

The University of Maine

DigitalCommons@UMaine

---

Great Northern Paper Company Records

Manuscripts

---

12-1926

## The Northern, December, 1926

Great Northern Paper Company

Follow this and additional works at: [https://digitalcommons.library.umaine.edu/great\\_northern](https://digitalcommons.library.umaine.edu/great_northern)



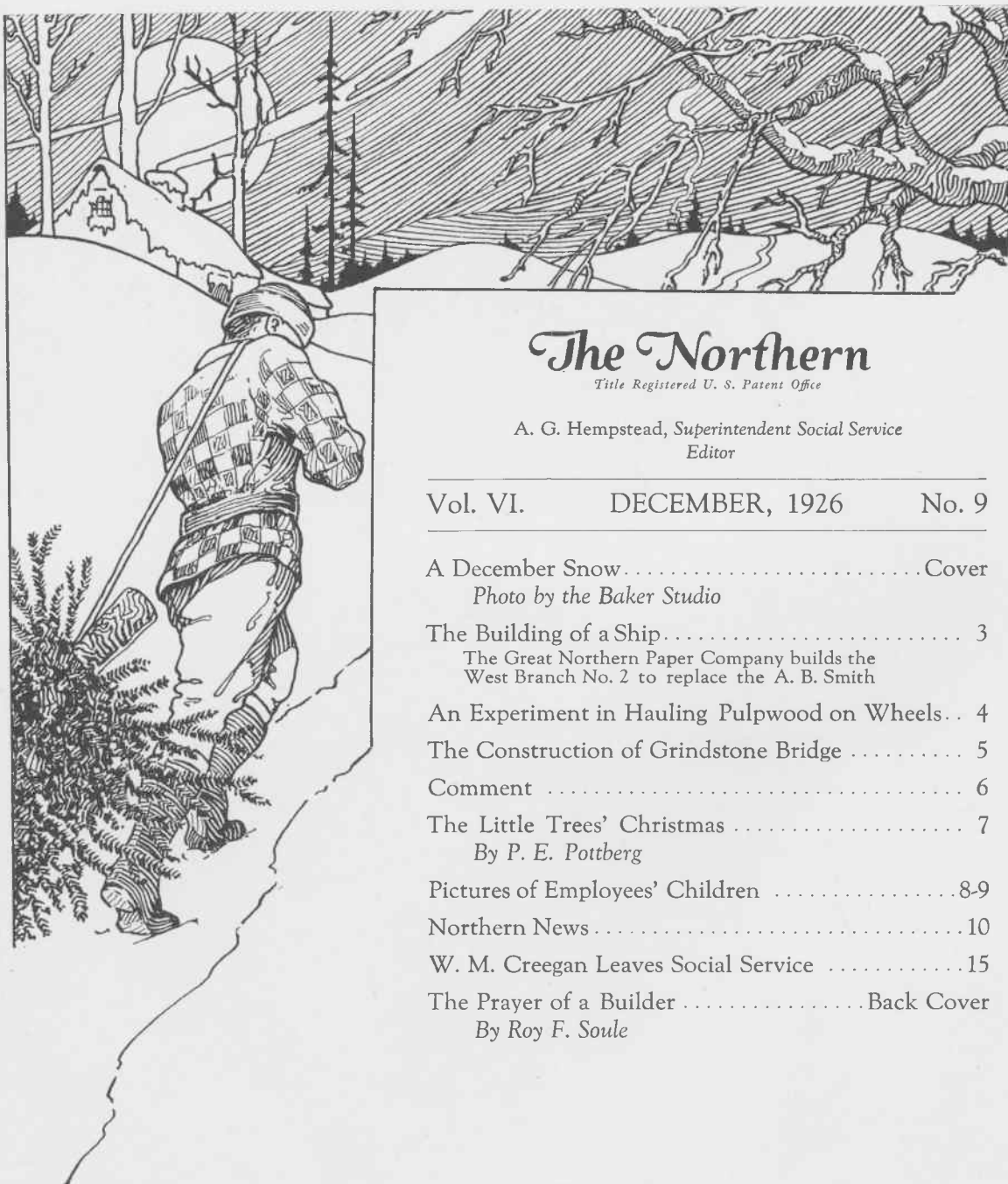
Part of the [Genealogy Commons](#)

---

This Newsletter is brought to you for free and open access by DigitalCommons@UMaine. It has been accepted for inclusion in Great Northern Paper Company Records by an authorized administrator of DigitalCommons@UMaine. For more information, please contact [um.library.technical.services@maine.edu](mailto:um.library.technical.services@maine.edu).



The  
**Northern**  
December 1926



# *The Northern*

*Title Registered U. S. Patent Office*

A. G. Hempstead, *Superintendent Social Service*  
Editor

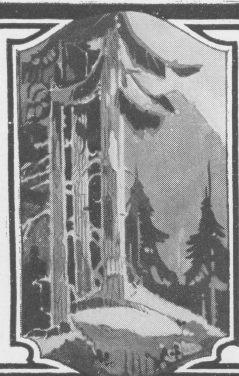
---

Vol. VI.                      DECEMBER, 1926                      No. 9

---

|   |            |
|---|------------|
| A December Snow.....  | Cover      |
| <i>Photo by the Baker Studio</i>  |            |
| The Building of a Ship.....   | 3          |
| The Great Northern Paper Company builds the<br>West Branch No. 2 to replace the A. B. Smith |            |
| An Experiment in Hauling Pulpwood on Wheels..   | 4          |
| The Construction of Grindstone Bridge .....   | 5          |
| Comment .....   | 6          |
| The Little Trees' Christmas .....   | 7          |
| By P. E. Pottberg   |            |
| Pictures of Employees' Children .....   | 8-9        |
| Northern News .....   | 10         |
| W. M. Creegan Leaves Social Service .....   | 15         |
| The Prayer of a Builder .....   | Back Cover |
| By Roy F. Soule   |            |





# The Northern

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



## The Building of a Ship

The Great Northern Paper Company builds the West Branch No. 2  
to Replace the A. B. Smith

*"Build me straight, O worthy Master!  
Staunch and strong, a goodly vessel,  
That shall laugh at all disaster,  
And with wave and whirlwind wrestle!"*

—Longfellow

THUS is the West Branch No. 2 being constructed. Her master builder, Charles Ingalls, describes his boat in less poetic terms, "She's built to stand. You can't hurt her." The visitors from shipyard towns on the coast say that they have never seen a better built craft. The West Branch No. 2 has been built on honor, the best of material has been secured and the job is not being pushed. She will replace the A. B. Smith, the old side-wheeler which has been towing boom on Chesuncook Lake for many years.

