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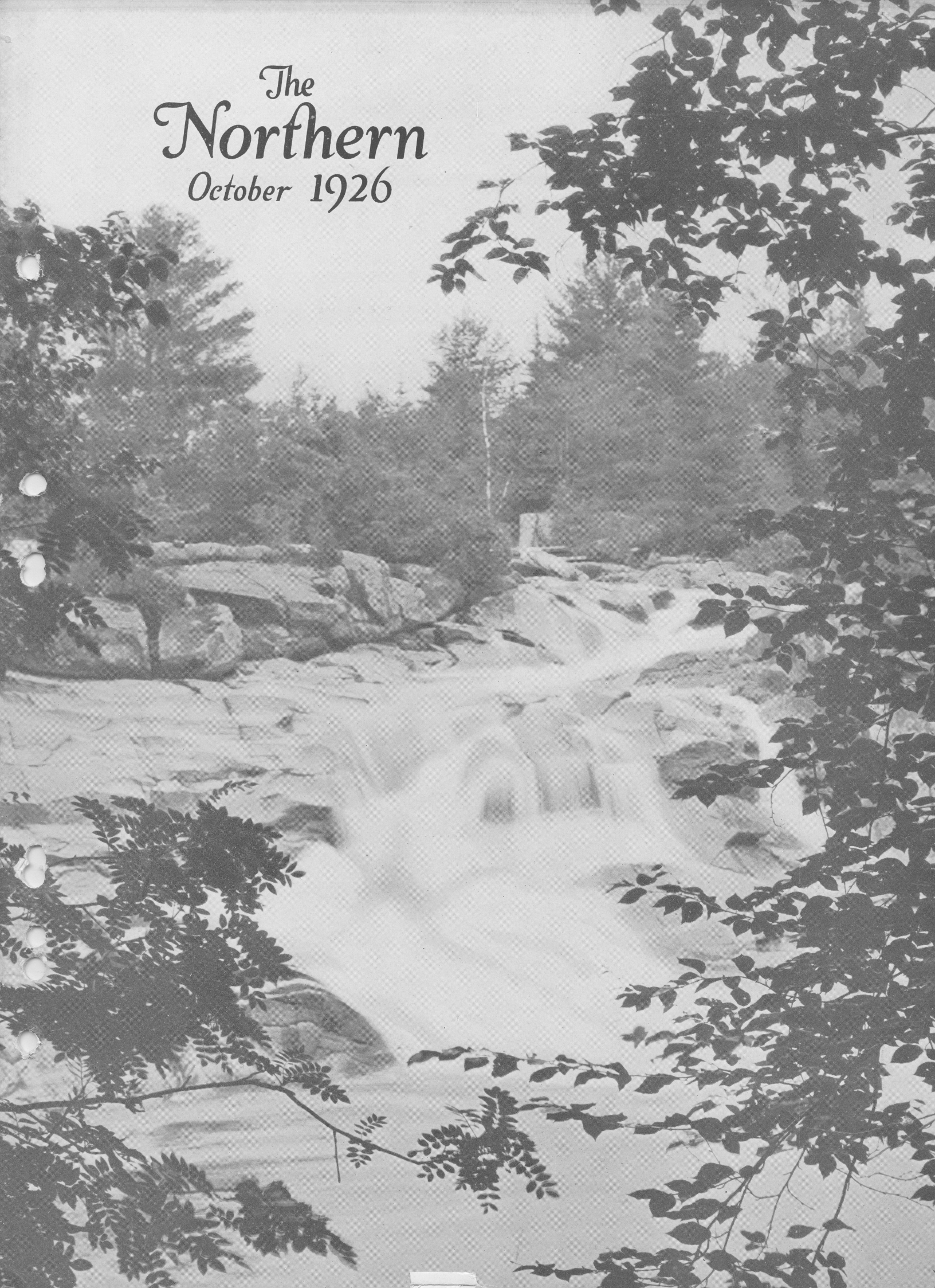
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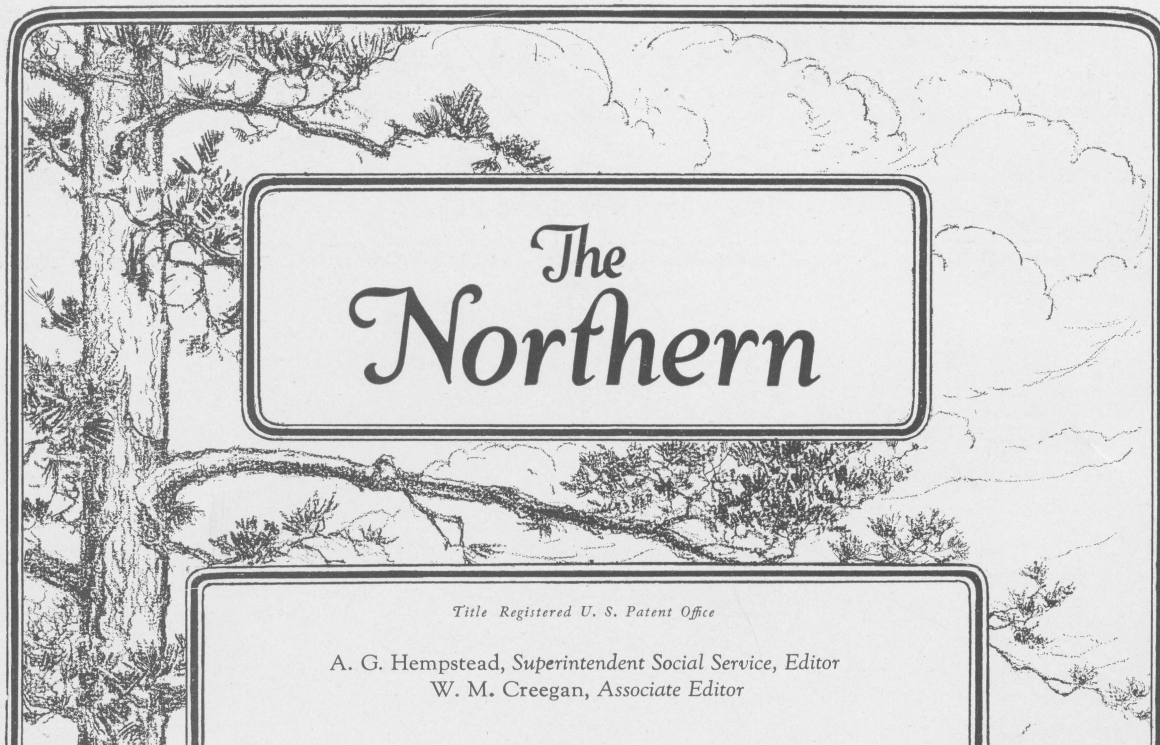


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The
Northern
October 1926





The Northern

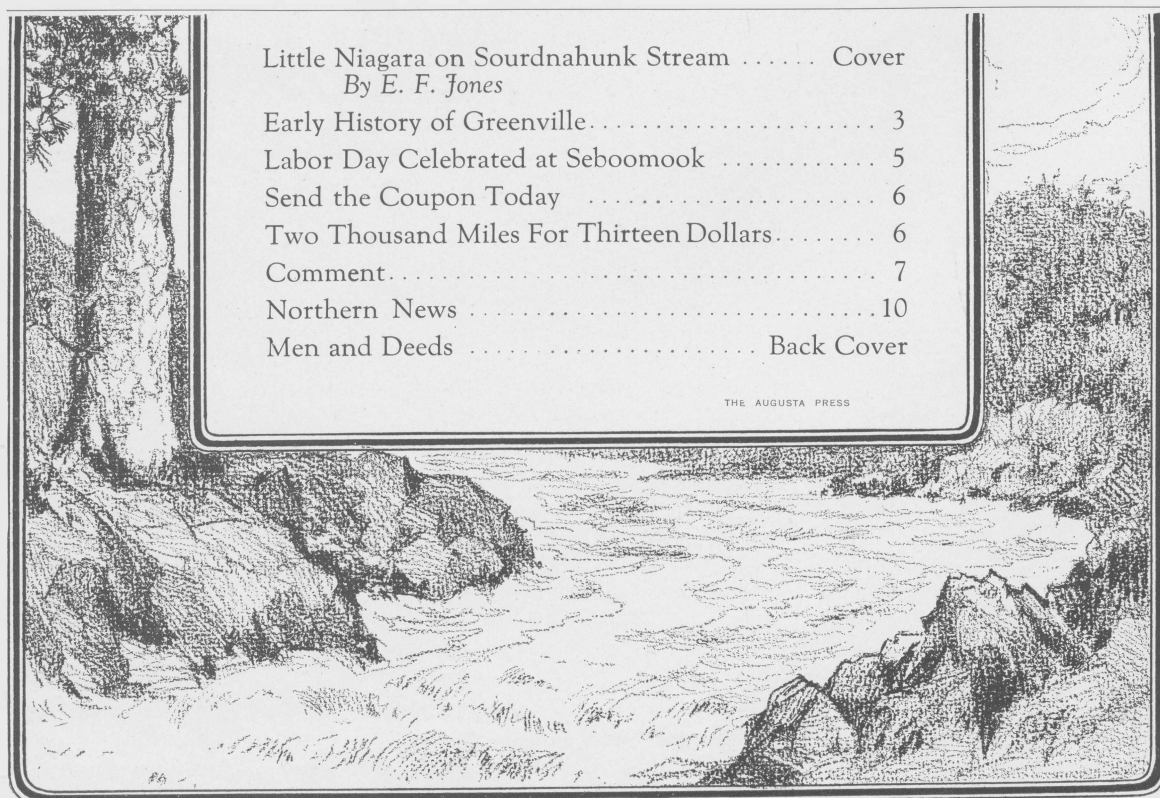
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A. G. Hempstead, *Superintendent Social Service, Editor*
W. M. Cregan, *Associate Editor*

Vol. VI.

