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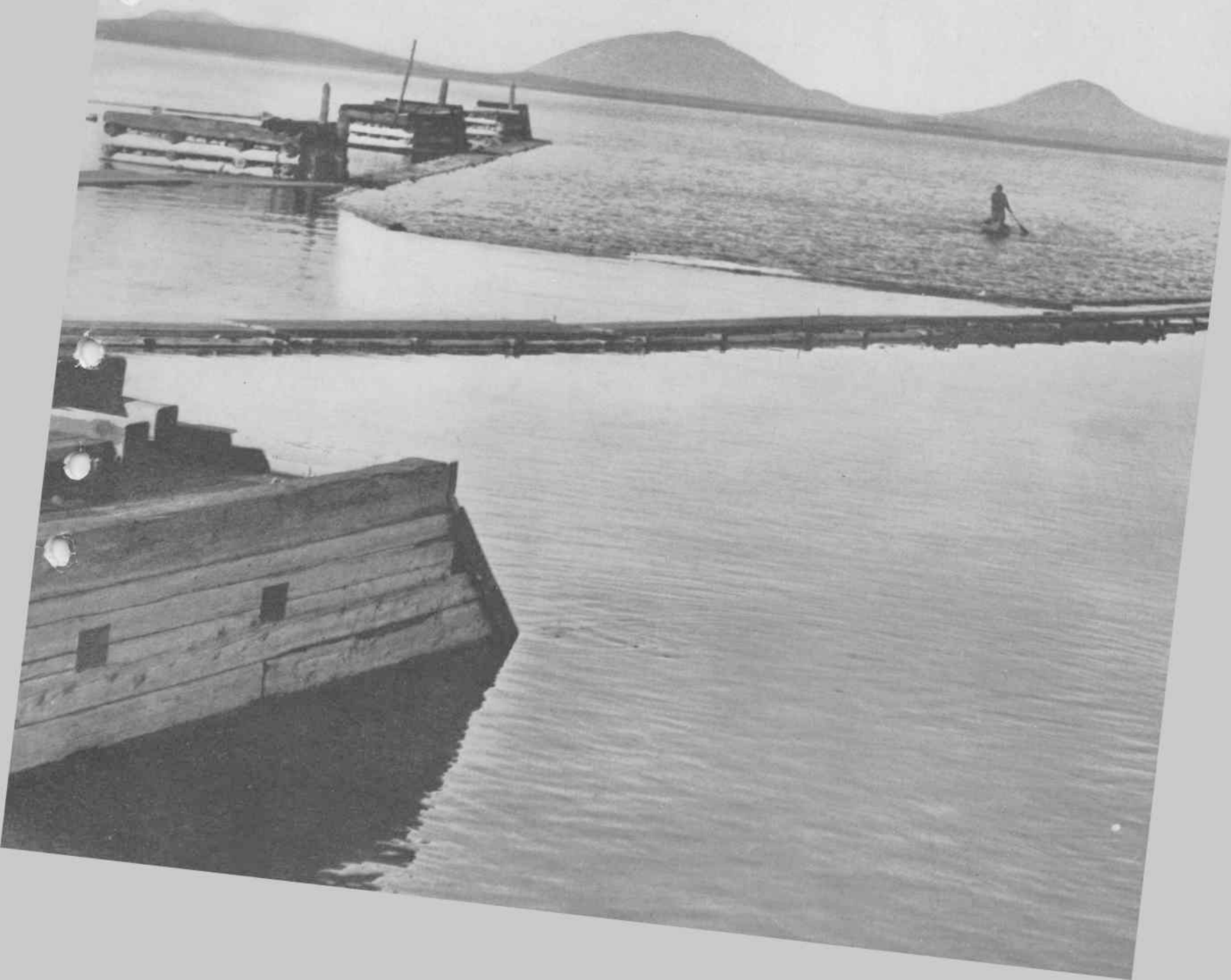
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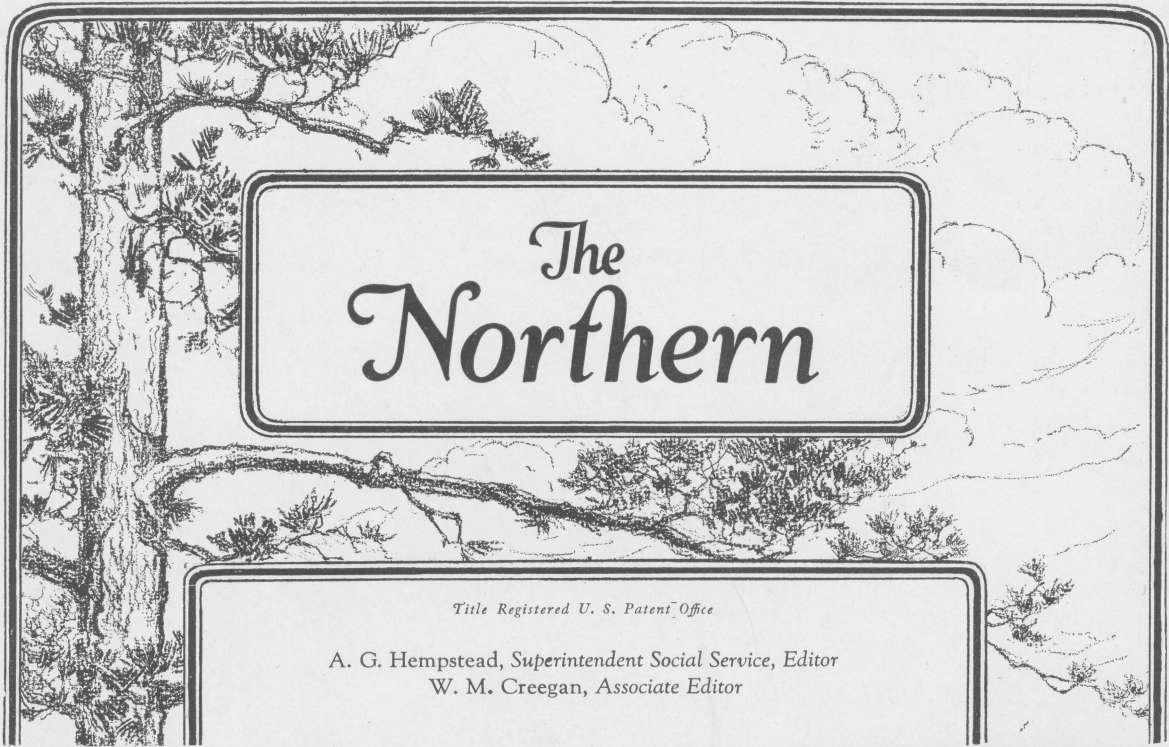


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*The
Northern
November 1926*