The building of this boat at Chesuncook Dam is in striking contrast to the method used in building the John Ross, the first power boat on Chesuncook Lake. At the time the John Ross was built, there was no road up the east side of Moosehead Lake to Chesuncook Lake. The material was accordingly taken up Moosehead Lake and the boat

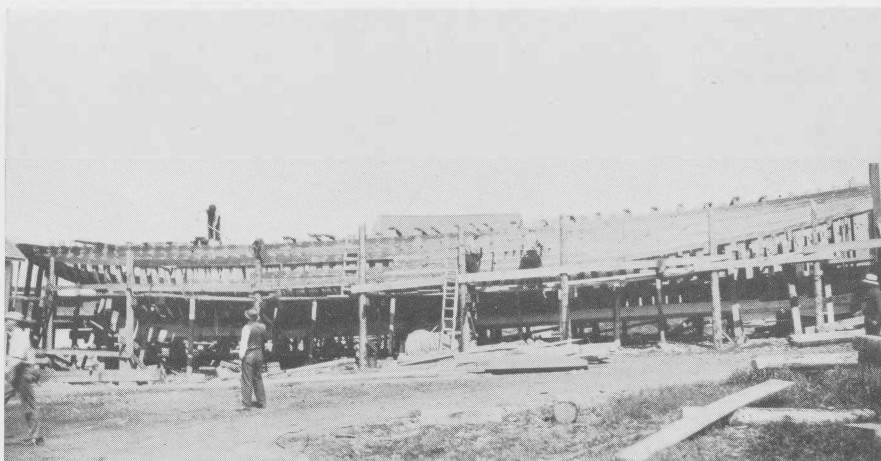
built at Northeast Carry. When finished she was run down the West Branch to Chesuncook Lake by Captain Louis Gill, and let down on a line over Pine Stream Falls; when the right point had been reached, Captain Gill gave the signal and the line was cut. The boat ran the rest of the white water. The engine survived the boat and was placed in the A. B. Smith when she was built in 1902. The boilers of the John Ross bearing the date 1891, are now in the A. B. Smith. The John Ross was built as a scow and did not handle well; a false prow was later added which leaked and was always full of water. The engine proved to be so heavy that it was feared that it would drop through the bottom; stanchions were built from which chains were hung to sustain the weight of the machinery.

With this contrast in mind, the details of the construction of the new boat are being given. Most of our men are not familiar with the method of building a ship. Here is a chance to learn how.

As no shipyard was at hand, it was necessary to make one. A shop was built and equipped with a surface planer, buzz planer, rip saw, band saw, drilling machine, and emery wheel, all of which are run by the power furnished by a gas engine. A boiler and steam box 35 feet long were set up in the yard for the purpose of steaming the planking. The material for building was assembled, including 17,000 feet of oak for the ribs, and a larger quantity of hard pine for planking.

Mr. O. A. Harkness made the model for the boat, drew up all the specifications, and directed H. W. Wright in drawing the plans.

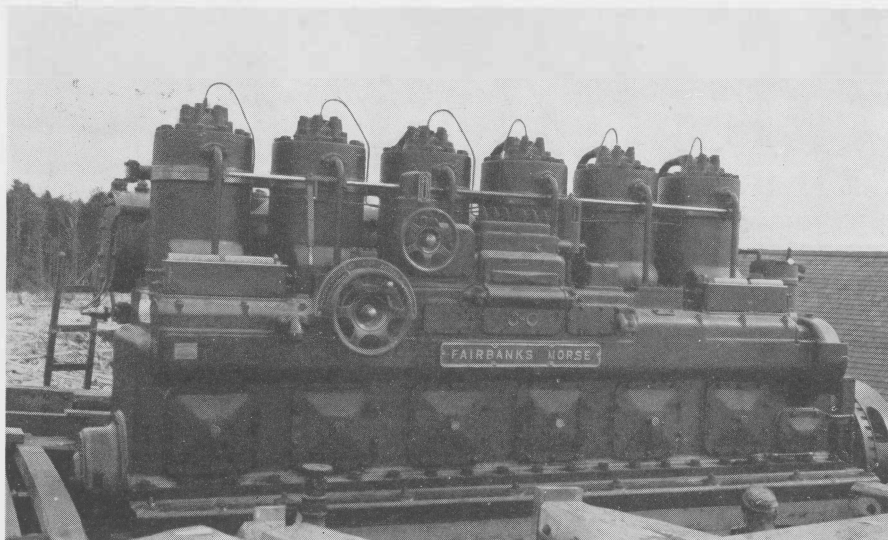
In May, 1926, the keel was laid. It is of hard pine, 12 by 12, with a birch shoe 6 by 12 for protection, having an iron guardoverit. Following the laying of the keel came the framing out, (putting up the ribs). The stern and stem posts were put in place and the work of laying the kelsons



GNPCO

*A good archer is known by his arrows, not his aim*—ENGLISH PROVERB





Lowering the engine into the hold of the West Branch No. 2

and bilge stringers began. The keelsons are 65 feet long and form the foundation on which the engine rests. After the upper and lower clamps were in place the planking began. The wales, the first six streaks around the top, were put on and then the garboard, the three streaks nearest the keel, were added. These latter are 5 inches thick and edge-bolted every three feet. The rest of the planking, three inches thick, was then laid to meet the wales. All seams were caulked, filled with white lead and putty, and painted with three coats of paint. All planking is secured by  $\frac{3}{4}$  inch screw bolts three feet apart which are countersunk and the holes plugged with  $1\frac{1}{2}$  inch plugs. The next work was laying the deck. Each seam was caulked with two threads of oakum and one thread of cotton, and filled with pitch. Two six inch guards covered with iron going the whole length of the boat were added. The towing bit was put in place, the engine installed, and the waist and rail, made of oak, were constructed.

The house was built, 55 feet long and 12 feet wide, to conform to the sweep of the rail. It has six and one half feet clearance inside under the carlin, (beams). It is equipped with a dining-room, cook's galley, and cook's stateroom forward. In the middle is the engine room; aft

is the smoking room and fully equipped bath room. On the upper deck is the pilot house and two more staterooms. The fore-castle will accommodate six men.

The engine for the boat was made by Fairbanks-Morse, a 360 horse-power cold start full Diesil. The transportation of the engine, which weighs thirty tons, was a real feat. It came to Greenville by train, was taken by scow to Lily Bay and from there to Chesuncook Dam on the eight wheel trailer. There are five 1,000 gallon tanks for fuel,—two aft,

two forward and one in the engine room. It is expected that these tanks will hold enough crude oil to run the boat for ten or twelve days of twenty-four hours each. There is also a fifteen horse-power Diesil engine directly connected to a nine kilowatt generator and air compressor. This makes possible electric lights, a searchlight and electric windlass. There will also be a steam heating plant to add to the comfort of the crew.

No effort has been spared to produce a boat that will give a maximum of service as well as comfort.