OCTOBER, 1926

No. 7



Little Niagara on Sourdnhunk Stream Cover
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Men and Deeds Back Cover

THE AUGUSTA PRESS



The Northern

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



Early History of Greenville

*The History of Greenville from its Earliest Settlement to 1880 as recorded by
Rev. Amasa Loring in his History of Piscataquis County*

GREENVILLE Number Nine, Range Tenth, is situated at the southern extremity of Moosehead Lake, called usually Foot of the Lake, and in a business point of view is nearly identical with the lake itself. It has ever been the base of supplies for the lumbering operations on the lake and its tributaries, it is the starting point of explorers, fishing parties, hunters and tourists, and this, too, is the chief place of its steamboat navigation. The commencement of lumbering on the margin of the lake and of the settlement of Greenville was nearly coeval, and aided each other in opening roads.

This township was a public grant, the south half to Thornton Academy in Saco, previous to 1820, the north half, afterward, to Saco Free Bridge.

Nathaniel Haskell of Westbrook purchased the Academy Grant, and commenced its settlement. On this there was some good farming land.

Wilson Pond is included in it. Wilson Stream, its outlet, has some very beautiful cascades, and some very good mill privileges also. The northern part has been valued more for its timber than for agricultural pursuits. When this part was lotted out by H. K. Stanton, in April, 1830, it was found that the lake covered a few of its ranges on the west side. The State gave Saco Free Bridge Company 4,000 acres, to be selected

from any unappropriated wild land, to offset this deficiency. Strange to say, they selected that amount in the Elliotsville township. A. Greenwood Esq. lotted the south half into two hundred acre lots, in April, 1825.

First Settlement. In the summer of 1824, Nathaniel Haskell and Oliver Young cut down ten acres of trees, and John Smith, Mr. Haskell's son-in-law, six acres on an adjoining lot. The next summer, Mr. Haskell cleared his first opening, and felled seven acres more. He also cut out a part of the road leading from Nelson Savage's mill to the lake. By this time, Cowan, Littlefield and others began to lumber on the lake, and to have supplies hauled in by sledding over this road. In 1826, Haskell and Young raised the first crop in town, and put up a house, and the next summer, cut the first hay. In the spring of 1827, he moved Mrs. Waldron, a widowed daughter, and two children, the first family that settled in the township. A sister of Mrs. Waldron spent the summer with her, but left in the fall. For more than a year afterward, she did not see the face of another woman. She eventually married Oliver Young, and still resides in Greenville, now, 1880, eighty-four years of age. Mr. Young settled on a lot adjoining Mr. Haskell's, and Mr. John Smith sold out his possession, and gave up moving there.

Mr. Darling eventually settled on it, and died there recently. William Cummings was the next to move in a family, and Isaac Sawyer, Mr. Shaw, and Mr. Tufts were the next comers. A few years later, Samuel Cole came, in 1831 Edmund Scammon moved in, and John Gerrish soon after.

In 1829, Messrs. Varney, two brothers from Windham, built a saw-mill on the Wilson Stream, so that boards and sawed lumber became obtainable, and in 1830, Mr. Haskell also put in a small grist-mill.

Mr. Haskell had not made full payment to the Trustees of the Academy, and some questioned the safety of his titles. But he effected a compromise with the Trustees, by relinquishing the unsold land to them and this bar to the sale of land was removed. Mr. Phineas Pratt, for many years preceptor of Thornton Academy, and Samuel Cole then purchased this wild land, but it ran Pratt into bankruptcy. Mr. Haskell continued to reside in town until his death, except a short absence with one of his children. The State granted him six hundred acres of wild land, to reward him for breaking in to that remote township, in his old age, for which, he received \$600, and he would have accepted Sugar Island also, if the Legislature had been generous enough to bestow it upon him. He returned to Green-

GNPCO

Trouble knocked at the door, but, hearing a laugh within, hurried away

ville, only a short time before his death, and there expired, Nov. 29, 1843, aged eighty-four and was buried in the soil he so earnestly adopted.

In 1832, Samuel Cole and Isaac Whitcomb built a sawmill on Eagle Stream, a branch of Wilson Stream, and this passed to Oliver Young. At a later date, Samuel Cole put up a saw-mill on Bog Stream, near West Cove, which was eventually burnt. But now all these mills have been abandoned.

All the earlier settlements were on the East Ridge, from one to three miles distant from the lake. Up to 1832, only six or eight families had settled in town, though the lake business had steadily increased. In 1830, Mr. John Gerrish began to clear an opening on the South Ridge, and the next year moved his family there. A new road was then cut from the foot of the lake, by Mr. Gerrish's, to the settlement on the Whitney tract, from which one already extended to Monson. This opened a new line of travel to the lake. It was less hilly than the old route by Savage's mill, and the teaming turning this way. Mr. Gerrish soon had neighbors. New settlers came in. Mr. Hogan put a small steamboat for towing rafted logs upon the lake in 1836 and large sail boats also came into use. This boat made a pleasure excursion to Mt. Kineo, on the 4th of July, 1836. Rev. John Baker, J. Stockbridge, Esq., and many others from Monson and vicinity were in the joyful party. An impromptu celebration was resolved on, Rev. Mr. Baker giving an extempore oration, which Stockbridge and others supplemented with spicy toasts, speeches and out-bursting cheers. To the lake, the mountains, steamboating and Greenville settlement, this was a "red letter day," and the company separated at its close, feeling that it was indeed a great occasion.

Up to 1835, the site of Greenville village was covered with its primeval forest, except what had been

cleared for roads, camps and piling places. In the spring of that year, Henry Gower cleared a spot, and erected a two storied hotel, where the Lake House now stands.

The drift of land speculators, the following summer, gave it an extensive patronage. Mr. Gower felled a large opening that summer, and cleared up the site of the village. He opened the first store there, in 1836, which his brother Charles continued to occupy for several years.

In a few years a larger and more powerful steamboat was built, and

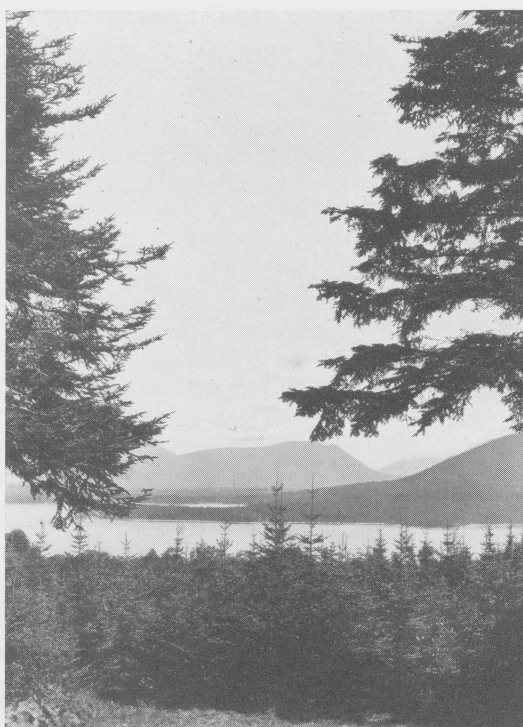


Photo by The Bailey Studio

WILSON POND

launched upon the lake, which the increasing lumbering all around the lake required.

In 1831, the township was organized as Haskell's Plantation. In 1836, Feb. 6, it was incorporated as the town of Greenville. In population and capital it has been steadily increasing ever since. The first birth in town was a son in the Tufts family, and the first death, Mr. Edmund Seammon's, Feb. 4, 1837.

In 1846, the increase of travel and business called for more hotels. That

year, Eveleth and Whitcomb built the Eveleth House. It has been once burnt and rebuilt upon the same spot. In 1847, these men opened another store in the place, and, in 1848, J. H. Eveleth left Monson, and joined his father here. This store was burnt, May 1869, but soon rebuilt, and has been continued to the present year, and now a third large general store has been added.

In 1858, another good step was taken. The people united in erecting a meeting-house. The next summer, it was finished in a neat, tasteful style, and dedicated Dec.