The Northern

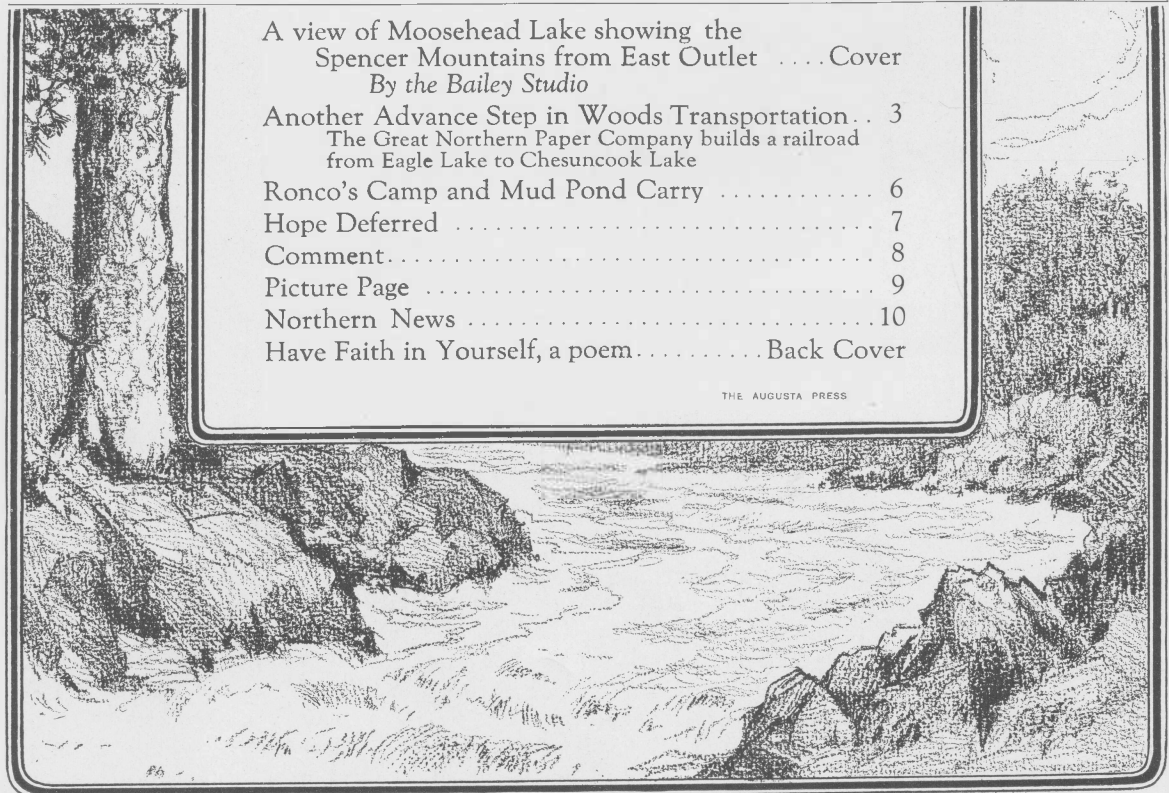
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Vol. VI.

NOVEMBER, 1926

No. 8



A view of Moosehead Lake showing the
Spencer Mountains from East Outlet Cover
By the Bailey Studio

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Have Faith in Yourself, a poem Back Cover

THE AUGUSTA PRESS



The Northern

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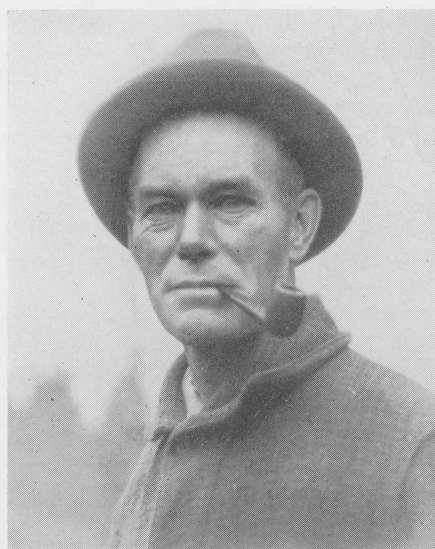


Another Advance Step in Woods Transportation

*The Great Northern Paper Company Builds a Railroad from
Eagle Lake to Chesuncook Lake*

STRANGE as it may seem, the most expensive way to handle supplies going into the woods or to move pulp wood from the woods is by the use of horses. Gasoline transportation, either by tractor or truck, is only half as costly. This is the reason that the Great Northern Paper Company has built good automobile roads into the woods to carry in supplies and has made tractor roads to haul wood. The cheapest way to move wood is by water. The driving process makes necessary the careful use of water and so dams have been built in the streams and at the outlets of lakes. Though there is only one dam known to outsiders—Ripogenus—there are scores of smaller ones scattered through the woods. Large or small, they all are important parts of the great water route from the woods to the mills. As much wood is transported by means of drives as possible. However, not all wood is conveniently located where it can be driven directly to the mills and the next cheapest method is resorted to,—the railroad.

The pulp wood in the Chamberlain Lake territory is not in the West Branch Watershed. There were several possible methods by which this wood might be landed at the mills, but after careful consideration the plan decided upon was the building of a railroad from Eagle Lake to Chesuncook Lake that



ROY A. MACGREGOR,
Superintendent of Construction

Mr. Macgregor comes of a family of railroad men, his father and uncle, under the firm name of Macgregor Brothers, having built many miles of railroad from Maine to Cape Breton. He received his training with this firm but later with his brother went into construction work, one of their jobs was the Mount Zircon Dam at Rumford, Maine.

would deliver the wood into the West Branch waters. Once this decision was made there were difficulties to be overcome; even an attempt to thwart the plan was made. This article, however, will be confined to such details as who worked on the construction and how the road was built.

The road starts at Eagle Lake.

Close at hand is the Tramway, an endless chain arrangement for hauling logs from Eagle Lake into Chamberlain, which O. A. Harkness built for the Eastern Manufacturing Co. some years ago. Leaving the lake in a westerly direction, the road traverses a corner of Township 8, Range 13, crosses Allagash Stream, follows down the west shore of Chamberlain Lake on Township 7, crossing Ellis Brook; it then cuts across Township 6, Range 13, to the head of Umbazookskus Lake and follows the east shore of that body of water to the unloading terminal at Umbazookskus Meadows. The "meadows" are of course now flowed over and form an arm of Chesuncook Lake. It is interesting to note that about eighteen years ago the Bangor and Aroostook Railroad made a survey for a prospective road to run from West Sebois to St. Francis. This crosses the present right of way between Umbazookskus Lake and Mud Pond.

In June 1925, Mr. F. A. Gilbert, accompanied by Edward Lacroix, A. V. MacNeill and O. A. Harkness, made a trip of exploration to Chamberlain and Eagle lakes, later going down the East Branch of the Penobscot to Grindstone. The guides paddling the party were Frank Henderson, Nick Mulligan, Ansel Smith and Chester Worthing, all of Chesuncook. The portion of the trip from Chamberlain down the

GNPCOM

One of the most comfortable places to live is just inside your income

East Branch is a part not often taken by visitors to the territory, owing to the large number of drops in the river, and the resulting number of carries. It was found that the cost of preparing the river for driving, the building of dams and abutments at strategic points, would be prohibitive and it was decided that the wood must be brought over to the West Branch.

Soon after this, Mr. MacNeill took Frank Henderson and explored the country between Umbazookskus and Chamberlain lakes, looking for a suitable route for the railroad. George Maguire was commissioned to cut a right-of-way from Smith's Landing, where Smith Brook enters the head of Umbazookskus, to Con Doheny's Point in Chamberlain Lake. This was done in the summer of 1925 but it was not used.

In August of that year, L. E. Houghton made the preliminary survey for a railroad from Eagle Lake to the head of Umbazookskus Lake, E. W. Vickery following with the location survey in the fall of the same year. This was the route that was followed. A little later it was decided to extend the road five miles further, or from the head of Umbazookskus Lake to the present terminal on Chesuncook Lake, making unnecessary the driving of wood across Umbazookskus Lake and down the stream of the same name. C. M. Hilton made

both the preliminary and final surveys for this section of the road late in January and early in February of 1926. Mr. Vickery remained in the territory and has represented the Division of Forest Engineering from the start of construction.

The upper eleven miles of track, the portion extending from Eagle Lake to the head of Umbazookskus, were to be built by Mr. Lacroix for the company, while the lower five miles, the portion later decided on, were to be built by the company directly.

Mr. Lacroix started three camps, one at the Tramway, one at Ellis Brook and one at the head of Umbazookskus; these were under the supervision of his brother Charles. His supplies, equipment and men came in by way of Lake Frontier, fifty-odd miles away. The right of way was cut late in the fall of 1925 and during that winter about fifteen thousand cords of pulpwood which he had cut around Ellis Brook were hauled down by tractor and unloaded on the frozen surface of Umbazookskus Lake.

One of the engineering feats of this section of the road was the building of a trestle across Allagash Stream. This trestle is 1,800 feet in length and ten feet above the water. Five piers with twenty foot spans support this trestle over the stream itself, while the rest of the structure is made of ten foot bents.

C. M. Hilton engineered this job, which was built by the Lacroix crew. It is an excellent piece of work. A bridge was also built over Ellis Brook, but this was much shorter. There was a deep cut near the Tramway, twelve feet deep and 1,500 feet long.

In the spring of 1926, Mr. Lacroix started his grading and steel laying. He has made good progress, and at the present writing his steel has reached the head of the bog. He has had a tractor fitted with wheels to run on rails and uses this in place of a locomotive to do all his hauling along the railroad.