### An Experiment in Hauling Pulpwood on Wheels

A recent article in *The Northern* described one of the modern methods of transporting pulpwood from the yards to the landing. At Grindstone this year a novel scheme is being tried out. The distance from the East Branch, where the wood is taken out of the water, to the West Branch at Dolby Flowage, where the wood is unloaded, is about four miles. This year, approximately 20,000 cords of wood will be conveyed across.

Last year hauling started when the weather permitted, namely when the snow was solid enough



Having towed her last boom the A. B. Smith rests alongside of her successor, now nearing completion

GNPCO

*You shouldn't expect a wise answer to a fool question*

for tractors to haul heavily loaded sleds. This year hauling from the pile began even before the "weather permitted." For the first time, the wood was hauled by truck and tractors, with the aid of trailers. A description of the trailers used will be interesting.

They were made by the Rex-Watson Corporation of Canastota, N. Y., and the racks for these were made at Dolby by W. A. Erskine. They were designed particularly for this work. The body is supported by a steel framework over two sets of hard rubber tired wheels. The axles are 4" in diameter and the wheels are 40" in diameter, with 14" treads. There is a fifth wheel for a pivot on each end. The racks



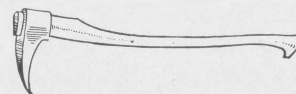
One of the Trailers

are made of hardwood and are 32 feet long, 8 feet wide and 6 feet high. One tractor will haul two trailers. Each trailer will hold ten cords of pulpwood, if piled, and six and a half cords, if merely thrown in.

the wood can be hauled directly from Davidson to Dolby. Two operations are done away with, namely the driving of wood from Mud Brook down the East Branch and removing the wood from the river for piling on the shore.

The bridge will be supported by five piers, each about 24 feet in height, and by two abutments. The abutment on the west shore of the river is about forty feet long and that on the other shore is approximately three hundred. There are four spans of steel girders, eighty-five feet in the clear, and two spans eighty feet in the clear. There are twenty of the longer girders and ten of the shorter ones. These are all four feet and one half inch high. They weigh about six and a half tons each. On the west shore is a fill of 250 feet and a cut of 490 feet. This work was done under the foremanship of Carl Hughes.

I. A. Mann superintended the construction of the piers, his foreman being Ira Mann. The construction of the bridge is being handled by Murtagh Hughes. The steel work is being done by the Greenleaf Construction Company of Auburn. Dean F. Chase is resident engineer on the job, representing the Division of Forest Engineering.



Lady: "Ain't you the same man I gave a piece of pie to last Christmas?"

Tramp: "No, I'm not and they say at the hospital I never will be."

## The Construction of Grindstone Bridge

**A** FEW words have appeared from time to time concerning the new bridge being built at Grindstone and it is believed that definite details will be of interest.

The bridge is 661 feet in length from shore to shore and crosses the river diagonally. It will be a very useful addition to the improvements already made in the Grindstone vicinity. In the winter when the East Branch is frozen over, it has

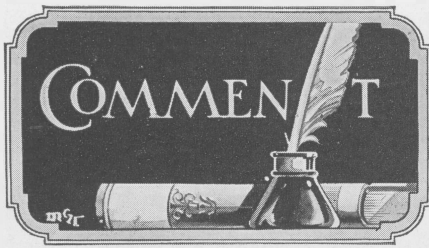
been possible to drive a team across from the station to the depot camp but at all other seasons shipments have been brought up from Atco Siding on the west shore of the river and passengers have had either to walk the boom or take the longer way around by the Bangor and Aroostook bridge. The bridge will supplement the tractor road which is being built from the vicinity of Davidson to haul the wood cut by Cone and Boyle. By this means



Grindstone Bridge Construction had reached this stage by the middle of November

GNPCO

*An empty head and a fat purse often reverse each other's condition*



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

### From the 15th to the 15th

Mr. F. W. Allen gives the following report for the period from the 15 of October to the 15 of November:

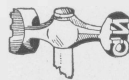
The weather was cloudy and unusually warm for this time of year; there were only two clear days; the precipitation was 4.72 inches including 9½ inches of snow in October; the prevailing winds were Northwest and Southeast, about the same proportion of each with a maximum velocity of 24 miles per hour; the maximum temperature was 59° on October 25; the minimum temperature 15° on November 6.

The operations have opened up in good shape. The construction work mentioned last month continues. The daily papers are carrying an appeal for 2,000 men for the woods. There is no lack of work this winter.

There are hunting parties in the woods about as usual. It looks as though not so many deer have been shot during the first month of the open season as last year. The Coburn Steamboat Company brought 152 deer across the lake during that time this year and 320 last year. At Greenville village 350 have been registered this year as against about 500 last year. Our attention has been drawn to two particular incidents during the hunting season so far. On the morning that the law went off, automobiles began to arrive at Pittston Farm about 4 o'clock. By the time the deer that came every morning had arrived in Mr. Ordway's field below the house, the hunters were numerous. When these poor sports opened fire on the dozen and a half deer, they all fell, slaughtered as

by a barrage, caught in the 80 acre open field with no place to escape from the high powered rifles. The employees of the company were much incensed by this experience. The management was disgusted and would like it to be known that that type of "sport" is never a welcome guest at our farms. The other incident concerned a hunter who hunted faithfully for a week and did not see a deer. On Sunday he saw several and did not take a shot at them. We have a lot of respect for such a man. Our feeling is that the man who hunted faithfully and honestly and returned home without a deer proved his sportsmanship more than those who secured their quota regardless of law or a sense of fair play.

All signs point to an open winter, we are told. The hornets' nests are built near the ground this year and it is generally understood that the hornets build their nests high enough to clear the snow. Some beaver dams that have been damaged have not been repaired. After the rains the weather has cleared off pleasant and warm instead of ending up in sleet and freezing. We are not weather prophets and this is not a prediction,—it is what we hear. We are making a record of it now in order that next spring we may see whether we still believe in signs.



### OPTIMISM

*"Build for yourself a strong box;*

*Fashion each part with care.*

*Fit it with chain and padlock;*

*Pack all your worries there.*

*Hide therein all your troubles,*

*As each little cup you quaff,*

*Pack all your failures within it,*

*And sit on the lid and laugh."*

Selected

Christmas being the time at which the Christ Child and children in general are given a leading place in our thoughts, we are publishing this month the pictures of some of the children of employees. We are sure that all our readers will enjoy looking at the smiling happy faces of these little folks.

### A Good Word for Our Drivers

The Norway Advertiser of October 15 printed a very interesting account of a trip into the Sourdna-hunk region under the title: "Into Maine's Immense Wilderness for a Change and Quiet Vacation." The following paragraph is reproduced for the particular attention of our truck drivers.