1, 1869, Rev. E. B. Webb, D.D. going from Augusta to preach the dedication sermon. On Jan. 1, 1874, largely through the efforts of Rev. Mr. Cameron, it was surmounted with a bell, whose pleasant peals, first rung out on that day, call the churchgoer, be he resident or stranger, to the worship of the Most High.

In 1848, five ranges of lots from the north side of Wilson were annexed to Greenville. There are now four school districts in town, one having a graded school at the village, with a neat two-storied school-house.

The public school fund now amounts to \$800, with a lot of wild land still to be sold. Within a few years, a steam-saw and grist-mill have been running at the foot of the lake, and I. R. Gerrish has a saw-mill on an inlet of Wilson Pond.

The prospect now is, that a railroad from Canada, passing by Megantic Lake, will be put through to West Cove, about two miles from the foot of Moosehead Lake, and thence to Blanchard, opening a new line to St. John. A telegraph line from Oldtown to Greenville and the Kineo House, along the line of the railroad, is under contract, and its construction is now in progress.

Greenville has several mechanics, but neither lawyer nor doctor has located there.

In 1870, the population of this town was 369; its valuation \$66,707.

GNPCO

A man's character is what is left after you have taken away everything else that he can lose

Labor Day Celebrated at Seboomook

THE celebration of Labor Day at Seboomook this year was attended by a larger number of employees than ever before. The rain, which set in about eight o'clock in the morning and continued throughout the day, prevented the carrying out of the original program but was unable to dampen the spirits of the crowd. Five hundred and sixty-two were served in the tent at dinner and thirty-two were served at the farmhouse. At supper, four hundred and fifty were served at the tent, while forty-five were served at the farm house. Two hundred seventy-five persons made the trip from Greenville, and forty-three from Kineo.

Every advance indication had pointed to a successful field day. All had helped. The spirit shown was excellent. Improvements had been made about the place by a crew under Harry Severance. A rest room for women had been added to the pavilion. Modern comfort stations had been established in the grove. Rocking-chairs and couches added to the attractiveness of the rest room.

A fine program of sports had been mapped out by A. B. Chaplin, who was again selected to preside over the megaphone. The boys around Seboomook reported for practice on the diamond every evening and challenges were issued and accepted for such events as the horseshoe match, the canoe race and the tug-of-war. Batteaux were loaned by Main River Drive and were pitched and placed in order by a crew under Henry Pelky. Charles Severance laid out the rifle range and took care of the canoes. Mrs. Colbath offered the use of her floating wharf. The storehouse clerks and the purchasing agent's force worked with a will to have all the supplies and equipment in readiness. The Social Service men established headquarters in what was formerly Mrs. Colbath's store. Mr.



Uncle Ed and George Farrar

Twombly and Miss Twombly gave their services freely. George Farrar had come down from 3rd St. John Pond to cook the meals and all of his preliminary preparations had been made. "Uncle Ed" Skillinger had put in the beans to bake for supper. Everything de-

pended on the weather, but no one could predict what the day would bring. Sunday, the day before, was perfect; Tuesday, the day following, as it turned out, would have filled the bill; but Monday, the 6th, as far as weather was concerned, was a thoroughly disappointing day. It would have discouraged a channel swimmer!

The Katahdin lay at her wharf in Greenville and took on her passengers. The sky was lowering, but still it had not begun to rain. There was not much optimism, but there was yet some hope. As the hour of eight approached, a shadow cast itself across the day, a very large shadow, for Fred Covell had decided he must remain in Greenville on business and was stepping off the boat. A general sinking of the heart accompanied a similar lightening of the vessel as he stepped ashore and simultaneously the rain began to fall. A field day without Mr. Covell to take tickets! It was a bad omen.

(Continued on Page 15)



A Corner of the Big Tent Ready for Dinner

Photo by The Bailey Studio

VENPCOV

There is a time for some things, and a time for all things; a time for great things, and a time for small things—CERVANTES

Send the Coupon Today

There was once a clerk staying at Lily Bay whom we will call Jones, since that was not his name. He was fixing up his books after Cuxabexis Drive. Looking over a magazine one day, Jones came across the advertisement of a nationally known piano house. It was a double page ad and showed in fascinating detail their product, a grand piano, being transported into the most out-of-the-way places all over the world. There was one being hauled on the back of an elephant, another was crossing an African desert on the back of a camel and there were many others equally intriguing. Jones could only play "I love coffee, I love tea!" but he felt that he must know more about the Fineway piano. He was sure the literature would prove instructive. He signed the coupon. A few days later he received a long distance call from Portland. Jones wondered to whose funeral he was being summoned. It was the Weinert Store. Jones' letter had been forwarded to them as the nearest representative of the Fineway piano. To what railroad station were they to ship the grand piano about which he had written, they inquired? Would he prefer genuine mahogany, rosewood or walnut? Poor Jones was overcome. He told them he had not finally decided to buy and that when he did, he would prefer to buy it in his home town, which was down around Connecticut somewhere. Shortly afterwards, Jones went home for a visit, but his vacation was made miserable by piano salesmen who camped on his doorstep and waylaid him on his going out and coming in.

It was at about the same time that Adrian Smith had a somewhat similar experience. Adrian also enjoyed looking over the magazines and signing on the fatal dotted line. He was just about to purchase his first car, a Ford, so of course he sent for literature about the Exasper Eight. What was his surprise not long afterward to have a brand new

Exasper Eight touring car driven up to the door from Bangor, ready for immediate delivery! The snappily dressed salesman suggested a demonstration and was only too certain that the price, \$8,000, would be satisfactory to both parties. Adrian had all he could do not to buy it, but contented himself with a demonstration ride from Lily Bay to Kokadjo and return.

Since then neither Smith nor Jones has looked with favor on the coupon craze, or at least they have not mailed them left and right with such abandon.

Two Thousand Miles For Thirteen Dollars

Fred L. Harlocker, who has been employed at Seboomook Storehouse this summer, has returned to the University of Michigan where he is studying law. This will be his last year at college and at its conclusion he will join his uncle who is a judge in Honolulu. Mr. Harlocker's experience in crossing the country during his vacation is decidedly out of the ordinary.

With no particular destination in mind and hampered by no time limitation, he left Ann Arbor, Michigan, on the morning of June 23. Driving east with a friend, he arrived in Johnstown, Pa., early the next morning. He took the Lincoln Highway and "thumbed" his way to Lancaster, Pa., where he spent a few days visiting a school friend. At Lancaster he forsook the highway temporarily and went by train to Philadelphia where he spent several days. At this time he made the trip to Atlantic City where he saw the Atlantic Ocean for the first time and took his first dip in its waters. The water, he found, was just as wet and just as salty as that of the Pacific.

From Philadelphia, Fred went by train to Washington, D. C., where he spent an interesting week. It was at this time that he made the

trip down the Potomac to visit Washington's estate at Mount Vernon.

He then continued his career as a student of sociology, making his way through Baltimore and Philadelphia by the aid of trucks, automobiles and Fords, until he reached New York City. The hottest weather of the summer greeted his arrival. His first night as a full-fledged hobo, by the way, had been spent on the outskirts of Philadelphia, where he slept under a tree. He spent several days in New York and planned to return to his home. At the last moment, however, he decided to make his trip a little longer and hit the road for Boston where he spent the usual day in decoding the downtown section. He then continued to Portland, thus realizing an old ambition to cover the ground between Portland, Oregon, his home locality, and the older city of the same name, in Maine.

His luck at getting lifts along the road held up after leaving Portland for Bangor, and at Bangor he secured employment with the Great Northern Paper Company. From the time of leaving Ann Arbor to his arrival at Seboomook, he had traveled nearly 2,000 miles, (1981, to be exact) at a total transportation cost of \$13.26. The route traveled took him through Michigan, Ohio, Pennsylvania, Maryland, Virginia, the District of Columbia, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire and Maine. As Fred returned to Michigan by way of Canada, the provinces of Quebec and Ontario should be added to that list.

Mr. Harlocker found his trip a valuable experience. People went out of their way to be nice to him. The experience of "thumbing" his way, as he calls it, traveling a few miles in one car, a few more in a truck, striking it lucky, perhaps, by getting a fifty or sixty mile lift in a Cadillac or a Packard sedan, and of thereby becoming a traveling companion to all types and classes of people, he considered an adventure never to be forgotten.

GNPCOM

No nation can rise above the level of the ideals of its citizens—BROOKS FLETCHER



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

The Possession of a Job

There is a pride of possession that brings self-respect and a sense of responsibility. Ownership has proved to be the cure for radical socialism of the old type. The anarchist finds the need for government to regulate rights and privileges and to protect property when he owns something. Ownership of property has a stabilizing influence. The slogan of, "Own your own home," is a good one for others than real-estate agents.