Work on the southern end of the right-of-way started on January 27, 1926, under Supt. George Maguire and was well under way in February.

In that first crew were Whit Getchell, foreman, Mike Michaud, cook, Bob Gunn, who toted from the Grant Farm, Hanse Petersen, the blacksmith, Tom Mulligan, Hugh Hall, Alphonse Roberts, Angus Miller, Fred Hawks, Dennis Flanagan, Tommy Quine and John Hurst. J. E. Mea has throughout the job had charge of the clerical work.

Ernest Drillen was foreman of Camp 2, and Clinton Betts acted in a similar capacity at Old Camp 3, which was the "tie camp" and housed in one of Mose Wadleigh's old outfits. This crew cut 16,000 ties, including the large switch ties. In the crew were the following well known tie makers: Sam Carr, Dan Morrison, Moody Collins, William Murphy, Fred Kelley, Hiram Batchelder, Richard Powell, Allan Jordan, George Morrison, Joe Wheaton, Roy Swazey, Jack Gillis, Dennis Currier and Tom Linnett.

April 1 saw the road ready for actual railroad work, grading, ditching and so forth, and witnessed the arrival of Mr. Macgregor.

There were no great cuts or fills required in the five miles originally assigned to Mr. Macgregor. He mapped out his work and ordered the necessary material. Soon the equipment began to arrive. Twelve flat cars were shipped over from the Seboomook Lake and St. John



The Gasoline Locomotive now in service on the Chesuncook-Chamberlain Railroad

GNPCO

It's the success you make of it, and not the job, that counts



Photo by the Bailey Studio

GREENVILLE MACHINE SHOP CREW—OCTOBER 14, 1926

Back row (left to right)—Walter Cole, J. P. McFadden, Wm. Patterson, Harry Inman, I. A. Kepner, Fred Lee, Cy Porter, Hugh Morrill, Arthur McFadden, James Daigle, Win Ryder, H. V. White, Leon Bradley, Geo. McEachern, Clarence Brochu, Walter Crabb, Paul Smith, Stanley Roberts, Leo Desmond, J. B. Pratt, Howard McFadden. **Front row**—Gerard Richards, Frank Richards, Edw. Perrow, Fred Lawless, S. D. Young, W. R. Fraser, Walter Zemont, Myron Tucker, Hiram Hartford, Wellman Fletcher, Leroy Stairs, C. R. Ferguson, John Marshall.

The following men were not present when the photograph was taken—F. V. Schenck, Chas. Murray, A. P. Murray, G. L. McCourt, Thomas Perrow, W. H. McEachern, James Smith, John Clemons, E. H. Alden, W. H. Pinkham, C. F. Gillette.

Railroad. Approximately 600 tons of rails were needed.

On July 6, a Diesel shovel procured from the Bucyrus Company, put in an appearance. It is the latest type of revolving shovel, scooping up three fourths of a yard of gravel at a time. It has been found very useful in getting out ballast for the road. Cal Gunn has from the first operated this shovel.

The 18 ton Plymouth gasoline locomotive came from the Fate-Root-Heath Company, of Plymouth, Ohio, on July 25. It is modern in every respect. Cyril Buckley is the engineer and Tim Bresnahan the striker.

A heavy duty railway motor car and trailer, known as the "Casey-Jones," has proved a most useful aid to railroad building. If it had hauled only men, mail and supplies, it would have earned its keep, but it has also hauled nearly all of the rails from the terminal to the place where they were laid. Jack Hart is the operator of this.

The method of unloading the gravel from the cars is interesting. The gravel is dumped on the cars by the Diesel shovel and unloaded by the use of a plow. This plow is

placed on the last car of the train and connected to the locomotive by a cable. When the train arrives at the place where the gravel is needed, the brakes on the cars are set, the locomotive is uncoupled and driven ahead and the plow is thus drawn over the cars from one end of the train to the other, sweeping off the gravel as it goes.

All of the material for the Chesuncook end of the road arrived at Greenville and its conveyance from that point to the terminal was a job in itself. H. I. Rollins supervised the toting from Greenville to Chesuncook Dam, and Alec Gunn, assisted by his brother George and their employees, moved it up the lake on scows. On the road special equipment for handling it was sometimes needed, as for instance the large eight-wheel trailer which was used to move the locomotive.

On the first of July, 1926, Mr. Macgregor laid the first steel and in a remarkably short time had extended the road over the five miles allotted to him. His foremen, all of whom had had many years of railroad experience, were Bob Harris, Jim McDonald, Frazier Grant and Dan Ashey. Ashey had just re-

turned from France after a seven years' stay, during which he had assisted in the reconstruction of the railroads.

Ed Ronco, who was born in Greenville, and now makes his home in Dexter, when not at the Carry, deserves a word of mention. He has for many years been a hunter, trapper and guide and has been familiar with this section of the country since 1902. On the present job, his knowledge of the surrounding country has been of the greatest assistance to Mr. Macgregor. Whenever the superintendent needed a certain kind of wood, such as cedar for ties or a larger growth of cedar for culverts, Mr. Ronco has been able to direct him to the place immediately. This has saved much valuable time that would otherwise have been spent in cruising.

James Murphy, the famous "Dynamite" Murphy, was on hand and used up about eight tons of his favorite material.

Camp 3 is a tent camp and Camp 4 is a log camp that Lacroix had used when he was hauling wood. Camp 5 is also a tent camp; Boston men predominate in all the crews.

(Continued on Page 15)

GNPCOR

Debt is like any other trap, easy enough to get into, but hard enough to get out of

Ronco's Camp and Mud Pond Carry

More than a bit of sentiment and romance clusters around Ronco's Camp at Mud Pond Carry, now the site of Camp 2 on the Chesuncook and Chamberlain Lake Railroad. Sportsmen the country over know of this carry on the famous Allagash trip and have vivid recollections of the mud for which it is so justly named.

The first man to establish a toting service across the Carry, from Umbazookskus to Mud Pond, a distance of two miles, was Jules Furlott. He was a man of powerful physique and, possessing no horses, carried everything across on his back. He often hauled barrels of salt pork upon his broad shoulders, first draining off the brine. To such an extent did he abuse his great strength that he became blind before his thirtieth year. Domestic difficulties were added to this affliction and he became so discouraged that he sold his rights in the Carry for thirty dollars to Anse Smith, the founder of Chesuncook and father of the present A. B. Smith, the respected "Uncle Anse." This was in 1880.

The young A. B. Smith had worked at Chamberlain Farm the previous year and had looked the situation over. Deciding that the carry could be made to pay, he brought over the first pair of horses ever used there and took Furlott's

place. He remained there eleven years. Only the other day he recalled that there was hardly a path there then, and so thick was the growth of the forest that one had to bend over low and push the bushes to either side in order to get to the lake.

Anse Smith was succeeded by his brother Frank, who maintained the service six or seven years more. Frank Smith was the first to build a log camp of any size on the site and the first to clear the ground.

In 1902, Howard Colby, a sportsman of New Jersey, who had often come to the Mt. Kineo House, came to the spot on one of his trips. He fell under its quiet spell and decided to build a set of camps that might serve as his summer residence for the rest of his days. He took over Frank Smith's camps and the duties of the carry. He placed Ed Ronco, his head guide, in charge of the latter. Fourteen years later, in 1916, Mr. Ronco himself took over the camps and the toting on the carry. For twenty-four years, therefore, either Ronco or some one of his sons, or some man employed by him, has hauled across the canoes and luggage of the lumbermen, the wardens, the sportsmen and the guides.

Howard Colby was a wealthy man and a brother of Everett Colby, who was at one time a factor in politics.

He set out to build a comfortable set of camps. All of the buildings were of logs, even to the ice house, the spring house, the studio by the lake, now serving as Mr. Macgregor's office, the storehouse and other out-buildings. About four acres of land were cleared.

Even in their present condition, touched by the hand of time, the camps still show traces of their former estate. The massive stone fireplace in the dining-room, built by Ed Ronco, with its great slate mantel and its slate tiled hearth brought from Monson, has held its own, although the rest of the camp has settled around it. All of the camps were equipped with rustic furniture made on the premises, much of it cedar with the bark left on. Only a few years ago a passing traveler came upon a pair of handwrought and-irons rusting there, and, purchasing them, rescued them from oblivion. They were made over thirty years ago for the Mount Kineo House by a blacksmith of Birch Point, and their scrolls, their twists, their spirals are things of beauty. In one of the camps is an arm chair made by the Roycrofters in their shops at East Aurora and presented to the camp by a guest over twenty years ago. Its harness leather seat and back, studded with handmade nails, speak eloquently of its original beauty.