"We were in the domain of the Great Northern Paper Company, that, a few years ago, constructed monster paper mills at Millinocket. On and on, mile upon mile, one rides through the woods. Here are splendid dirt roads. We meet a man with a two-horse drag, improving this wilderness highway. Now we roll up behind a truckload of baled hay. Where is it going? Away into the fastnesses of the forest, feed for the hungry horses of a lumber camp. It is one of the big lumbering supply trucks of the great Northern. Its driver has the undisputed right of way. The road belongs to him, was built by his employer. The road, too, though smooth and exceedingly well constructed, is narrow. "Well," said Walter, "this is some luck. He may keep us creeping along behind that load of hay for the next twenty or thirty miles." But he didn't. At the very first opportunity, before we had even so much as sounded a horn, he obligingly turned out and allowed us to pass. Fine looking fellows, these Great Northern men. And about all of them young men, too. We met at least a dozen of them, and every one looked bright, keen, alert, happy, very much alive. The few to whom we spoke were uniformly courteous, gentlemanly, and obliging."

GNPCOM

*We can never be the better for our religion if our neighbor be the worse for it*



## These Children Have Their Pictures in This Issue

Alphonse Ernest Boutin, born Jan. 15, 1926, son of Mr. and Mrs. Leo Boutin.

Mary Rita Cripps, born May 26, 1923, daughter of Mr. and Mrs. Ray D. Cripps.

Raymond Robert Crossman, born April 18, 1925, son of Mr. and Mrs. Charles Crossman.

Permillia May Fraser, born July 24, 1925, daughter of Mr. and Mrs. William R. Fraser.

Alice Wilmont Finley, born July 5, 1924; Charlotte June Finley, born January 18, 1926, children of Mr. and Mrs. Charles Finley.

Geraldine Mary Gartley, born February 4, 1926, daughter of Mr. and Mrs. Gerald A. Gartley.

Vernon Ernest Gilman, born Dec.

12, 1925, son of Mr. and Mrs. Alva Gilman.

George Piers Gunn, born April 14, 1923, son of Mr. and Mrs. Cal Gunn.

Frank Edward Hoyt, born November 3, 1922; Betty Marie Hoyt, born December 23, 1920, children of Mr. and Mrs. Haliburton G. Hoyt.

Hildreth June Inman, born June 21, 1923, daughter of Mr. and Mrs. H. E. Inman.

Manford Marshall, born June 26, 1924; Phyllis Marshall, born September 4, 1922, children of Mr. and Mrs. Jack Marshall.

Rance Alden McEachern, born Jan. 21, 1923; Raymond Joseph McEachern, born June 23, 1921, children of Mr. and Mrs. Hugh A. McEachern.

Mary Evangeline Morey, born September 7, 1925, daughter of Mr. and Mrs. Angus Morey.

Edwin Linwood Perrow, born August 8, 1926, son of Mr. and Mrs. Edward Perrow.

Harold Darris Porter, born July 17, 1921; Florence Louise Porter, born September 28, 1924, children of Mr. and Mrs. Charles Newton Porter, Jr.

Bernice Smith, born October 22, 1922, daughter of Mr. and Mrs. Arthur Smith.

Earle Wendell Vickery, Jr., born December 25, 1921; Robert Hiram Vickery, born August 2, 1924, children of E. W. Vickery.

## The Little Trees' Christmas

P. E. POTTBERG

'Twas long before Christmas  
And all through the wood,  
The treelets were seeking  
To do what they could.

Big brothers and sisters  
Were whisp'ring how they  
Would take a long journey,  
Some fine sunny day.

They'd slide down the hills  
And out through the rivers,  
And on to the booms,  
With great tumbles and shivers.

They'd come to a harbor  
So wide and so deep,  
With nothing to do,  
But lie there and sleep.

They'd wake up as paper  
So white and so neat;  
As cards and as letters,  
To make Christmas complete.

They talked of the service  
They only could do.  
Said the dear little treelets,  
"We'll do something, too.

"There are plenty of children  
All over the land,  
Who would be quite delighted  
Beside us to stand.

"We are just large enough,  
Our branches are right  
To hold dollies and toys  
And tinsel so bright."

And so on their journey  
The treelets were started,  
In wagons and trains  
And on sleds they departed.

With joy to the cities  
And hamlets they went.  
To be serving on Christmas  
Made them all content.

Such singing and shouting  
As rose on the day  
When the treelets were spied  
In their Christmas array!

The children were happy;  
The treelets were proud,  
For in service at last  
Were their green branches bowed.



GNPCOM

*I resolve to permit no man to narrow my soul by making me hate him*



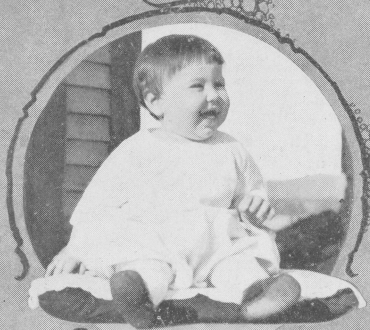
MARY EVANGELINE MOREY



RAYMOND JOSEPH  
MCEACHERN



FLORENCE LOUISE PORTER



CHARLOTTE JUNE FINLEY



HAROLD DARRIS PORTER



RAYMOND ROBERT CROSSMAN



RANDE ALDEN MCEACHERN

AT RIGHT  
ROBERT HIRAM  
& EARLE WENDELL  
VICKERY



AT LEFT  
FRANK  
EDWARD &  
BETTY MARIE  
HOYT



BERNICE SMITH

GNPCOM

And the dearest affection the heart can hold  
Is the honest love of a five-year-old—HOLMAN F. DAY





MARY RITA CRIPPS



HILDRETH JUNE INMAN



GEORGE PIERS GUNN



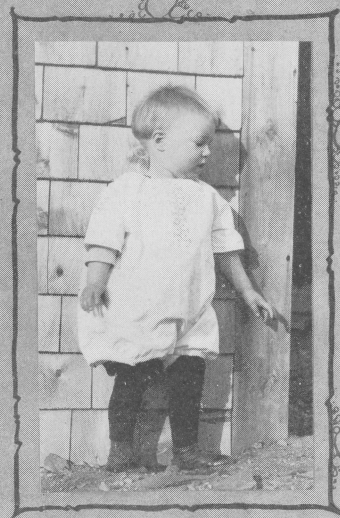
GERALDINE MARY GARTLEY



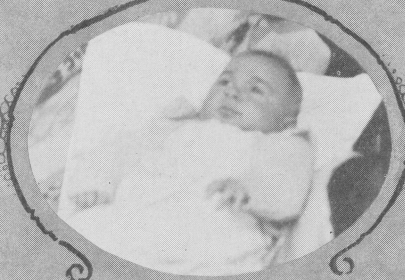
ALICE WILMONT FINLEY



ALPHONSE ERNEST BOUTIN



PERMILLA MAY FRASER



EDWIN LINWOOD PERROW



VERNON ERNEST GILMAN

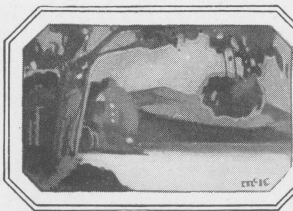


PHYLLIS & MANFORD MARSHALL

GNPCO

They are idols of hearts and of households;  
They are angels of God in disguise—CHARLES M. DICKINSON





## Northern News



### Lily Bay

F. A. Murphy, Correspondent

The rush of freight which we have been having for the last two months has died down a little.

