing the blacksmith work. Henry Hastings, John McDonald, Silas Russell, Robert Turner, Ward Cameron and others make up the crew.

Frank Sirois, who has been with us, has left for Kineo.

John L. Clark has left the Rice Farm and is now at Stone Dam.

NGNPCOR

The Lion and The Skunk

By David Barker

A D R E A M

I met a lion in my path,
('Twas on a dreary autumn night)
Who gave me the alternative
To either run or fight.

I dare not turn upon the track,
I dare not think to run away
For fear the lion at my back
Would seize me as his prey.

So, summoning a fearless air,
Though all my soul was full of
fright,
I said unto the forest king
I will not *run* but *fight*.

We fought, and as the fates decreed,
I conquered in the bloody fray,
For soon the lion at my feet
A lifeless carcass lay.

A little skunk was standing by
And noted what the lion spoke,
And when he saw the lion die
The lion's tracks he took.

He used the lion's very speech,
For, stretching to his utmost height,
He gave me the alternative
To either run or fight.

I saw he was prepared to fling
Fresh odors from his bushy tail,
And knew those odors very soon
My nostrils would assail.

So summoning a humble air,
Though all my soul was free from
fright,
I said unto the dirty skunk:
I'll *run* but will not *fight*.

M O R A L

As years begin to cool my blood,
I rather all would doubt my spunk
Than for a moment undertake
To fight a human skunk.