The Colbys entertained many guests and often as many as twenty-



Photo by Meade's Studio

THE DAM AT EAST OUTLET AS IT APPEARS TODAY

The cover of this month's *Northern* was taken from this dam. All logs driven down the Kennebec River from Moosehead Lake have been sluiced through the East Outlet

GNPCOR

Patience and diligence, like faith, remove mountains—WM. PENN

two were accommodated at one time, and as many as ten guides. One guide did nothing else but paddle the mail for the camp from Northeast Carry.

For two seasons a school was established here, for the benefit of the Ronco children, occupying the little camp which now serves as an office for the timekeeper of Camp 2. A Mrs. Parkman of Skowhegan taught the first term of school there and was succeeded the next year by Miss Addie Barnes of Chesuncook, now Mrs. B. B. Boyington.

Mrs. Colby was an enthusiastic photographer and had a studio fitted up beside the lake where she could do her own developing and printing. She owned many cameras and one of her special delights was to take flashlight pictures of game at night. Her method was to arrange three or four cameras in a box, setting each for a different focus and opening the shutters, with the flashlight equipment ready for an emergency. Mr. Ronco usually had to accompany her on these trips, holding the cameras on a sort of tray in front of him. When a wandering deer or moose came within distance, the flashlight was set off and, owing to the variety of focuses, a good picture out of the four was almost certain to be obtained. Mr. Ronco did not enjoy these trips any too well, as most of the cameras were plate affairs and rather heavy. In addition, Mrs. Colby would wake him about four in the morning to go down to the studio and develop them, as she was anxious to see what luck they had had. In spite of this, he got to be quite a photographer himself. They used to enlarge all their good pictures and many of their efforts, graced with cedar frames with the bark left on, may still be seen on the walls of the camps.

About ten years ago Mr. Colby stopped coming to this part of the country and turned his holdings over to Mr. Ronco, who had so long been his guide.

Talk to him of Jacob's ladder, and he would ask the number of the steps.

—A matter-of-fact Man

Hope Deferred

Nearly everyone in the Moosehead country knew "Old Johnny" Plourde, the veteran guide who recently died at the age of eighty. In his day Johnny was a great guide and figured in many interesting stories. For one thing, it was no easy matter to get the best of him in an argument. Johnny always had an apt reply, with gestures.

Once Johnny was guiding a party around the Allagash. It was a large party and there were of course other guides. Soon after the outfit left the Carry on the first lap of the trip, one of the sports asked Johnny if he wouldn't like a drink. (It was in those days.) Johnny of course accepted, but the drink was not immediately produced. Instead, the sport put him off and told him that when they were further along

on the trip he would give it to him. He also described very fully what wonderful stuff it was, aged in the wood since the Spanish War and so forth, with such mellow detail that Johnny could hardly wait. Nevertheless, days passed and finally a week, but the drink did not show up. Every time Johnny gave the sport a delicate reminder, he was gently but firmly told that it would be given to him farther down.

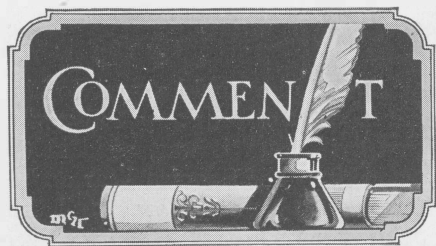
Finally the great day arrived. They had successfully carried around Allagash Falls and wanted to celebrate. The head of the party himself poured out Johnny's drink. It was just about a thimbleful. Johnny lifted his glass and looked at it from every angle. Turning to the party he exclaimed, "Well, by Gar, he's pretty small for his age!"



An old picture of the dam at East Outlet which was replaced by the present dam. The saw mill of Henry I. Wilson is to be seen in the foreground.

GNPCOR

An heir to industry and thrift is rich



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

From the 15th to the 15th

Since our publication appears on the first of the month, our comments run from the middle of one month to the middle of the next month. The weather being a favorite topic of conversation, we will give the observations of Mr. Frank W. Allen for September 15 to October 15. Mr. Allen, the U. S. Weather Bureau observer, has the facts. Although there were only seven clear days in this period, the rainfall amounted to only 1½ inches whereas it usually is 3 to 4 inches. Much more moisture will be needed before winter sets in. The prevailing wind was north to northwest with no hard blows. The highest velocity recorded was 15 miles per hour. The maximum temperature was 78° on September 19, and the minimum 27° on October 1. So much for the weather.

Company activity is considerably above the average. Operations have opened up at Bigelow Mountain in the Dead River region, Ellis Brook near the Chesuncook-Chamberlain Railroad, Machias near Ashland, Boyd Town near Pittston Farm, Grindstone and Davidson, Pleasant River in from Kokadjo, East Middlesex near Spencer, Caucomgomoc and Umbazookskus. In addition to these operations, construction work is being carried on at Seboomook Dam, and at the new railroad from Chesuncook to Chamberlain; a bridge is being built across the East Branch at Grindstone, and small dams are being rebuilt. There is a great deal of activity and everybody is busy wherever you go these days.

There have been plenty of topics for conversation. The interest in the Tunney-Dempsey Fight was general and the baseball fans waited breathlessly for the news of the World Series.

The hunters have begun to arrive. Few partridges are to be found this year and the bird hunters have not been particularly successful. We will report on deer next month. Any one on the Greenville road is reminded of the army that left Paris in taxicabs for the second battle of the Marne. The number of red capped, armed men racing cars up the road would make one think that a red army had been called to mobilize in the vicinity of Ripogenus Dam.

Before our next number reaches you, Armistice Day and Thanksgiving will have been celebrated. Neither should be neglected. We have learned a lot since November 11, 1918 and lost our European popularity. Surely Shakespeare must have had prophetic vision and sensed the present international situation when he wrote:

Neither a borrower, nor a lender be:
For loan oft loses both itself and friend,

In spite of their hostile attitude, the French want the whole of the American Excursionary Forces to return next summer to hold the Legion convention in Paris. There's a reason.

On Thanksgiving Day, may we thank God "for this place in which we dwell; for the love that unites us;



**IF we must have
heroes, and
wars wherein
to make them,
there is no so brilliant a
war as a war with wrong,
and no hero so worthy
to be sung as he who has
gained the bloodless victory
of truth and mercy**

H. Bushnell

for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food, and the bright skies that make our lives delightful."

The Young Safety Inspector

"Oh, Dad, come look at all this junk! I'll say this room looks pretty punk. The basement floor is far from neat and rusty nails cause punctured feet. Someone might fall and maybe break an arm or leg if he should take a tumble on these empty cans left lying here by careless hands.

"Here's turpentine and gasoline, varnish, paint and kerosene, old underwear and greasy rags; waste paper, too, and empty bags. If fire should start in all this trash, the house would go in one big flash. Our teacher says that fires don't start when everybody does his part and lends a hand in keeping clean the places that are seldom seen—in attics, basements, closets dark, where rubbish waits for just a spark to start a blaze that may destroy the happy home we now enjoy. And this is Fire Prevention Week when everyone is asked to seek for all the hazards he can name and end them 'ere they start a flame. If we don't clean it up, no doubt, a fire may come and clean us out."

"My boy, you show by what you've said there's common sense inside your head. We'll start to work without delay and clear this pile of dirt away. You may be small but even you can show your dad a thing or two."

Seasonable Jokes

The Preacher: "I had a very enjoyable trip to the Adirondacks. The first day I shot two bucks."