H. G. Hoyt has been transferred to the Greenville Shop. This will give him the opportunity of being home with his family.

The office at Lily Bay has taken on a look of former times, when the faces of H. and W. employees were familiar here. Two of their former clerks, Paul Smith and E. L. Roberts, are assisting F. A. Murphy in the clerical work.

The hunting around the Bay has been very poor this fall. With the exception of one party from Portland, no hunters at all have boarded at the house.

Grant Farm Road Repairs has closed and William Clarkins has returned to Prince Edward Island.

C. W. Crossman had a crew here for a while installing new sewer pipe.

No street car accidents so far this month.

### Millinocket Mill

A. P. Hume, Correspondent

The mill office lost a member last week when Miss Eleanor Doherty was married to Mr. Archibald Kerr in Bangor. Mr. and Mrs. Kerr will reside in Canada after their honeymoon.

Miss Minnie Thorndike has succeeded Mrs. Kerr.

Several of the Bureau of Economy boys attended the Harvard-Princeton game. Jack Ross, Hans Schubart, Edmund Kase, Ed Dore and "Chub" Bartlett were in the party.

The auction bridge season has started. Frank Emery seems to

enjoy the best luck and with a suitable partner challenges all comers.

Armistice Day was celebrated here by a dance given by the American Legion and a good time was reported by all who attended.

Mr. Garrett Schenck, President of the Great Northern Paper Company, was a recent visitor to Millinocket.

Joe Mooney and his wife are enjoying a well earned vacation. Joe attended Miss Doherty's wedding on Armistice Day. Frank Emery is trying to fill Joe's shoes during his absence.

Joseph MacDonald has returned from his annual hunting trip. Joe reports game very plentiful but wild. N. A. Clark also returned with his quota of deer. His vacation was spent near Patten, Maine.

Mr. and Mrs. James Wilson have moved to their new home on Katahdin Avenue.

Bill Russell, our wood room foreman, who was compelled by ill health to take a long vacation, has completely recovered and is now in the best of health.

Charlie Pennings and wife have returned from a delightful week at Nickerson Pond. They were the guests of Phil Mansur.

Mr. and Mrs. Neal Merrill are enjoying a vacation in Bangor.

Andrew Gallant broke his wrist recently. On the same day one of his sons had the misfortune to break his arm.

Stanley St. John and "Doc" Harrigan are taking their annual hunting trip. In their absence their wives are giving a series of bridge parties.

### Fred Gilbert Contract

Alphonse Chabot, Correspondent

During October William Walsh, agent of the Canadian Pacific Railroad, H. P. Bartley, proprietor of the Piscataquis Exchange, and Fred Breton, all of Greenville, arrived at camp on a hunting trip. The party remained several days and each one secured his deer. Mr. Bartley wore rubbers several sizes too large for comfort. We would advise him to get a better fit next time.

Gerald Wing visits the works each day in his capacity as forester.

Alexander Mullen, the Game Warden, visits the camp from time to time.

Fred Gilbert recently made a trip to Bangor on business.

Mrs. Fred Gilbert came to camp the beginning of October and will spend the rest of the winter here.

Odilon Gilbert has returned to his home in St. George, P. Q., where he is under the care of his physician. We hope he will soon recover his health.

As soon as Spencer Bay freezes over, Mr. Gilbert will change the route of his toting. Instead of toting from Kineo, he will have his supplies come up from Greenville and will then go in from Kokadjo.

### Can You Read This?

The following inscription was found over a fireplace in an old tavern:

If the B m t put :

If the B. putting :

If you cannot read this, the explanation may be found elsewhere in this issue.

GNPCOV

*A wise man, like the moon, shows his bright side to the world—INGE*

### Blair Farm

*Mrs. C. E. Page, Correspondent*

Another carload of green horses has been received. The increasing number of horses at the farm has necessitated the hiring of more men to look after them. In addition to William Murray, there are now working at the farm William Connolly, formerly of Grant Farm, Harry Bowser, Newman Moore and Gilbert Seavey.

Mr. F. A. Gilbert, accompanied by United States Marshall Woodman was a welcome guest during the month.

Mr. and Mrs. Archie Wellman are now staying here for a time. Mrs. Wellman is a cousin of Mr. Page.

Miss Carrie Harrington is helping Mrs. Page.

Mr. and Mrs. C. E. Page visited Farmington a few weeks ago and spent some time with their son Everett.

### Grant Farm

*J. E. Ramsay, Correspondent*

Mr. and Mrs. F. A. Gilbert and their children, Miss Janet Gilbert and Masters Fred and Charles Gilbert, were guests of the Grant Farm for several days during the month.

R. O. Young and L. H. Lowe are assisting in the clerical work here.

Harry Bowe has a crew doing repair and construction work on the Grant Farm-Five Islands Telephone line. Thomas V. Whelan has gone in to the Lobster Halfway Camp to act as timekeeper for this outfit. We are all glad to see Tommy "doing his stuff" as a pencil pusher.

Emile Herrent ("Joe") has been transferred to Kineo Boarding House. Adrian Murphy has succeeded to the ownership of the notorious Nero, Joe's dog.

Miss Dena Theriault, who is Mrs. Gary's daughter, was a recent visitor at the farm.

Ingleton Schenck, Jr., has made his second trip here during the fall. His party secured two fine deer. We hope to see Mr. Schenck again next year.

Billy Hatch and his party are at Deer Pond and report very good hunting conditions.

Visitors during the month were Mr. and Mrs. O. A. Harkness and their niece, and Mr. and Mrs. H. I. Rollins.

### Along The B. & A.

*R. W. Johnson, Correspondent*

Few people realize what a large quantity of wood is purchased along the railroad tracks from farmers and lumbermen. Almost every farmer makes pulp one of his regular crops and there is more or less competition among the paper companies to secure it.

The Great Northern Paper Company expects to secure from 75,000 to 100,000 cords from this source this season. The greater portion is being purchased through contracts with Ezra J. Briggs of Caribou and Joseph P. Tyler of Bangor.

Most of this wood is peeled, although a small part is fire-killed, rough or rossed. Naturally most of it is hauled on snow but increasing quantities are being hauled by motor trucks and some is driven by water.

By means of mechanical conveyors, etc., a great improvement has been made in the method of handling this wood when it arrives at the mill. The sealing at Milli-

nocket is done by Fred McLaughlin, who has done this work almost ever since the mill was built. He passed through a serious illness last winter but is now back on the job, as energetic as ever. This summer he secured a car and finds this a great convenience in jumping from one part of the town to the other.