With the rise of big business, ownership is becoming more and more restricted to home ownership. Relatively few people own their own business, as compared with the number who work for other people. In this age, comparatively few workers own their own tools. This brings an attitude of indifference in many cases, for the worker who would take good care of his own tools is not always anxious to take the same care of tools that he does not own. Frequently he admits that he would do differently if he were in business for himself. He complains because he has only a job. To be sure, he knows that many of the men who did well in the concern where there was good management have failed when they struck out for themselves and have lost what they had accumulated. Nevertheless this does not make him realize that he is better off to hold a job.

The cause of this dissatisfaction with a man's job, whether it be big or little, may be labeled almost anything. The chances are good that jealousy of someone's else job or salary plays a part. Comparisons

are not apt to bring happiness to all concerned. Injured dignity is another cause of dissatisfaction. The man feels he is too big to do the work given to him to do or too big to take orders from the man who is his superior. If he really is too big for the job he has, then some bigger job will find him for the big jobs are looking for men big enough to fill them. The real need is for men to take pride in their work and to feel that they are responsible for a worth-while task. The cry in industry is for men who will be true to responsibility. It can be illustrated by the following incident.

A foreman was showing a party of directors through a manufacturing plant. Pointing out the work of one machine after another with unconscious pride, he said, "This is MY machine for doing this particular work. . . . This is MY system of doing that. . . . Here is MY supply of raw material. . . . This is MY finished product." The casual observer might have thought that the foreman was the sole owner of the plant. As the party left the establishment one man sarcastically asked the majority stockholder how he liked the foreman's factory. The reply came back quick and sharp. "I like it and him. A man takes good care of his own tools. That foreman's sense of responsibility is to be commended."

TREES

By Joyce Kilmer

*I think that I shall never see
A poem lovely as a tree.*

*A tree whose hungry mouth is prest
Against the earth's sweet flowing
breast;*

*A tree that looks at God all day
And lifts her leafy arms to pray;*

*A tree that may in Summer wear
A nest of robins in her hair.*

*Upon whose bosom snows have
lain;
Who intimately lives with rain.*

*Poems are made by fools like me,
But only God can make a tree.*

Good Manners of the Tree

By Elizabeth R. Timberlake

"One of the best favors of the spring," said the man, "is, that it admits us once more into the society of trees, and where shall we find a society in which we shall be spoken to with such tranquility, such wisdom, and withal, such gayety as here, and which does not wear us out, but renews us? It is rare to find perfect conduct in any living thing, but I have literally grown up with a certain maple tree, and I declare I do not believe its manners could be improved upon.

"It is just opposite the south window of my bedroom. In spring, it stands greening, and fairly quivering with delight, as if it and I were saplings instead of thirty-five years old. In summer, its lush foliage keeps just enough light from my room, still letting in the breeze, and at bed-time it whispers a lullaby. In the fall, its leaves are one of the glories of that glorious season, and a little later, we have a gay night, around a bonfire; and so, in the winter when I like more sunshine in my room, it lets me have it.

"The tree's quiet and gracious prospects are at once a joy and a philosophical discourse to me. I like to take its amenities and virtues to heart: that it makes the most of its circumstances; that its foot is in the soil and its branches never weary of reaching up; that it is never too old to grow, and that all it does is done so pleasantly."

A good thing to remember
And a better thing to do
Is to work with the construction
gang
Not the wreckin' crew.
—*The Locomotive Engineers Journal*

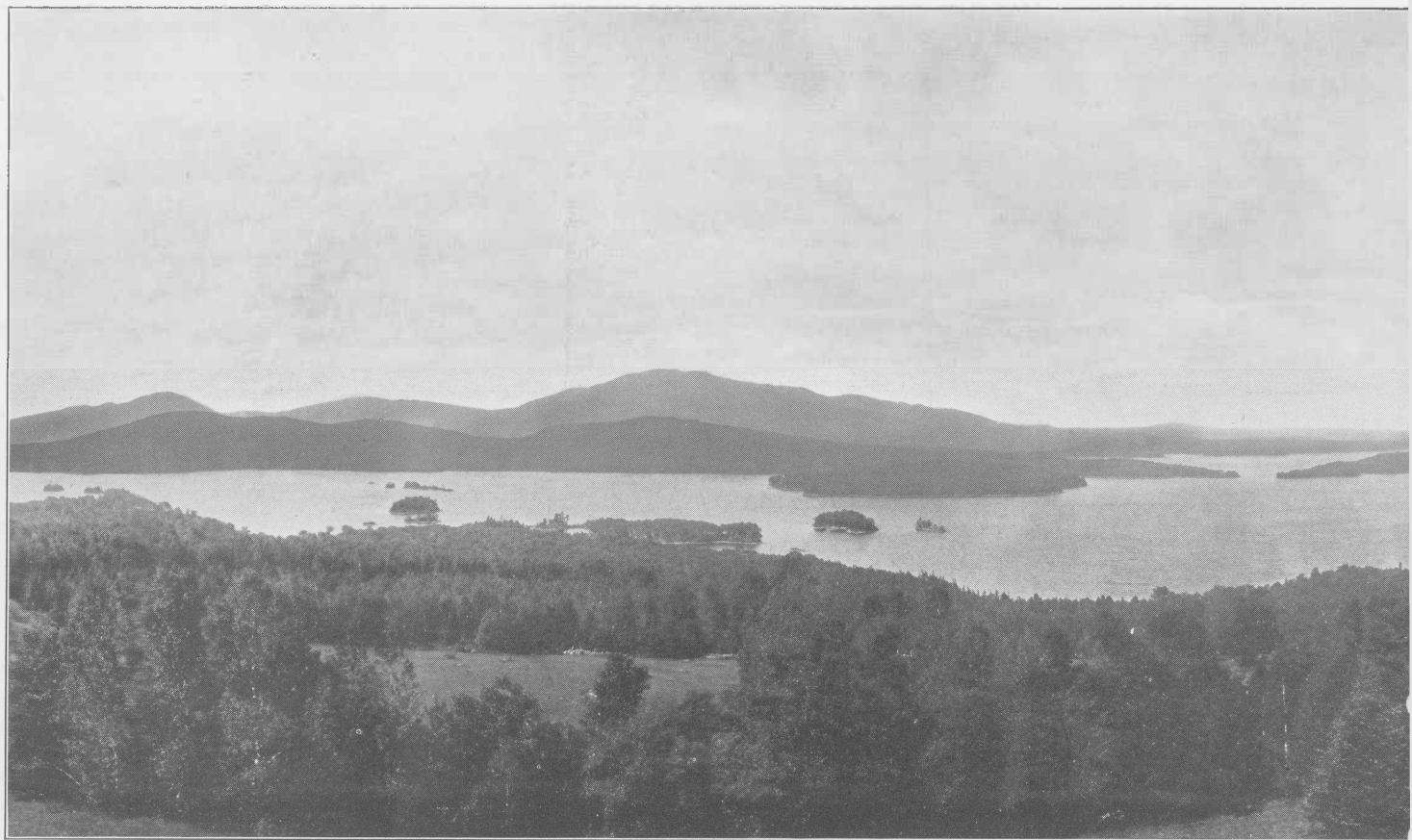
An Explosion

"Sambo, I don't understand how you can do all your work so quickly and so well," relates a Louisville dealer.

"I'll tell yuh how 'tis, boss. I sticks de match ob enthusiasm to de fuse ob energy—and jes' natchurally explodes."

GNPCOR

Hope took the hedge in a single leap; fear went a mile around and found bad going