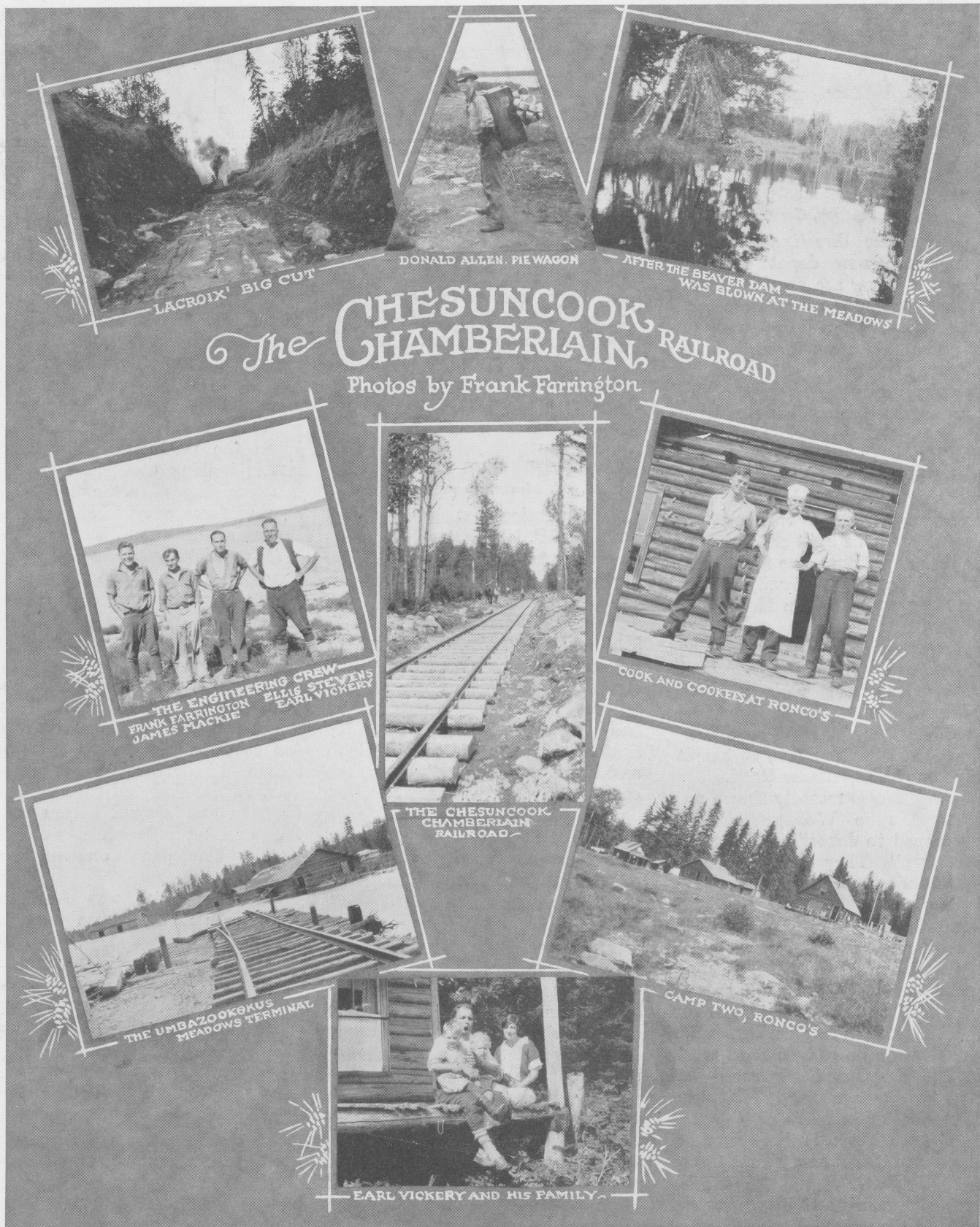
The Sport (absently): "Win anything, parson?"

It happened in the Adirondacks. "What," demanded the amateur hunter of his guide, "what is the name of the species I just shot?"

"Well, sir," returned the guide suavely, "I've just been investigating and he says his name is Smith."

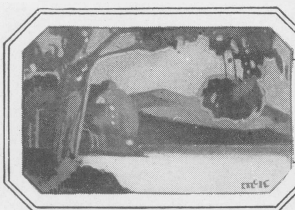
GNPCOV

Yesterday's hits won't win the game today



GNPCOR

Most people would succeed in small things if they were not troubled with great ambitions — LONGFELLOW



Northern News



Cooper Brook

Louis N. Murphy, Correspondent

Under the direction of Albert Stone, the new depot camps at Pleasant River are nearing completion. Men have moved into them. The camps are all that were expected and second to none in the lumber camp class. Those already completed are the office, the men's camp and cookroom, the storehouse, blacksmith-shop and annex, the hovel, the coal-shed and a 70-ton hay shed. The garage is under construction and when built will accommodate six tractors. The camps yet to be built are as follows: one for Supt. Burr, one for Paymaster Holden and his family and one for our forester, Eldon Hobart, and his wife.

J. A. Marceau is still located at Yoke Pond, from which place he supervises the work of Louis Murphy, assistant clerk, Ray Smith, storehouse clerk at Pleasant River, and Reggie Pelky, who is keeping time on the Log-hauler Road.

The pictures recently shown were "The Goose Woman," "What Happened to Jones" and "Peacock Feathers." They were appreciated by all the men.

Ray Smith and Reggie Pelky spent the week-end of October 9 at their homes. Reggie returned leading a powerful Spaniel dog weighing about twelve ounces. What we need is more such monsters to subdue the bears in this locality.

There are now three Ford trucks in the Pleasant River road fleet. The drivers are Leon Thibodeau, Leon Murray and Nelson Clough.

Eldon Hobart is back with us again and this time we hope he will stay all winter.

Karl Lammi and his contingent of Finlanders are doing very well on the 6,000 cords he is expecting to cut.

C. W. Burr and Steve Ranney have finished building their camps. Each camp will accommodate eighty men. Steve and Charlie expect to cut 10,000 cords each. They began cutting on the 15th of October. B. T. Bartlett is clerking the Burr job and Maurice Lane is clerking for Ranney.

Harold Jarvis, after a long absence, is again with the company at this operation.

Umbazookskus Operation

S. W. Morin, Correspondent

An operation has been started here, with C. H. Glaster as Superintendent. At the depot camp S. W. Morin is clerk, Connie Burke is cook and Joe Boutin is cookee.

E. J. MacNeill, brother of A. V. MacNeill, has taken a contract. George Rooney is his cook and C. S. Ramsay is timekeeper.

John Erickson also has a contract and is doing his own clerking. Dan Sexton is his cook and John Hesketh and Fred "Strawberry" White are cookees.

Mrs. Glaster has been making a visit here.

Mr. Morin made a trip to Bangor recently, where he sold the Anderson Coupe to an eager purchaser.

Chesuncook and Chamberlain Lake Railroad

Henry Milliken, Correspondent

The month has seen great progress on the job.

Charles L. Holden, who has acted as paymaster in this section for four years, has been transferred to Cooper Brook. His place has been taken by Frank McCormick, formerly of the Bangor Office. We wish Charlie luck in his new location. He has put in many long cold rides from this section around through Chesuncook to the Grant Farm.

On October 5, Stanley F. Bartlett and W. M. Creegan arrived. Mr. Bartlett is a new member of the Social Service Division and will be engaged in showing motion pictures on the railroad until the completion of the job. Shows are to be given once a week at each of the four camps, and are very welcome. On October 11, a show was given in the church at Chesuncook village; a gathering that filled the place enjoyed the production. Mr. Bartlett is making Camp 2 his headquarters, James Mackie of the engineering force very kindly sharing his cabin with him.

Mrs. Vickery came out from camp on Chamberlain to see her guest, Miss Caroline Witherly of Bangor, off on the boat. They were in time to see the movies at Camp 2 and remained over night, Supt. Macgregor turning over his camp to them. Miss Witherly has found her visit so interesting that she plans to return later in the season.

A. V. MacNeill, Ed Enman, Tom McLean and Sam Budreau have been cruising in the vicinity of Ellis Brook. The party encountered several bears.

Another visitor was Al MacDougall, who also came up on a cruising expedition. Mr. MacDougall worked for the company years ago, but for some time has been employed by the Atlas Plywood Corporation of Greenville in their up-river operations.

Grant Farm

J. E. Ramsay, Correspondent

W. S. Mills has been employed at electrical work around the farms. One of the improvements made by him is the installing of direct lines from the generator to special plugs in the dining-rooms at the various

GNPCO

Trust to luck and you will have little of it

farms, in order to give a better current for motion pictures. This has visibly improved the service.