### 10 Mile Plant

*A. B. Chaplin, Correspondent*

Business has been very quiet here for the last month on account of the condition of the roads and the weather which has slackened all transportation except that of hunters of which there have been a plenty.

Mrs. Maurice P. Hill has been a visitor.

### Stratton Brook Improvements

*C. A. Ramsdell, Correspondent*

Roland Foster and the wood-working crew left here November 15 for Canada Falls Dam. Our cook, Guy Bubar, is also going and his place will be taken by George Gallagher. L. E. Desmond has already gone to Canada Falls and his place as clerk is being taken by C. A. Ramsdell.

Arthur Bracket and his crew will gravel and rock the dam and "runaround."



An unusual picture of a batteau in white water, contributed by Mr. E. B. Draper of Bangor

GNPCO

*The only place to find success without much effort is in the dictionary*

## Chesuncook and Chamberlain Lake Railroad

Henry Milliken, Correspondent

All the camps have been closed with the exception of Camp No. 1. The crew at this camp is engaged in burning brush along the right-of-way and in toting for Ellis Brook Operation.

Stanley Foss Bartlett has left this neck of the woods and is now working from Greenville. We were sorry to have Stan leave, not only because we miss the movies but also because we miss his smiling face.

A roundhouse is being built in which to keep the locomotive and steam shovel during the winter. Bobby Kearse is in charge of a small crew on this job.

This end of the railroad is now connected to the end built by Mr. Lacroix. It is now possible to go by rail from Umbazookskus Meadows to the Tramway.

R. A. Macgregor recently made a trip down river.

## Umbazookskus Operation

S. W. Morin, Correspondent

Until lately the weather has been excellent for cutting pulp and with a hundred and fifty men on the job the work has been progressing rapidly.

Alec Gunn and his crew of able seamen have been busily engaged with their fleet of motorboats and scows, bringing in provisions to the Umbazookskus landing. The toting from that point has been done mostly by rail.

Mrs. George Rooney has joined her husband at E. J. MacNeill's camp and Miss Josephine Coburn is stopping with them.

F. A. Ferguson represents the Division of Forest Engineering here and has a camp at John Ericson's place.

We extend our sympathy to C. S. Ramsay who was clerking for E. J. MacNeill. He had to return to his home in Plymouth, Maine, on account of illness. Ray Barden of Kingfield is his successor.

Orrin G. Berry is now clerking and scaling for John Ericson Contract.

Mr. and Mrs. Eugene T. Savage of Bangor and Mr. and Mrs. Ralph Flanders of Boston were the guests of Supt. and Mrs. C. H. Glaster recently.

Al Jordan, Alec McDonald and Fred Hopkins are doing the toting to the camps with horses.

A blacksmith shop has been opened at the depot now and A. A. Brayden is the head of that department.

Urbard Small of Ericson's camp cut his foot pretty badly one day several weeks ago and was sent to Greenville for medical attention.

Chesuncook Lake has quite a sea when the wind blows northwest. According to James Mackie, it is no joke to be out on it in a small craft.

James accepted an offer from one of the boys to go for a paddle but thought it took a good deal out of the fun of the trip to have to stay on Gero Island several hours on a cold frosty night.

W. G. McCormick, paymaster of this territory, has been making his headquarters here.

## Cooper Brook

Louis N. Murphy, Correspondent

The swamping of the log hauler road is completed and the snowless autumn makes the blasting of rocks and grading much easier and quicker.

At Pleasant River, Mr. Harkness has a crew under Archie Deroche building a garage. James Maguire and John Corners are in this crew.

The camps have all been wired for electric lights and as soon as the garage is completed a Delco light-plant will be installed thereby making this Metropolitan center as brilliant as the "Great White Way," we heard of once. The wiring was done by J. P. Brown.

On account of rainy weather and soft roads, a five ton Linn tractor is hauling supplies from Kokadjo to Pleasant River, carefully guided by "Pete" Gilman and Charles Tweedy. Charlie tells us of a race recently lost with a porcupine. You must remember, Charlie, that the tractor was built for power and not for speed.

The new camps at Pleasant River are completed and inhabited. Neighbors such as Mr. and Mrs. G. B. Burr, Mr. and Mrs. Hobart and Mr. and Mrs. Charles Holden and family will add much to the general atmosphere and make it more pleasant through the winter months.

A ten horse power Fairbanks-Morse gasoline engine has been put in the blacksmith shop to run a band saw, a buzz planer and a power drill. Sleds will be built here by C. M. Reed, Hollis Baker, Jack McShea and Frank McDonald.

A compressed air drill is used for drilling rocks in the Log Hauler Road.

George McEachern is in charge of the mechanical department.

We have about three-hundred men on the operation and approximately six-thousand cords of wood cut. Steve Ranney has built another camp and can now accommodate about 150 men. Ellis Stevens is clerking at the new camp and Carl MacDonald is cooking.

Martin Cahill is cooking at Yoke Pond and he surely can decorate a table with artistic and appetizing taste.

Louis Murphy has been in Waterville for a few days where he has had his tonsils removed. He is now clerking at Yoke Pond. The clerks at the Pleasant River camp are Joseph Marceau, Ray Smith and Tommy Bradeen.

Fred Heald, the log hauler foreman, has left and entered a sanitarium for his health. On his departure, a sum of money was given him by the men at the depot camp.

Levi Duby was taken to the hospital during the month with a broken leg. The accident occurred while he was hauling logs. He has a large family in Van Buren. His fellow workmen generously contributed at the time and a very tidy sum was presented him.

Irving Summers had the misfortune to break a leg and is now in the hospital.

Hans Peterson is at Yoke Pond taking the place left vacant by Jack Richards.

GNPCOR

*People can often be better judged by what they hate than by what they love;  
by what they are against than by what they are for*



## Greenville

**D. M. Pearson, Correspondent**

John Scott of Skowhegan was the guest of Mr. Hempstead at several company points during the hunting season.

Donat Dube was married on the 12 of October to Miss Hedwige Robitaille of Greenville.

Miss Betty Cripps of Portland came to Greenville during the month to be with her brother Ray in his recent illness. We are glad to report that Ray is gaining rapidly and should be found "shooting trouble" on the Grant Farm side in the very near future.

The Male Quartette of the Warren Congregational Church of Westbrook, Maine, gave concerts at several of the company places during the month. Concerts were given at Grant Farm, Pittston Farm, Seboomook Farm and Seboomook Dam. The quartette is composed of Mathias F. Morgan, 1st tenor; Edward Axelson, 2nd tenor; Ernest Theis, 1st bass; and Leland W. Knight, 2nd bass. These men are no strangers to company people, having visited the Grant Farm section during the hunting season for several years. They offered a very fine program and found their audiences very appreciative.

## East Millinocket Mill

**L. R. Groves, Correspondent**

Edward Bulmer is quite recovered from his recent accident and his friends are glad to see him again at the mill.