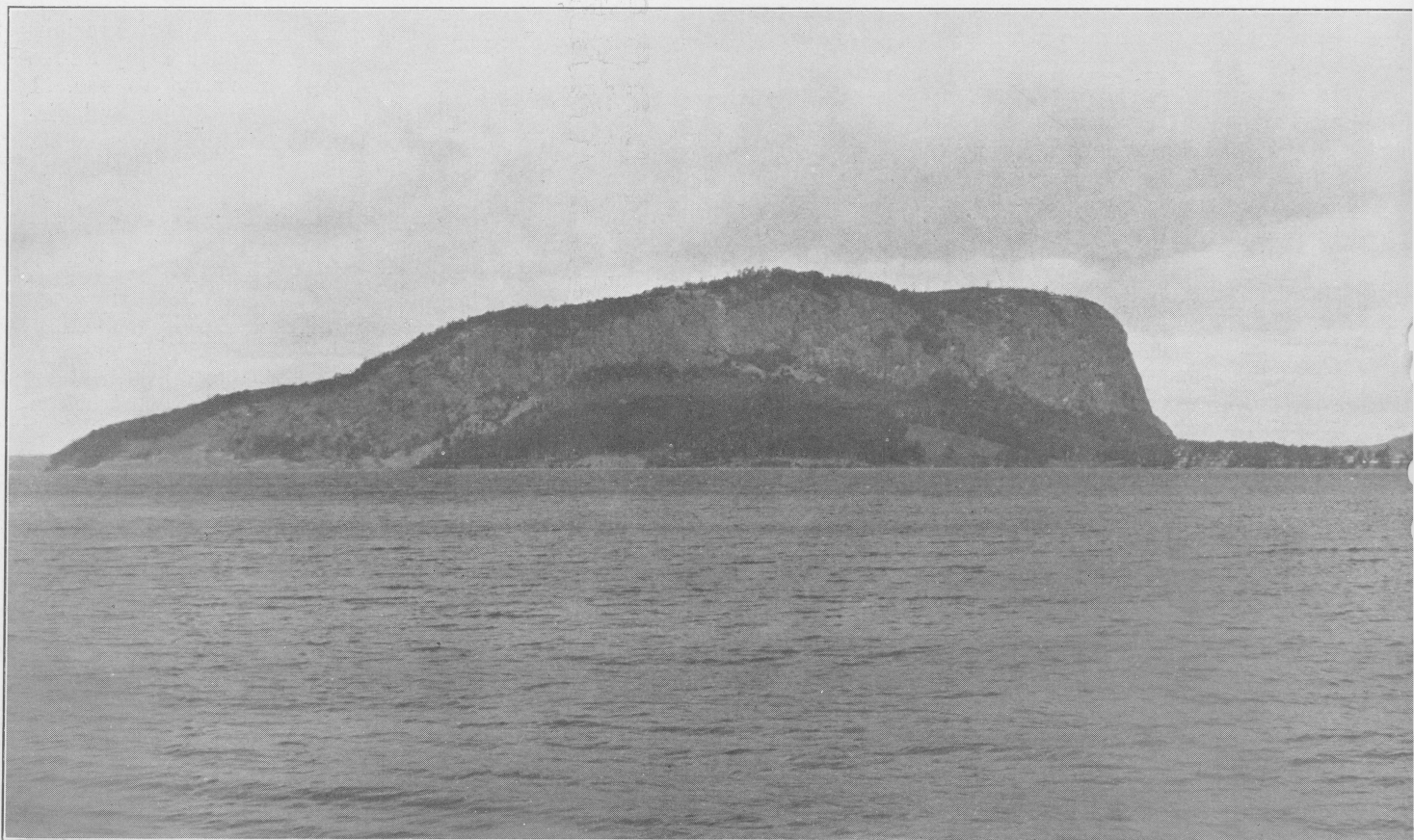
Little Squaw Mountain

Birch Island

Squaw Mountain

Harford's Point

Moosehead Lake



Mount Kineo

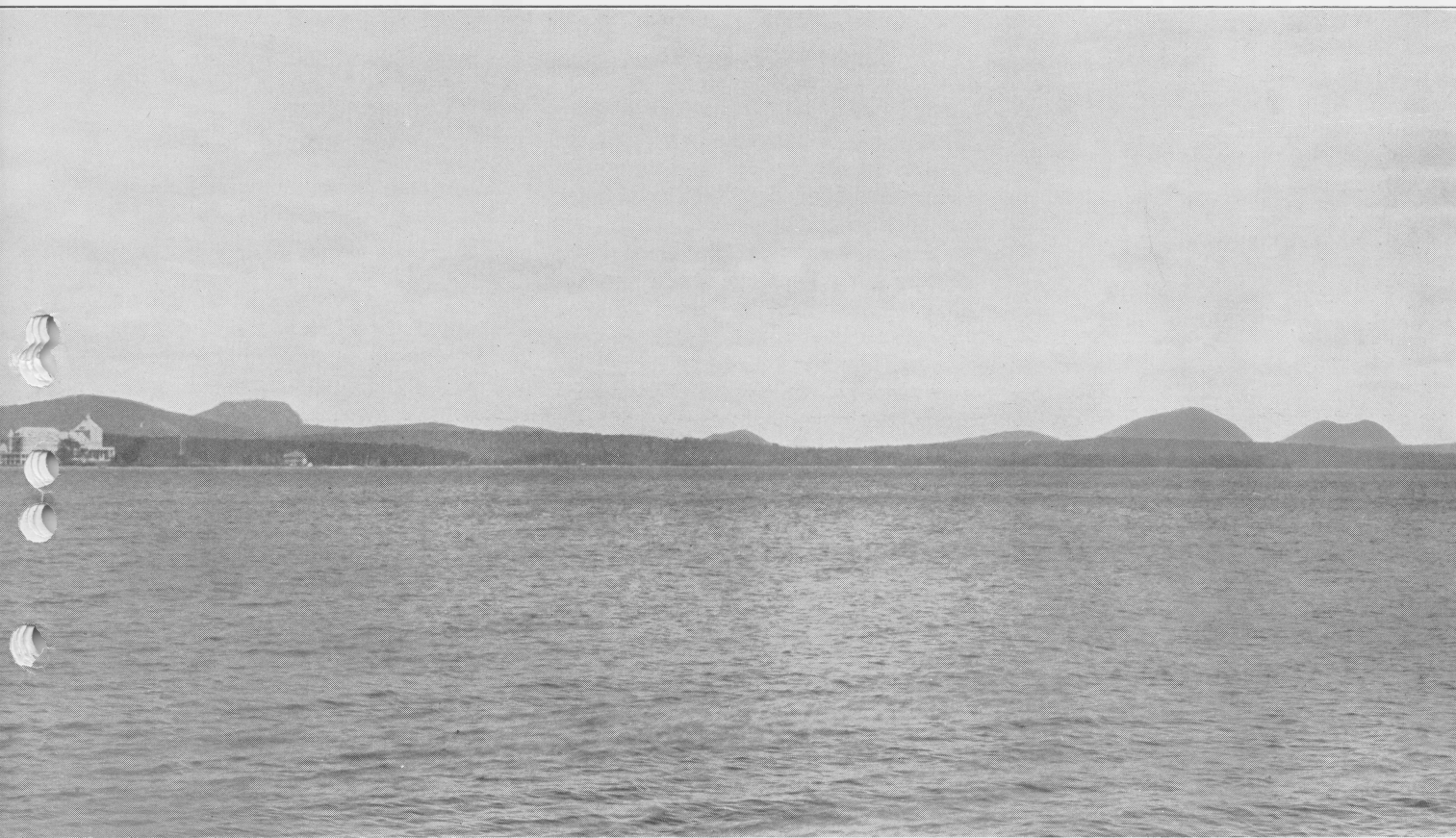
A View of Moosehead Lake



and
ed From Blair's Hill

Mount Kineo
Burnt Jacket

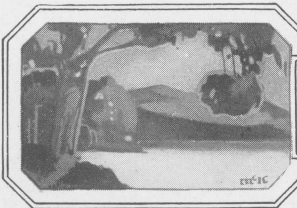
Little Spencer



Little Kineo
Lake from Rockwood

Mount Katahdin

Little Spencer Big Spencer



Northern News



Greenville Shop

J. B. Pratt, Correspondent

Charles Gillett is taking the month of September as a vacation from his duties at the Shop. We understand that Mr. and Mrs. Gillett will spend some time in touring and may put in a few weeks at Gott's Island.

L. G. White motored to the Shop recently in his new Franklin.

Equipment is now being repaired at the Shop to be shipped to Seboomook Dam.

Clarence Brochu has been added to the stockroom force, starting on September 8.

Paul Smith, formerly of the Hollingsworth and Whitney clerical force, has joined the office force here.

Another of our members has seen fit to take the matrimonial venture. While on his vacation, Gerard Richards was married to Miss Elise Maillet at St. Norbert, Kent County, New Brunswick. The event occurred the 26th of August. We wish Mr. and Mrs. Richards much happiness.

The football has been taken from its moorings and we expect to be kicking it around soon.

We have received another lot of equipment from Millinocket for storage.

Grant Farm Toting

H. I. Rollins, Correspondent

6,000 gallons of crude oil are being conveyed to Chesuncook Dam, in preparation for the launching of the new vessel, when it is completed.

About eighty tons of steel are being hauled to Chesuncook Dam also. These rails are to be used by Supt. MacGregor on the Chesuncook-Chamberlain Railroad. Mr. MacGregor has completed the section he was on and is now proceeding northward with his crew.

Mr. and Mrs. Worrilow of Pennsylvania have been visiting the Moosehead section as guests of the company.

Donat Dube expects to take a vacation next month.

Norcross

A. J. Bertrand, Correspondent

Robert Jackson and Harry Murray, who have been employed on Section 3 during the summer, have left to resume their studies at the University of Maine. John Fowler leaves during the week of September 19 for Colby College.

Driving on Section 3 is nearly over. The last boom is now being filled at Ambejejus, with Capt. Sam Boudreau and his good ship, the F. W. Ayer, waiting to tow it down to North Twin Dam. This will be the sixty-second boom that has been brought down the lake during the summer, or an equivalent of 250,000 cords of pulpwood.

The boom house at North Twin Dam is to be reopened in the near future in order to accommodate the crews that are making repairs on the boats.

The buildings at the Dam have undergone quite a change in appearance. They have all been painted by Millard Rankin and Bob Jackson.

Mrs. Bertrand and her daughter, Lorraine, have returned to Norcross from Old Town, where they visited Mrs. Bertrand's parents, Mr. and Mrs. Joseph Lauzier.

Miss Helen Fowler has returned to Lewiston, where she attends Bates College.