Owing to the fact that St. Mary's College at Van Buren is now restricted to day scholars, Walter Gary is attending Hebron Academy. For the same reason William Sargent has taken up his residence at St. Anselm's College, Manchester, New Hampshire. Both boys like their new surroundings.

We congratulate William Clarkin on taking out his final papers for United States citizenship. Bill took out his first papers many years ago, but from one cause and another has been prevented from completing the good work until now.

Structural repairs at the farm have been completed for this year. The new potato house is now finished and all the buildings have received two coats of paint.

The potato crop has been harvested. 2,604 bushels were dug which is an unusually good crop for six acres and a very late planting season.

Movies have been shown at the farm frequently. All agree that "The Goose Woman" was the best yet.

Mr. D. A. Mudge of St. Paul, Minn. was a recent visitor. We hope he will come again.

Emile ("Joe") Herrent says he has the best dog in the northcountry. Any challengers will please notify the above named owner of "Nero."

Visitors now at the farm are General Mark Hersey of Washington, D. C., Dr. Baxter and son of New Rochelle, N. Y., and Dr. Minor of Portland, Maine. Frank Henderson is their guide.

Ingleton Schenck, Jr., and his party from Madison arrived at the farm on Oct. 17 on their way to the Halfway Telephone Camp. Freddie Morin is guiding them.

Walter Wheeler has been assistant clerk of Grant Farm during the last month, but is now at Lily Bay for a while in the absence of Mr. Hoyt.

We join in welcoming Mr. McCormick, the new member of the Paymaster Department.

Among the guests the past month were: Mr. and Mrs. R. H. Shaw, Mr. and Mrs. F. R. Gurney, all of Portland; Mr. and Mrs. H. A. Bowe, Mr. and Mrs. L. G. White, C. H. Glaster, A. V. MacNeill, George Maguire, Tom McLean, Sam Budreau, Ed Enman, O. A. Harkness, Charles Ingalls, R. H. Robertson, James Hayes, L. A. O'Connell, C. E. Millett, Phil Bradeen, William Page, and C. W. Curtis.

Duck Pond—Umbazookskus Telephone Construction

L. H. Lowe, Correspondent

The eighteen miles of metallic line between Duck Pond and Umbazookskus are nearly completed. The last pole, No. 730, will soon be set in place at the Chesuncook and Chamberlain Lake Railroad tracks.

A halfway camp was built, about eight miles from Duck Pond, for the use of the linemen who will keep this line clear during the winter months. This set of camps will house about sixteen men and six horses.

A very important addition to the crew was made this month in the person of Frank ("Reddy") Daley.

A. L. Mishio of Kineo, Pittston and other points on that side of the lake, called the first of the month with Supt. Bowe.

Ray Cripps dropped in on his way back from Umbazookskus.

The renowned "Sandy" Brayden has just completed a successful summer at the forge and anvil.

When this job is finished, H. A. Ryan and his crew of linemen expect to move over to the Kineo side of the lake.

Greenville Machine Shop

J. B. Pratt, Correspondent

Mr. and Mrs. A. P. Murray are rejoicing over the arrival of a son, William Lloyd Robert, who was born September 25, 1926.

Mr. and Mrs. Edward Perrow likewise have a new son, Edwin Linwood, who put in his appearance August 8.

C. F. Gillett underwent an operation for appendicitis at the Paine

Hospital in Bangor. Charlie is doing very well and we hope to have him with us soon.

Mr. F. A. Gilbert recently paid a visit to the shop.

We wish to express our sympathy to Mr. and Mrs. Herbert McEachern in the loss of their little one recently.

One of Hugh Morrill's sons, while at play, had the misfortune to be struck in the eye with a stone. He was taken to Dr. Moulton in Bangor for treatment, and it was learned that no serious injury would result.

The shop has commenced work on another set of fifty Lombard tractor sleds.

Supt. F. V. Schenck made a business trip to Old Town within the month.

Four members of the shop crew took four Franklin cars to Bangor on October 15, two of the cars towing the other two. They left Greenville at 7.00 in the morning and arrived in Bangor at 5.00 at night. They had to relay on all the hills and there are quite a number of hills between here and Bangor.

Bigelow Operation

R. S. Huggins, Correspondent

Seven sets of camps have been completed during the past month, making a total of nine sets now in operation.

The contractors now cutting on Bigelow are: D. B. ("Duke") McKeil, Lew Wilson, Billy Vigue, Jack and George Owens, Edmond Doyon, Temple Spaulding, Paul LeGasse, Felix Ojala and L. R. Moore.

A. G. Hempstead, Superintendent of Social Service, paid us a visit during the month.

L. G. White, Clerical Superintendent, spent several days with us recently. His assistance was greatly appreciated.

Blaine French of the Division of Forest Engineering has arrived to act as forester on the operation.

E. A. Piper of Jackman paid us a short visit during the past week.

E. E. Ricker was here for a few days, helping on the clerical work.

Among our recent callers were Mrs. L. G. White and Mrs. G. L. O'Connell and son.

GNPCO

A look at the stars is a cure for egotism

The farmers of this district have a good market at the depot camp for their apples and cider, (sweet cider, of course).

Charles Ambrose acted as paymaster while H. J. Casey was on his vacation. We did not intend to treat Charlie roughly, but he surely earned his "beans" on his last trip.

Stratton Brook Improvements

L. E. Desmond, Correspondent

Work on the dam is progressing rapidly. If it continues to take shape as fast as it has been, we will soon be looking for a new home.

Rod McDonald is holding forth in the cookroom. As a woods cook Rod doesn't have to doff his hat to anyone. He is being assisted by Joe McDonald and Barney Teed. Barney is known far and wide for his athletic achievements in Mexico and Spain. Barney's hobby is cattle. We are informed that he is going to purchase a farm down east with his next "stake."

Mrs. Roland Foster has joined her husband here. They have a camp on the hill overlooking Stratton Pond.

Arthur Brackett made a flying trip to his home in Gardiner recently.

Supt. C. M. Hilton is a frequent caller.

R. S. Huggins, clerk of Bigelow Operation, infers that he will have considerable business to attend to down this way after our peaches and blueberries arrive.

Herb Kingston has lost all confidence in colored gentlemen since Harry Wills bit the dust.

Among the men who have worked for the company for years and who are now on this job are Jack Kearns, Angus Commeau, George McKeen, Alonzo Johnston, Roy Mollyneaux, Tom Fay, Fred Hawks and James Murphy.

Leonard Cormier who has charge of a crew building a dam on Black Brook, Kennebec waters, has devised and put into operation a pile-driving machine. It would take a mechanic to describe it but be it said to Leonard's credit, it works like a Waltham watch.

Among the visitors this month were C. A. Ambrose, Ray Cripps, Raymond McNamara, L. G. White, C. E. Page and A. G. Hempstead.

East Millinocket Mill

L. R. Groves, Correspondent

Fred W. Mears and Ivan Ames are now taking their vacations. They have gone down to the coast for the bird shooting.

The wedding of Miss Mary Moscone and Julian Federico was celebrated at St. Peter's Church, the Rev. Father O'Dowd officiating. The young couple were the recipients of many beautiful remembrances from a host of friends and have the best wishes of all who know them for a long and happy married life. The wedding dinner at the home of the bride was one of the social events of the season.

Paul Reagan has joined the happy company of benedicts. The young couple will be at home to their friends at the Woodland Hotel for the present.

Miss Aileen Burr has entered the University of Maine. Her many friends wish her all success in her college life.

Carroll Dudley has severed his connection with the office force of the Great Northern Paper Company at East Millinocket, having accepted a position in another part of the state.

Lewis Gray has joined the clerical force and is staying at the Woodland Hotel. Mr. Gray was formerly with the International Trust and Banking Company, Calais, Maine.

Stephen Knowles and Harold Gray have left the Mill and have entered the employ of the Spruce Wood Department at Grindstone.

W. F. Daniell, L. R. Groves, C. H. Burr and Dr. Dunham are on the committee to put over the local Chautauqua. A good time is assured to all.

Harry Norman has returned from his vacation at Augusta and points west and is again deeply immersed in mill improvements.