James H. Mack, First Selectman of this town for many years, spent the week-end in Brookline, Massachusetts, with his family.

The Armistice Day Ball at the Municipal Building was well patronized, being voted one of the high lights of the season.

The game register for the week is as follows: A. Kiser, Len McCarron, Dr. Murray and Donald Hooper, one deer each.

Percy, Roland, Horace, Byron and Jerome Nesbitt are at Silver Ridge for the week after their quota of game.

Mrs. John Dudley brought down a 225-pound buck near Salmon Ponds. It was necessary for Mr. Dudley to return to town for a horse to haul out the trophy. Mrs. Dudley is receiving the congratulations of her many friends on her marksmanship.

D. O. Nesbitt, John H. Groves and L. R. Groves spent a pleasant week in the vicinity of Grindstone and Fort Kent and intermediate territory. Game was shy, but the view was wonderful.

## Norcross

**A. J. Bertrand, Correspondent**

The work of replacing the old wooden gates on North Twin Dam with steel ones is now completed and the boys have left for their homes.

Boat and miscellaneous repairs are also completed, Jim Thompson and his dog, Bruno, getting done on the 10 of November. The boom house is now closed and will not be opened again until spring, when driving preparations will be made.



MOUSER & CO.  
Under the Weather

GNPCO

Charles Ramsdell, formerly of Lily Bay and Ashland, replaced A. J. Bertrand while the latter was on his vacation.

Bill Myott, cook at the boom house, has gone to Bangor to secure employment for the winter. Any one desiring a good cook will make no mistake in hiring Bill.

"This concludes our program for fall and winter," as the radio announcer would say. "Stand by till spring. We thank you."

## Greenville Machine Shop

**J. B. Pratt, Correspondent**

The shop is running twelve hours a day except Saturday, work demanding a speed-up.

One of the Lombard Steam Log Haulers has been overhauled. It shows an improvement over the way it looked when it landed here.

We notice that since cold weather started the line of cars parked in the yard has diminished by about half.

A new machinist's lathe is being installed in the shop. Much heavier work can be done on this lathe.

Equipment is still being received from the Realty Plant at Rockwood; a second scow load has just been received from up the lake.

Ned Voutour was married to Ruth Mozerall. The happy couple are residing in Greenville.

Mr. Schenck attended the Maine-Colby game. He was delighted with the remarkable playing of Lester Coltart. The boys have been pleased to see Lester played up in the head lines of the daily papers.

## J. P. Hayes Contract

**J. P. Hayes, Correspondent**

Two camps have been built on Gulliver Brook, one about a mile from the main West Branch and the other about two miles and a half. Each camp will accommodate a hundred and twenty-five men. They are on the west half of Boyd Town.

The cutting has progressed fairly well. Gerald F. Baker is the forester. The entire cut has been let to Ed. Groleau.

*The conduct of our lives is the only proof of the sincerity of our hearts*

**Seboomook Dam***E. E. Ricker, Correspondent*

At the present time there are about 100 men working on and around the dam. J. P. McLean is in charge of the wood work and P. E. Purcell is in charge of the dirt and rock work. Tom Eagan is assisting Mr. Purcell.

Among the well known men working here are Medrick Michaud, who is in charge of the riggers; Stanley McKenzie, who is doing the feeding; Frank Parker, who is doing the cooking assisted by James Boyce, Leo Aucoin and Joe Landry.

Lee McCullough, known in the northern woods as "Happy," is the bull-cook and his turn-out in the morning is heard by all.

Thomas J. Drew is running the hoister for the derrick and Harold Michaud is running the air compressor.

Other well known faces greeting the cook in the morning are the Morris brothers, Bert and James, Fred Crossman, Ward Donahue, William Grant, Mike Driscoll, William Nicholson, Harry Powers, E. W. Sloat, Andy Vandestine, the Ayotte brothers, Joe and George, John Roach, John Welch and several others.

The clerical force includes E. E. Ricker assisted by F. M. Crocker and C. C. Stevens.

Mr. Larsen of the Engineering Department is doing the scaling and looking for a site to build a school-house.

Joe Mecure, better known as "Briscoe," has closed his wangan at Canada Falls where he was getting out timber for the dam and has moved to Nigger Brook. E. H. Rand is the timekeeper there.

Frank Sirois was with us until a few days ago but now has gone to Oldtown on account of sickness. He has the wishes of all for a speedy recovery.

Visitors include R. H. Robertson, A. V. MacNeill, O. A. Harkness, A. G. Hempstead, Harold Wright and others.

Don Pearson showed "Sporting Life" at the dam recently. It was

well attended and greatly appreciated.

W. E. Boothman of Greenville, with a crew of 20 men, has started in to build a sawmill under the supervision of Mr. Harkness.

Mr. and Mrs. A. L. Mishio wish to express their thanks to those who so generously contributed toward a gift at the time of their marriage.

**40-Mile***D. P. Dunton, Correspondent*

The graveling of the North Branch dams having been completed, Clarence Sargent has moved his crew to Canada Falls, where they are resuming the work of Kineo Road Repairs, burning brush and performing other seasonable duties. In a week or so, they will move to 30 Mile.

A new automatic light plant has been installed at this place. The new plant generates a current of 110 volts.

We have learned the answer to the puzzle on page 10. The inscription should be read:

"If the grate be empty put coal on  
If the grate be full stop putting coal on."

**Rockwood***J. H. Murch, Correspondent*

Things have quieted down a bit here. Harry Severance's crew have completed their work and gone to other locations. The Harness Shop is now completed and the Machine Shop has emerged from its transformation scene as a full fledged garage. A round brick chimney is now being built for it. This work is being done by the Alphonse Custodis Chimney Company of New York.

Mr. and Mrs. Sterling Dymond celebrated their twenty-fifth wedding anniversary at their home in Bangor on November 6, 1926. All of their ten children were present. The people on the Northern Hill, as well as their many other friends throughout the Great Northern Paper Company, extend their best wishes and wish them many more years of married life.

Mr. and Mrs. A. R. Cochrane entertained at a Halloween party at their home Saturday Evening, October thirtieth. Those attending were Mr. and Mrs. J. H. Murch, Mr. and Mrs. A. B. Chaplin, Mr. and Mrs. Hugh Desmond, Mr. and Mrs. Angus Morey and Mr. and Mrs. Gerald Gartley.

A new Reo Speed Wagon has been added to the Kineo-Pittston Toting equipment.

Mrs. Gerald Gartley is spending a few days at her home in Bangor.

**Dolby Flowage***Herbert Robbins, Correspondent*

William Erskine has a crew here getting out timber for the new bridge at Grindstone. Carl Maxwell is sawyer at the mill.