R. H. Robertson, O. A. Harkness and R. V. Canders were recent visitors at the Dam.

Lily Bay

F. A. Murphy, Correspondent

Grant Farm Road Repairs, better known as "the Road Carts," and

sometimes called "Charlottetown," is a closed job for the season. The White dump trucks have been turned in to the Greenville Shop and the "lunchwagons," as Jim Sargent calls them, are being given their finishing touches before their winter slumber.

Clifton Stevens, who was the last timekeeper on the job, has been transferred to Seboomook Dam. Robert Moore is running the "Ricochet" for Mr. Harkness.

Mrs. Robert Moore has taken up her residence in Greenville for the winter. She has enjoyed her summer at the Bay.

H. G. Hoyt has moved his family to Greenville, in order that the children may attend school.

Mrs. Charles Hills of Somerville, Massachusetts, who has been visiting Mrs. F. A. Murphy, has returned to her home.

Chesuncook and Chamberlain Lake Railroad

Henry Milliken, Correspondent

There are three new timekeepers here now. Donald Fogg is at Camp 2, Frank Tribbey is at Camp 3 and Orrin Berry at Camp 4.

J. P. Lemieux passed through on his annual vacation. He says he is going to attend the Dempsey-Tunney fight.

Thomas Mulligan is the fire patrolman here at the present time.

Paddy Hogan is cooking at Camp 2, succeeding Frank Bailey, retired.

A. V. MacNeill was a recent caller.

More than one half mile of road has been completed.

Grindstone

Lloyd E. Pickett, Correspondent

A crew of men under Mr. Hughes are at work making a fill here in preparation for the new bridge which is to be built across the river here.

GNPCO

Responsibilities gravitate to the person who can shoulder them, and Power flows to the man who knows how—HUBBARD

R. G. Lothrop is now taking the second week of his vacation.

The cookroom and men's camp at the depot here have been closed for some time.

Mr. and Mrs. A. T. Flower recently visited their home in Rockland for a few days.

Ernest Taylor has been assisting in watching the pile of wood and in general fire patrolling.

Mr. and Mrs. Ed. Enman and Mr. and Mrs. L. E. Pickett spent a week-end in Bangor within the month.

The school session at Grindstone has commenced and there is a large attendance. Miss Goss of Searsport is the teacher.

Frank Malone spent several days with his sister in Portland this month.

R. V. Canders is back on the job after a two weeks vacation.

We expect a lot of company here after we get the bridge across the river.

Ripogenus Dam

S. W. Morin, Correspondent

Structural repair work has been suspended until late fall. Archie Deroche and his crew of carpenters have been transferred to activities on the Kinco side of the Lake. The painters have gone to Grant Farm.

The West Branch Drive ended the 4th of August. On that day, the last wood was sluiced through the dam. There will be no rear drive this year from Ripogenus to Passamagomoc.

Martin Cahill succeeded Mike Michaud as cook. Mike severed his connections with the drive and took a position with the Atlas Plywood Corporation at Greenville.

Blair Farm

C. E. Page, Correspondent

Twenty-eight horses arrived last month from Chicago. The trip took from Monday to Thursday and the horses arrived in good shape. Later sixteen horses came over from Millinocket and were sent to Bigelow Operation, in the Kennebec section.

Plowing is now going on.

Mr. Gilbert visited Blair Farm this month, in company with Mr. Freeman of Chicago. The company has had business dealings with Mr. Freeman in regard to horses.

Everett Page has returned to his classes at Farmington Normal School.

Cooper Brook

Louis N. Murphy, Correspondent

The four miles of graveled road under construction between Yoke Pond and the new depot are nearly completed, and the eleven miles of log-hauler road between the East Branch of Pleasant River and upper Joe Mary Lake is well under way. This piece of road is in charge of Camille Daigle and Fred Heald. Reginald Pelky is keeping time on the job.

A new saw-mill has been erected at the new depot to saw the lumber for the camps. William Erskine and Philip Emery were in charge of setting up the mill and George McEachern is the engineer. The mill is equipped with a 15 H. P. Fairbanks-Morse engine and saws about five thousand feet of lumber in a day.

Albert Stone, who is known to Northern employees as an expert camp builder, is employing all his experience in the construction of these new buildings. When completed, they are expected to be the last word in logging camps.

Mrs. G. B. Burr spent a week at Berry's Sporting Camps and returned to her home in Bangor on September 25.

J. A. Marceau, clerk of Cooper Brook Operation, visited Sherbrooke, P. Q. on August 22, in order to be present at his brother's entrance into the Franciscan Order.

H. Ray Smith is keeping time at Camp 3 where most of the operation activities are in progress. Louis N. Murphy is assistant clerk at the depot.

Leonard Cormier has a crew of six men repairing Crawford Dam under the supervision of C. M. Hilton.

The foresters, Lloyd Houghton, G. E. Wing and Eldon Hobart, have completed their work at Cooper Brook and have returned to the

Bangor Office. Mr. Hobart will be remembered as a former employee of this company. He has just returned from California with his wife, who is a native of that state. Mrs. Hobart stayed at Berry's Camp and was a daily visitor to the depot camp. We hope to have the Hobarts back with us some time.

Angus Morey, who formerly kept time at Camp No. 3, has returned to his home at Camden, New Jersey, where he will remain for a short time.

A large bear was shot at Camp 3 on September 13 and during the same night Frank Hart recaptured his pet bear cub. This cub has already been caught twice in the same trap and has made his getaway after his hunger had been satisfied. He evidently regards the trap as a restaurant. It is the same cub, for it is still wearing the collar that it got away with the first time.

Seboomook Lake -- St. John Railroad

D. C. Stevens, Correspondent

Things are progressing nicely and the situation is well in hand. So why worry if the leaves *do* turn to red, to gold, and brown, or if vagrant breezes *do* whisper of snowflakes softly fluttering down!

Bright and early on the morning of August 30 Maurice Dennison, who spent the summer chauffeuring one of the gas cars and making himself generally useful around the operation, left for his home in Bangor. Maurice left a bit early in order that he might become accustomed to civilization again before resuming his duties at Bangor High School.

After being detained at Seboomook during the night of August 30, due to high wind and the excessive roughness of the water in Seboomook Lake, Mrs. J. T. Mullen and Miss Catherine Mullen arrived at the Terminal on August 31. They spent the following week at Mr. Mullen's camp. During the summer they toured Europe, where they visited eight countries.

On September 3, Joseph Legassie

GNPCO

It is a foolish error to believe that happiness is dependent upon things; it is dependent entirely upon one's Opinion of them—ERASMUS

was called to his home in Brownville Junction by the serious illness of his wife.

Early in the afternoon of September 3 the last trainload of earth needed to complete the fill of Logan Brook Trestle was dumped and leveled off. Everybody heaved a very audible sigh of relief. The trestle now presents a very substantial appearance and is decidedly more attractive than formerly.

Our colony at the Terminal was very nearly disrupted on the morning of September 4, due to the fact that four of the feminine contingent left en masse, Mrs. A. G. Faulkner and Miss Phyllis Faulkner, who came to Greenville, and Mrs. C. E. Perry and Miss Helen Perry, who left for Bangor.

September 7 was the red letter day of the month and James Maguire was the man of the hour. On that day Camp No. 5 was officially closed and Camp No. 8 was officially opened; also, the crew commenced stringing steel at the upper end. James, being the clerical force at that end, found his duties rather more than two-fold, but came up grinning and is now resting securely in the knowledge of a difficult task efficiently performed.

Fred Graham had the down river fever early this month.

Mrs. Eva Vintinner, of Jackman, arrived in the evening of September 7, taking over the duties of cook at the Terminal the next morning.

Don Cust of Bangor relieved Ernest Beach as fire patrolman working out of the Terminal on September 9, Beach being transferred to the "flivver squad" and covering the beat from Pittston to the border.

On September 11 Mrs. James Meyers of Mount Stewart, P. E. I., arrived to spend a few days with her husband.

Murtagh Hughes' Contract

George F. Price, Correspondent

On the evening of September 14 a reception was held at the home of Mr. and Mrs. Taylor for Mr. and Mrs. Enman who are leaving Grind-

stone in the near future. Mr. and Mrs. Enman were presented with a traveling bag as a token of the friendship and high esteem in which they are held by all of the employees at Grindstone.

The graveling of the road is nearly completed. It is now gravelled for a distance below the Dolby Flowage camp.

Excavating for the road which will lead to the new bridge across the East Branch has been started. The road will begin just behind the depot office.

Mose Gorman is cooking for the crew.

William Erskine has started to get the Grindstone Loader in condition for loading the pile of wood.

A. I. Mann is expected here soon to start work on the piers and abutments for the new bridge.

40-Mile

D. P. Dunton, Correspondent

Clarence Sargent, with a small crew, has started to repair the dams on the North Branch.

D. P. Dunton has removed his headquarters from 30 Mile to 40 Mile, from which point he is clerking the Kineo Road Repairs and the North Branch Dam operation.