Norcross

A. J. Bertrand, Correspondent

The work of replacing the old wooden gates on the dam with steel ones is progressing very favorably. Four gates have been put in with five more in place. This work is under the foremanship of C. P. Gribbon of the Portland Company, assisted by a crew of nine men.

Mr. and Mrs. Wilmer Spencer are visiting their daughter, Mrs. Beatrice Lyle, who is dangerously ill at the Penobscot General Hospital at Old Town.

Bob Sawyer, Ed Harford, Millard Rankin, Ulric Cyr and James Thompson are employed on boat repairs and on general repairs about the dam.

The two local dogs, Bruno and Laddie, disappeared from the place one afternoon and came home all tired out from following what was thought to be a bear track. Upon investigation it was found that they had gone down to Quakish Lake, following not a bear track but the tracks of Wilmer Spencer's Ford car.

Among recent visitors were A. G. Hempstead, R. V. Canders, Phil Bradeen and Joe McPhee. The latter are taking inventories of Section 3.

Mrs. A. J. Bertrand and her daughter Lorraine have returned to Old Town for the winter.

Eugene Phillips has deserted his old love, the Steamer F. W. Ayer,



Ronald McDonald is cooking at Stratton Brook Dam

GNPCOM

The indispensable man does not realize it

and gone to Grindstone to repair tractors.

Motion pictures were shown at Norcross recently, the colony enjoying the performance.

Seboomook

Harold Whitehead, Correspondent

A letter from Fred Harlocker has been received. He wishes to be remembered to his Northern friends.

Albert Gustafson has left for a vacation. His place is taken by Peter Trainor, who is a genius in offering vocal selections by request. His efforts were met with hearty applause by the crowd attending the moving pictures recently.

Miss Twombly and Mr. Twombly report a very pleasant vacation.

The buildings are shining through new coats of paint. The job of "saving the surface" has been completed and the improvement is marked; this work was done by Master Painter E. M. McDonald assisted by Benjamin Sickles, Sam Robinson and Edward Keezer. Mr. McDonald is now painting the buildings at Little W.

Rose Wedge has gone on a vacation for a few weeks to her home in Millinocket.

Mary Clark is doing chamber work and Florence Sargent is our waitress.

Angus Gillis, our chef, has left our midst. His son Alva, who has been in the army in Kentucky, but who has lately been employed at the farm, went with him. Mrs. Mary E. Bowring is our new cook. Mrs. Bowring certainly learned her trade from a past master.

Many improvements have been effected at Seboomook this past summer. A new gasoline tank, called Tank No. 22, has been installed adjacent to the lighting plant building. This tank has a capacity of 10,000 gallons. The pump is in a room partitioned off from the engine-room proper. The lubricating oil tanks are in another corner enclosed by a grill. This is a decided improvement over the old system, saving many steps a day.

The carpenters under Archie De-

Roche have also improved the storehouse. A new rail has been placed around our tinware department and many shelves and bins have been installed. A new stairway has been put in leading up to this department. Downstairs, a system of bins and racks for various kinds of equipment has been put in, saving time in handling and storing articles. A new system of electric lights is now being worked out, which will provide better illumination for the fall and winter months. This work is being done by "Billy" Mills.

Edward Sweeney has been at Caucomgomoc Storehouse for the past several weeks. Ed loaded and boated the entire equipment of the Dam Storehouse to the head of the lake, whence it was hauled by K. P. Toting to Seboomook Storehouse to be put in stock. Mr. Sweeney will assist in the work at Seboomook for the next few weeks.

W. E. Boothman of Greenville has charge of loading and unloading the sawmill equipment for Seboomook Dam Sawmill. He is now moving steam boilers from Seboomook to Carry Pond on flat cars hauled by tractor.

Ray Mercereau is overhauling the engine in the motor boat "Little W" and has gone to Pittston.

Robert Moore is running the Ricochet which carries Henry Pelky

and his crew to and from Little W where they are building a wharf.

The road from Seboomook Dam to Northeast Carry is now completed. The fleet of Ford dump trucks was loaded on a scow and taken to Greenville Shop. The Auto-Rattler ball team also departed.

Don Breen, Superintendent of Fire Patrol, on a recent trip through Seboomook, assisted in a novel method of loading heavy engines into high trucks. Don allows that Yankee ingenuity cannot be beaten.

Henry Hood passed through here on his annual vacation.

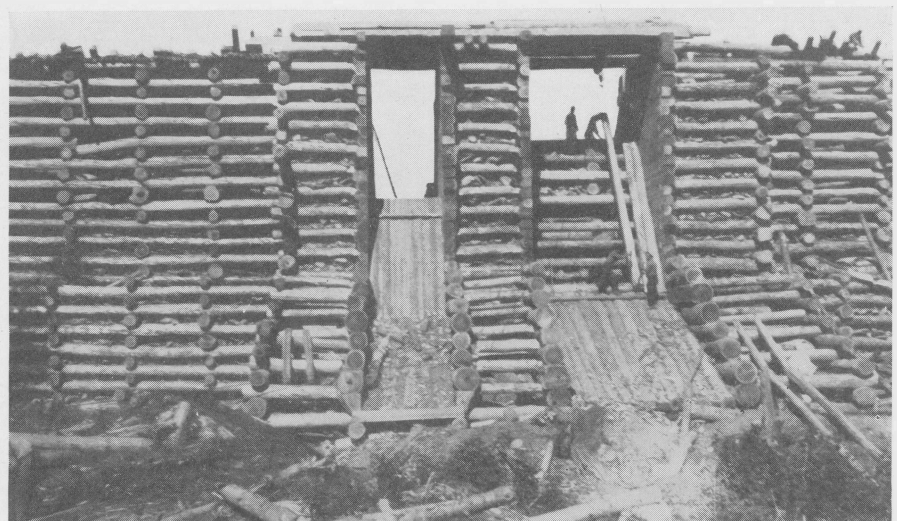
Harmon's Electric Branding Iron for stamping wooden equipment is a great success.

Rockwood

John Vinal, Correspondent

Fall, with its pilot, Jack Frost, has arrived and in loitering here has changed the landscape somewhat. The leaves have left and the flowers have flown. The beautiful gardens planted by Mrs. Cochrane, Mrs. Sargent and Mrs. Murphy are now covered with fallen leaves. We hope they will bloom as beautifully next season.

Mr. Cochrane made a business trip to Greenville where he took measurements for the new jitney's covering, which is being made at the Greenville Shop, the jitney, not the



A close up of the sluiceways of the Rocky Brook Dam now nearing completion

GNPCO

More lies are told in the shortest war than in the longest peace — JORDAN

top. In other words, the shop is making the jitney and the Kineo Harness Shop is making the covering. Is that clear? As long as we have mentioned the Harness Shop, let us add that this department is considerably changed. Mr. Cochrane has quite an establishment now as the old structure has been renovated and a large addition made. This new part will be used as a stock room and a storehouse for harness, and so forth.

Harry Severance and his crew have made more changes than fall has. Harry has built a new retaining wall in the Boarding House yard. It is an improvement, both in idea and in looks. Wm. Pelky, Harry's assistant, with an expert crew, took down the smokestack on the Kineo Machine Shop. This building will be used for a garage in the future.

Charles Crossman will pipe this building for steam heat and it will be a splendid garage when completed. The old garage will still be in use, however. The Auditing Department is using stall No. 1 as a storehouse for completed records.

The Kineo well has been pumped out and a new system installed. The water was tested by the state and reported O. K. It will be pumped into a new 1,000 gallon pneumatic tank which is in the attic of the new Harness Shop and will have its outlet in a brand new wellhouse, recently built by a crew under William Pelky.

All the houses on Northern Hill are filled, even the Bunk House. This makes things more interesting. Harold Baker and his family are in Cottage No. 243 and Gerald Gartley and his family are occupying Cottage No. 25.

Several changes have been made in the clerical force. Harold McMann left to go to college in Vermont. Angus Morey has arrived to take his place. He and his family are living in town. Lester Verrill, who has worked for the company before, is another addition to the force. We are hoping that he also will bring his family here.