Amos Conley is still holding down the cookroom and is being assisted by his brother Bill and Mr. Duffy of Benedicta. Bill Conley cooked in a hotel at Kennebunkport during the summer. This is Amos' third year at Dolby. We believe this is almost a record for continuous service as a cook in one camp.

Charlie Soboski is bull-cook and keeps a nice clean camp.

In the crew are a number of men who worked around Grindstone last year, namely Marvin Allen, Peter Casey and John McCue.

**Canada Falls Dam***L. E. Desmond, Correspondent*

Roland Foster with a crew of seven men arrived on November 15 to work on Canada Falls Dam. In the crew were Guy Bubar and Stacy Flannery of the culinary department; also Angus Commeau, Ernest Blake, William Cantwell, Joseph Sullivan and Camille Burke. We expect a crew of seventy-five men when things are in full swing.

Joe Sullivan formerly worked at Grindstone where he drove a tractor for Murtagh Hughes.

This operation is under the supervision of C. M. Hilton.

Florent Doucette has completed his season as fire patrolman at Canada Falls and has gone to Millinocket.

GNPCO

*Faith is an effective force and its measure has never yet been taken*

## Mud Brook Operation

P. B. Pinette, Correspondent

Two camps have been opened this month under C. P. "Connie" Murphy.

G. W. Nason, of Monticello, is at Camp No. 3, Whetstone Mountain, with 55 men. Arnot Archibald is clerking and Stanley Porter assisted by Paul Porter, Cecil Nason and Harold King, is in the cook room.

Among the crew we notice many of the natives of Monticello.

Willie Belyea is feeder, and Mose Prosser has charge of a main road gang.

Jack Pickett of Oldtown with 50 men is cutting at camp No. 2.

J. E. Griffith is clerk, Albert Folsom, cook, and William and Tom McDonald the cookees. Included in the crew are Tony Dragon, Dan Salonsky and Charlie "Cuxabexis" Smith.

## Ellis Brook Operation

F. A. Bickford, Correspondent

Ellis Brook Operation has started its winter's work under the supervision of A. V. MacNeill. Thirty thousand cords have been allotted to five jobbers.

Sam Budreau and Uno Ilvonen have been cutting on their location for three weeks under very favorable conditions. Charles D'Agostino is clerking and scaling for this camp, with Lubin Aucoin cooking.

The second jobber to get his building completed and his contract under way was Tom McLean, who has H. J. Dudley with him as clerk. Mr. Dudley formerly clerked at the Grant Farm. Bill McCarthy is cooking here.

Joe Bouchard, with nearly a full crew, has been in action for two weeks, with Arthur Baron handling the books, and Cyril Beaulieu as cook.

Don Brean and Al MacDonald have been building camps and, owing to the present scarcity of men, have used their joint crews. F. A. Bickford and Ross Cotier are the clerks of these respective jobbers.

W. J. La Crosse is the operation clerk, returning to the company after an absence of two years, during which he has been in the employ

of Blaine Viles of Augusta. W. F. Murphy and F. M. Cunningham are helping in the storehouse.

We believe that a few words concerning present day toting, as compared with that of twenty or thirty years ago, should be given mention. Formerly the transportation of equipment and supplies to a point at least sixty miles from Greenville for an operation of this size would have been a serious matter. The expense and speed of removal would have been the outstanding factor in the operation expense. Now, instead of a four horse team, with a maximum capacity of two tons, thirty to forty tons of supplies are coming here in a single day and being stored away, with a saving of months in the equipping of this operation.

## Davidson

H. L. Boyle, Correspondent

Three camps are being run here by Cone and Boyle Contract. The depot camp is housed in the Gilpatrick camp which was run by Mr. Peters last year. The other camps are on the other side of the road, between the road and the railroad tracks.

Gerald Morgan is cooking at Camp 1, Joe Riley at Camp 3, and Billy Mitchell at Camp 2.

Herbert Bailey is clerking and scaling at Camp 3. He has spent the last few winters out of the woods. Last year he was em-

ployed as a meat cutter in a Portland market.

E. L. Bradford is clerking and scaling at Camp 2. Mr. Bradford needs no introduction to company men.

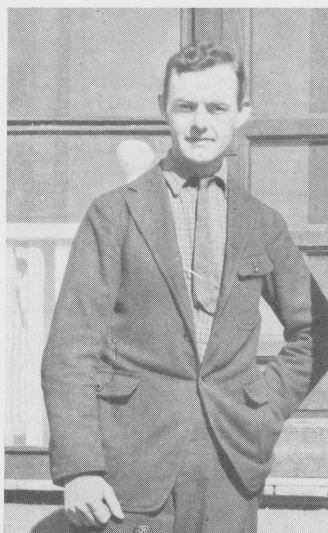
Murray Coney of Monticello, who formerly clerked for this company, spent a week hunting in the neighborhood.

## W. M. Creegan Leaves Social Service

Walter Miles Creegan, who has been with the company for several years, the last two of which have been with the Social Service Division, has left the woods for a time at least. He has a camp near Squaw Mountain Inn so we know that he will not leave this region permanently.

During the time that he has been with the Social Service Division he has been Associate Editor of *The Northern*. His articles have been numerous and much appreciated. "Smiler Riley" will never be forgotten. Paymasters, cooks, clerks and scalers will always have the highest regard for his Woods' Sketches in which he has shown to the world the trials they endure. His characterizations of Fred Covell and Norman Smith were true to life. He faithfully recorded the events of the celebrations at Seboomook on Labor Day and the last two Field Days at Camp Benson. Along historical lines he wrote on Rockwood, Lily Bay, Rice Farm, Grindstone, the Eveleth House, the Telephone System, Navigation on Moosehead Lake, Mud Pond Carry, The Chesuncook-Chamberlain Railroad and Saving the Redwoods. The Faux Pas, A Fable, Hope Deferred and Pea Soup caused many a chuckle.

Walter's work as a moving picture operator took him to all the farms and to the camps around Grindstone where he spent most of last winter. This gave him a wide acquaintance and many friends. His kindly spirit, generosity and courtesy are outstanding. Friends will miss him and all wish him success in his new field.



Walter Miles Creegan

GNPCO

To have joy one must share it. Happiness was born a twin—KINGSLEY



## The Prayer of a Builder

By ROY F. SOULE

*As long as mortals have the nerve  
To pray for things they don't deserve,  
As long as conscience has a stain,  
The prayers of men will be in vain.*

*So, humbly, Lord, we ask of Thee  
That princely gift,—sincerity,  
And may we use it through life's span  
To build on earth a better man.*

*And should we crave for gifts more royal,  
Please make us, God, a bit more loyal,  
That we may give to those we serve  
A measure full as they deserve.*

*And make us rich with eager zest  
To give our work the very best,  
To know the wheat, reject the chaff,  
To have the nerve to stand the gaff.*

*O Lord, in mercy intervene  
To keep our hearts both young and clean,  
The will to give a man a lift;  
Make this, O God, our Christmas gift.*