Hughie Seavey is enjoying a well earned vacation from his work on the Kineo Road Repairs.

A brand new 5 ton White truck has recently been added to the K. P. Toting equipment.

Mr. and Mrs. Ralph Bryant of Bangor, with their son, Elwood, spent some time at 40 Mile, previous to attending Labor Day at Seboomook.

Greenville

D. M. Pearson, Correspondent

Elden Hobart has the sympathy of the Northern Family in the loss of his mother which occurred at Milford some weeks ago.

Carl Hagstrom passed through town after completing his work on the Kineo side of the lake. He has returned to his poultry farm in Middleboro, Massachusetts, for two weeks.

Mrs. A. E. Harmon passed through town with her children, Christine and Austin, Jr., on their way to Machias, where the children will re-enter school.

Miss Agnes T. Creegan of Providence spent several weeks in August as the guest of her brother at his camp on Ledge Point. Mr. and Mrs. Edward F. Doherty arrived in September for a brief stay. Mrs. Doherty was formerly Miss Mary F. Creegan.

Mr. and Mrs. Fred Gilbert spent nine days in August on an automobile trip, going from Greenville to Van Buren, thence through Quebec to St. George and back to Greenville by way of Kineo and Moosehead Lake.

Mt. Katahdin Branch of Fire Patrol

P. E. Whalen, Correspondent

Irving Billings and George Day are kept busy these days watching travelers on the Hunt and Abol trails to the mountain. They have worn out several pedometers and numerous pairs of rugged shoes on the old Sourdnahunk tote road between Pitman's garage and the mouth of Little Sourdnahunk Stream. Billings is the captain and Day is the cook.

Tommy Whelan at Poewockamus has demonstrated the aptitude of Great Northern men in meeting situations. Tom has qualified as an expert West Branch canoeman. Sam Fitzherbert was his mentor and has reason to be proud of the results of his tutorship.

F. C. White has acquired a sense of hearing rarely found among men. He can tell the make of an approaching auto when it is a mile away. He gets them at Grant Brook early and late, but has managed to live through it. He doesn't pose as a perfect information bureau but the sports acclaim him as such and follow his advice on their trips to the big nubble.

Bert Moran keeps the tote road hot between Chimney Pond and Windey Pitch, making it pleasant, meanwhile, for the many automobile parties traversing his beat. The little office at the depot camp would

GNPCOR

When work goes out of style we may expect to see civilization totter and fall—ROCKEFELLER

be a wreck if Bert didn't lay down the law about parties cleaning up after their occupancy.

Alex Crawford is cooking at Basin Pond. Since his arrival, things look pretty blue around there, but it's not Alex's fault—it's the blueberries! He cooks them in every style imaginable.

Churchill Lake Dam

George N. Grant, Correspondent

M. P. Mehann was relieved some time ago by George N. Grant. The duties here are varied, but just at present "Mouser" is constructing a cellar in which to store his vegetables. These consist of two hills of potatoes, twelve radishes, six bunches of lettuce, five turnips and five bean bushes—the latter ordinarily known as bush beans, but in this case there are no beans.

Seboomook

E. E. Ricker, Correspondent

Mr. and Mrs. Austin Harmon have given up their cottage. The children have returned to Machias with Mrs. Harmon. Austin has gone down-river for a while.

E. E. Ricker has come to take Mr. Harmon's place during his absence.

Fred Harlocker has gone back to Ann Arbor.

Mr. Twombly and Miss Florence Twombly are taking a vacation. Mr. Morrison is looking after the farm in the absence of Mr. Twombly.

Harold Whitehead spent a few days in Bangor during the month.

The Wardwells have closed their house and have returned to Haverhill, Mass.

Sutherland and Hodgins have started their lumbering operation with two camps on Ragmuff and one on Little Scott Brook. "Sherm" Sutherland with his smile and genial handshake is a welcome visitor around Kineo and Seboomook.

Pittston Farm

Maurice P. Hill, Correspondent

Fred Stait has gone away for a week and will visit friends in Boston and vicinity before his return.

Edward Sweeney has been with us at the Farm for a few weeks. He has been taking Bill Harrington's

place, while the latter was on his vacation. Mr. Harrington has just returned, having spent part of the time in his official capacity as Mayor of Carmel and the rest visiting friends in Bangor.

It is rumored that Harry Hellyer has cancelled his order for a periscope to be attached to his new Franklin. The bushes have been mowed down on the corners along the Kineo—Pittston road.

W. A. Hill of Rockland, father of Maurice Hill, spent a week in September visiting the farm.

East Millinocket Mill

L. R. Groves, Correspondent

Alonzo L. Stevens, our genial Foreman of Steam, is now on his annual vacation, and enjoying life near the ocean breezes.

Mr. and Mrs. Henry L. Hall of Madison were recent visitors in town, and received a warm welcome from their many friends in this section. Mr. Hall is Assistant to Superintendent Ingleton Schenck at the Madison Mill of the Great Northern Paper Company.

Charles W. Morgan has returned from his vacation spent at Swampscott and vicinity, where the clams, lobsters, and other seafoods are not as yet depleted. Charlie reports the supply as unlimited.

Louis Gray and John Owens were recent visitors to Millinocket in the interest of the Motor Vehicle Laws, and report a pleasant visit with the powers that be.

The sunset from the top of the pulp pile is an especially fine spectacle these pleasant autumn days, and one that seems to be popular with the younger set. Carrol Dudley is the custodian of the key.

Edward W. Morgan is taking his annual vacation Down East. His understudy reports all quiet along the Potomac.

Many of our wives are also on vacation so that we are glad to gather at the Hotel St. Larry and sup with its genial proprietor, Mr. McLean, who has proved an oasis in the desert to many a wife-abandoned Benedict, and whose cuisine we can cheerfully recommend.

Ten-Mile Plant

A. B. Chaplin, Correspondent

Paul LeClair is filling in for Hugh R. Seavey on Kineo Road Repairs. Hugh is taking his annual vacation.

Ned Voutour has been making some necessary repairs on the buildings.

Arthur Smith and C. J. Murch have been setting a new pump to replace the old one which is worn out. The new pump is greatly appreciated.

Walter Dunn has finished work here and gone to Pittston Farm. We were sorry to have him go.

Joseph Beaudreau is helping on the road between the Ten Mile and the Twenty Mile.

All were glad to welcome Stanley Morrill back with the Kineo-Pittston Toting.

We received a call which was all together too short from Mr. William A. Hill, father of Maurice Hill, clerk at Pittston.

Mrs. Gartley's sister, Miss Alma Hodgins, favored us with a call.

Ashland

Charles Ramsdell, Correspondent

There were 2,588 yards of gravel put on the dam at Rocky Brook in August. It is expected that the dam will be completed about September 18.

N. A. Ranney is back from his vacation and is building the new piece of road around Rocky Brook Flowage. The old road will be flowed out when the dam is completed.

Mr. and Mrs. Busher of Stockton, California, were unable to get through to Musquacook with their car. They succeeded in getting a mile beyond the 25 Mile Camp before they were forced to turn back.

Frank Daley was with us September 9 and 10.

Bigelow Operation

R. S. Huggins, Correspondent

This will introduce Bigelow Operation, located on Dead River waters, G. L. O'Connell, Superintendent.

The depot camp is ideally located on the state road about four miles

GNPCOR

He who goes the wrong way must make his journey twice

east of Stratton. The operation started on August 12 and is going "in high." Two tote roads up Bigelow Mountain have been completed, one to Cranberry Peak Pond and one to the Horns. Forrest Henderson is walking-boss and Lou Wilson and Willie Vigue are the foremen. Guy Bubar is cook on the Horns Road and Elzear Dionne at the Pond. There are about two hundred men on the job.

One set of camps has been completed and Lou Wilson has started building another set. They are in tents while building and Martin Maloney is throwing a wicked "stew" on this job, with John "Pork Chop" Sullivan in reserve.

A. F. "Pat" West, "The Sheik of Old Town," is timekeeper at Cranberry Peak Pond. He says the pond is misnamed. He looked for a week and couldn't find any cranberries. Walter Henderson is keeping time on the Horns job. R. S. Huggins, formerly with the American Realty Company, is clerking the operation, assisted by Raymond McNamara, recently of the Bangor Office.

L. R. "Lally" Moore has taken the contract to cut at the depot camp. Cone and Boyle have been cruising in this section. H. J. Casey is paying the operation.

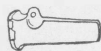
Roland Foster is here with a crew and will build a dam at Stratton Brook Pond, under the supervision of C. M. Hilton. Others in the crew are Joe ("Beef") Dallaire, George Flanagan, Ernest Blake and Arthur Brackett. Leonard Cormier is expected soon with his crew.

Little Lobster Lake Dam

J. J. Dunroe, Correspondent

After some delay, work has been started on the repair of Little Lobster Lake Dam. Foreman Frank Sirois with a crew of twenty men got under way the day after Labor Day. The supplies and equipment are being taken in by batteau, towed by the Motor Boat "J. B." Gilbert Voutour is the capable captain of this outfit.