Jack Crawford and a crew of fifteen men are at the Realty Mill putting into the water the pulpwood

that came with the Realty Purchase. Dougall McKeil, who was first in charge of that job, has gone to Bigelow Operation for the winter. "Duke" acted as foreman all summer for the Moosehead Division of Kennebec Drive.

Mr. W. E. Boothman has been dismantling the mill. Some of the equipment has been shipped to Seboomook, other miscellaneous equipment has been taken into Kineo Storehouse, while a carload of sleds, chains and iron has been shipped to Bigelow Operation.

Big crews are being well taken care of at the Kineo Boarding House. Mrs. Murphy, with the help of an active house corps, can handle them, no matter how large the crews are. Yvonne Evoy has returned and taken up her duties at the Boarding House.

Hugh Seavey and Joe McKenna are still working on the roads. Joe has recovered from being kicked by one of the horses.

Large numbers of hunting parties have arrived for the season's sport. One of the guides registering with the company was Jack Swazey, who was the hero of our motion picture, "Jack Spruce."

Next month we will tell you how many inches of snow have fallen.

Greenville

D. M. Pearson, Correspondent

The first deer of the season to be brought through Greenville were seen on October 16, the first day of open season. The party was guided by Percy Annance.

Wm. Curtis of the telephone crew was a patient at the Dean Hospital during the month. He had a slight shock.

Word has been received of the death of J. Francis MacNichol, who sang at many of the company outfits under the auspices of the Social Service Division when M. S. Hill was superintendent. Mr. MacNichol is remembered as a man of pleasing personality, possessed of a fine voice; it is a matter of regret to all to learn of his early passing.

Ernest J. Hill, who was a co-worker of Mr. MacNichol, was one

of the soloists of the Maine Music Festival this year.

On his return from a trip to the vicinity of Grindstone, Mr. Hempstead brought with him a huge pumpkin which was raised at Rice Farm and which had been sent by Supt. Goodwin to be made into a Jack-o'-lantern for the Hempstead children. The pumpkin's circumference was fifty-two inches.

The sympathy of friends and associates is extended to Mr. and Mrs. H. I. Rollins in the loss of their infant daughter.

Pittston Farm

J. J. Dunroe, Correspondent

A crew of twenty-six men under Joe Mercure is at Canada Falls Dam. They are getting out pine for the rebuilding of Seboomook Dam. Alec Doucette is cooking there and Edwin H. Rand is time-keeper.

M. P. Hill has gone to his home in Rockland for a while and his place is being taken by J. J. Dunroe.

Ray Mercereau is working on motor boat No. 17. He is assisted by Maurice E. Hall.

Charles Reed has had a crew of carpenters working around the place. Their work is now nearly done.

Stanley Morrill is back on this side of the lake and is driving a truck for K. P. Toting.

Among the parties now at the farm are Mr. and Mrs. Bryant of Bangor, Mr. and Mrs. Wardwell of Portland and Mr. and Mrs. Gibbs of Madison.

40-Mile

D. P. Dunton, Correspondent

Word has been received of the death in Portland of Pearl E. Heath, who formerly clerked for the company. His *Northern* friends extend their sympathy to his family.

Clarence Sargent's crew will be finished in about three more weeks. They have been repairing Little Norris Dam and Bog Dam.

Charles Crossman's crew have been repairing the boiler here, and making other needed repairs. They have done very good work. In the crew were Jim Kennedy, Bill Johnson and Harry Johnson.

GNPCOR

Worse than a quitter is the fellow who finishes things he never should have started

Blair Farm

Mrs. C. E. Page, Correspondent

George L. O'Connell, Bert Burr, Charles Glaster, A. V. MacNeill and C. M. Hilton have taken horses from the farm for their various operations.

W. D. Page is taking the horses from the farms and supplying them with green horses to take their places. Twenty-six green horses arrived at Blair Farm in September.

Mr. and Mrs. E. W. Hutchins, of Somerville, Massachusetts, and Mrs. T. S. Hunt and her son, Maurice, of Gardner, Massachusetts, were visitors at the farm recently.

Green peas from the garden here were enjoyed on October 1.

Chesuncook Dam

John H. Mortell, Correspondent

Fred Cyr, who formerly clerked at Grant Farm and Seboomook, is now clerking for the Gunn Brothers.

Angus Miller, of Steamer A. B. Smith fame, is now night watchman at the dam.

George Bisson and Whit Getchell are cruising for boom logs along Chesuncook Lake.

Wm. J. Hodgins, Chief Fire Warden for this district, has completed his duties for the season and has departed for Northeast Carry.

The Steamer West Branch No. 2 is rapidly nearing completion.

W. R. Kenney was with us for a few days while on his way to Ellis Brook Operation.

10 Mile Plant

A. B. Chaplin, Correspondent

The hunters are going and coming in great numbers and already the deer are beginning to feel the effects of the open season. Many deer have already been carried down the road to Rockwood, and we expect that very many more will be brought down out of the woods before the end of the season.

D. M. Pearson, of the Social Service Division, arrived on October 7 and put on a motion picture program which was enjoyed by all.

The recent rains have made the roads very slippery and drivers should use the utmost care in pro-

ceeding over them. Nevertheless there are still drivers who are possessed to see how much mileage they can burn up.

Visitors this month were R. H. Robertson, Clarence Sargent and his crew, who have been building culverts, Henry Hellyer, Leo Cyr, postmaster at Rockwood, Frank M. Lynott, manager of the Rockwood Store, and the Messrs. John Hatch and Charles A. Ambrose of the Paymaster Department.

Grindstone

R. G. Lothrop, Correspondent

The depot camp is now open and running in the same busy way as it was last year only it is known under the new name of Grindstone Boarding House.

A. I. Mann and his crew are building piers and abutments for the bridge and making rapid progress with the job. Two piers and one abutment are practically finished. The steel will arrive here and be ready for use in about three weeks.

A change has been made in the supervision. "Bud" (F. X.) Mooney is looking after the operation.

Cone & Boyle have taken a contract to cut the wood on Davidson Town. Three camps have been started and it is expected that 15,000 cords will be cut.

What is known as Swift Brook Tractor Road is being swamped and when completed will be used for hauling the wood cut by Cone and Boyle. This wood will pass over

the new bridge and be landed in the flowage of Dolby Pond, thus linking the East and West Branch waters.

Another Advance Step in Woods Transportation

(Continued from Page 5)

The first real difficulty came after the original five miles had been completed and Mr. Macgregor was asked to continue his line until he met Lacroix' crew. The fall rains had set in and the bog was a pretty wet place, a condition disastrous to the morale of a crew. James Mavor of Mavor Brothers, who are old hands at railroading, took over the wettest of this digging on a contract, his son, Sweton, and John Kelman being partners.

The foremen on the job have already been named. The men assisting Mr. Vickery have been James Mackie, Johnson Sargent, Gerald F. Baker, Frank Farrington and Ellis Stevens.

Henry Milliken has assisted John E. Mea, and the timekeepers are Donald Fogg, Orrin Berry and Franklin Tribbey.

Among the cooks have been Pat Hogan, John Sullivan, Joseph Baker, Aubrey McDonald and J. Hibbard.

The work is now nearing completion. A few more weeks will see the joining of the steel. Piers will be built extending out into Chesuncook Lake for dumping purposes, and the railroad will be ready for its first real test.



Not a circus parade, but a carload of green horses en route to Blair Farm

GNPCOM

Anger and reason cannot live together

Have Faith in Yourself

Have faith in yourself and your judgment,
And when you're quite certain you're right,
Cast all foolish fears far behind you;
Show courage and enter the fight.
No matter what others are doing,
Their scorning heed not, never shirk;
Your mind once made up, cease your doubting;
Have faith to go on—get to work!

Have faith when the clouds are the darkest;
Have faith when the odds just appal;
And when the path's hardest and steepest,
Have faith in yourself more than all.
'Tis easy to smile when life's pleasant,
But trials are the test of the man;
So smile when adversity threatens;
Have faith and show grit—that's the plan!

Have faith when you enter the contest;
Have faith though your chances seem slim,
Though prophets hint darkly at failure,
And prospects are gloomy and dim.
Have faith in your efforts unaided;
Rely on your knowledge and skill;
Don't fear you are bound to be beaten;
Have faith that you'll win—and you will!

—Selected