Willie Cameron is doing the honors in the kitchen and is serving some very tasty and appetizing meals. For a beginner Willie is doing splendidly.



A Letter From Sekin

William Rutledge, who formerly worked for the company, is employed by the Bloedel Donovan Company at Sekin, Washington. "Billy's" letter will be of interest to his friends back here in Maine.

Dear Friend:

I was very pleased to hear from you, also to receive the Northern. That is the only way I can keep run of the old crowd in Maine. Jim Dubay used to send them to me from California, but he has moved up into Washington State and I have not heard from him lately. His son, Mike Dubay, has worked with us here for the past year, and he is the only State of Maine man I have seen since coming here.

I have been on this job two years. We have two vacations a year, 4th of July and Christmas, about two weeks each. Everything is modern. They have nice buildings and an eight hour day. But this place is only for the Boom crew and for the railroad crews. They have 500 men back twenty miles at the camps.

We are 140 miles northwest of Seattle on the Straits of Juan de Fuca, which lead from Puget Sound to the Pacific. It is only twenty miles from here to Cape Flattery, the most northwest point of land in the United States proper. We have to come here by steamer. Nothing but logging railroads out here. It is the Olympic Peninsular and is the last great stand of lumber in Washington. Some of it is still unexplored.

But believe me, an Eastern man knows nothing about woods work here. He has to learn it all over again and he wants to be a young man to start with. It's all hard work, just as hard as wrestling with four foot wood on Caucomgomoc.

But it's pretty good here on the

boom. We put our logs into what they call Davis rafts. The bottoms are woven with inch cables. Then the logs are loaded up with donkey engines, about 2,000,000 feet to a raft. Then they run cables over every tier and tighten them with the engines. There are chain boomsticks on each side and all the cables are attached to them. They use heavy seagoing tugboats to tow the rafts 120 miles to the mills at Bellingham, Washington.

Our railroad engines haul thirty to thirty-five cars, averaging about 8,000 feet to a car. Some of our logs are large, about five or six thousand feet to a log. But they also cut a lot of small logs. In fact, they clear the land. The largest spruce tree I have seen landed here contained 52,000 feet. There were five thirty foot logs and the butt log scaled 18,000 feet.

Well, I have managed to travel quite a bit in this country during my vacations. I have been in all the cities on Vancouver Island and crossed the Strait of Georgia to Vancouver and on through Everett and Bellingham to Seattle. I traveled through Oregon a year ago and through California to San Francisco. Next year I hope to take in Southern California and go on through the Panama Canal to New York. Seattle is quite a city, about 450,000. Talk about woodsmen, that is where you will find them. It puts me in mind of Exchange Street and Washington Street in Bangor thirty years ago. There are two or three streets there where the employment offices are. They call them "Skid roads." Every nationality in the world!

I want to make one more trip through Northern Maine sometime, up to Pittston Farm, perhaps, where I dug potatoes for Murray Cunningham in 1890. And if you see Fred Gilbert some time, remember me to him. We drove the South Branch together in 1892. Give my regards to Mr. Harkness. He and I spent six years together at Eagle Lake.

Sincerely,

W. W. Rutledge.

GNPCO

The priceless ingredient of everything is the honor and integrity of him who made it—HAKEEN

Labor Day Celebrated At Seboomook

(Continued from Page 5)

At eight o'clock, however, Captain Meserve gave the command to cast off and the excursionists started bravely on their forty mile trip up the lake. The Greenville Marine Band, which had been engaged for the day, began to get out their instruments and tune them. The band was a life-saver. It dispensed delightful music all day, giving generously of its talents. It must always occupy a warm place in the affections of those who were present.

The boat arrived at Seboomook soon after eleven, having taken on other guests at Kineo. The younger children were conveyed to the farmhouse in cars and dinner was served to them there. The grown-ups made their way to the pavilion, where dinner was immediately announced. The tables, covered with white oilcloth and set with new tinware, were loaded with good things to eat. Beautiful bouquets of flowers graced each table. Beyond a doubt, dinner and supper were successful. George Farrar again proved his right to the reputation of being one of the best cooks in the State of Maine. Many an appreciative comment on his cooking was heard throughout the day. The size of the crowd didn't bother him in the least.

The dinner menu follows:

Cucumbers	
Cold Roast Pork with Dressing	
Hot Roast Veal	
String Beans	Peas
Mashed Potatoes	
White Bread Graham Bread	
Molasses Cookies Sugar Cookies	
Blueberry Pie	Apple Pie Peach Pie
Watermelon	
Coffee	

A letter was received from Mr. F. A. Gilbert, asking that his best wishes for a happy and interesting day be given to those present and expressing regret at his inability to be present. Mr. Gilbert gave an additional expression of his interest when he telephoned to Seboomook during the afternoon to learn how things were going.

As the rain continued almost without a break, it was impossible to put on the program of sports. In its place the band furnished music for dancing. The space at one end of the tent was used for dancing while the tables at the other end were being reset for the evening meal. Here was where "Chappie" showed himself a master of resource and the man of the hour. The spirits of the crowd might easily have dropped at this time if "Chappie" had not been right on the spot with his services and his encouraging remarks. He hunted up the Perrow brothers, Edward and Thomas, who gave an exhibition of fancy dancing which was greeted with applause. Later Mr. and Mrs. Frank Harris did an Argentine Tango that received the closest attention. General dancing proceeded throughout the afternoon. About three o'clock the scene shifted to the farmhouse where short programs of motion pictures were shown in relays to standing room only. The Perrow brothers, during one of the few lulls in the rain, did acrobatic stunts on the lawn for the amusement of those who were unable to gain admittance to the farmhouse.

Supper was the signal for a general trend toward the tent again, where beanhole beans and brown bread were the basis of a substantial and enjoyable meal. Mr. Skillinger has prepared the beans for the past three field days. Nine reels of movies was the feature of the evening for those who remained at Seboomook.

If the day proved nothing else, it proved that sportsmanship is the rule up in this country and not the exception. There were absolutely no discouraging comments to be heard. Expressions of disappointment and regret about the weather there were, to be sure, but everyone took the rain in good spirit. The individual instances of sportsmanship were too numerous to mention, but here are a few that presented themselves to a single observer: Supt. H. A. Bowe himself tended the switchboard at Grant Farm, in order that his operator, Maynard Emery, might attend the celebration. Carl Hagstrom gave up his room at

the Piscataquis Exchange to Mr. and Mrs. Bert Burr. A. L. Mishio, arriving in the night from Bangor, sat out the rest of the night before the fire, without protest, as all the rooms were taken. Mr. Wardwell generously provided cigars for all the men present. Henry Derosiers of Northeast Carry sent over two canoes and several slickers and both Pittston Farm and the St. John railroad contributed canoes of the desired length. The volunteer waiters who assisted the paid force were Fred L. Harlocker, J. J. Dunroe, John Hatch, Charles Severance, Clarence Sargent, Archie Deroche, Edward Sweeney, Alfred Richards and Fred Lacombe.

In the band, were Director Orville C. Harvey, Dr. F. J. Pritham, Captain Clifford Sawyer, Malcolm Folsom, Paul Metcalf, Earl Greeley, Joseph Gallant, Roy Davis, Rodney Brett, Walter Bement, Arthur Smith, Miss Elaine Bartley, Miss Rachel Sawyer, Walter Hennessy, George Knowles, Newton Porter, Milton Potter, Paul Budden and Phil Young.

After supper The Katahdin nosed about and headed homeward, the ever obliging Greenville Band lightening the strain of an otherwise tiresome trip. Under the careful management of Captain "Wink" Meserve, aided by "Big Bill" Raymond as Engineer and with Albert Parent and Bert Connaughton as crew, the Katahdin made her way home. The trip, long enough at best, would have proved interminable if everyone had not been such a good sport. The boat was not crowded, but the inclement weather drove everyone but the spooners indoors, so that it seemed more crowded than it really was. Ice cream was served on the return trip to children of all ages.

Arrival at Greenville was made at nine-thirty, which brought the day to a close. It was generally agreed that this annual celebration will have to be moved forward to an earlier date in the year, when settled weather may reasonably be expected, or else that Fred Covell must be captured and taken along each year, willing or not, in order to insure the enjoyment of good weather.

GNPCO

Amusement is stronger than vice, and it alone can stifle the lust for it—JANE ADAMS

Men and Deeds

Wanted, men,
Not systems fit and wise,
Not faiths with rigid eyes,
Not wealth in mountains piled,
Not power with gracious smile,
Not e'en the potent pen---
Wanted, men!

Wanted, deeds,
Not words of winning note,
Not thoughts from life remote,
Not fond religious airs,
Not sweetly languid prayers,
Not softly scented creeds---
Wanted, deeds!

Men and deeds!
They that can dare and do,
Not longing for the new,
Not prating of the old;
Good life and actions bold,
These the occasion needs---
Men and deeds!

—*Selected*