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*The*  
**Northern**  
*February 1927*





# *The Northern*

*Title Registered U. S. Patent Office*

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

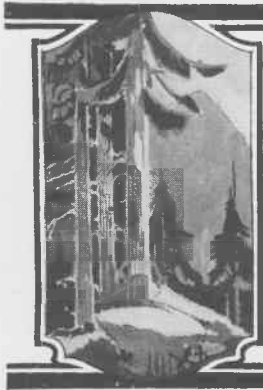
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Vol. VI.      FEBRUARY, 1927      No. 11

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A Tractor Hauling Pulpwood.....	Cover
By A. G. Hempstead	
Dams at Seboomook Falls .....	3
Mister What's-His-Name of Seboomook .....	5
By Holman F. Day	
A Small Boat With An Eventful Career.....	6
Early Improvements on the South Branch of the Penobscot .....	7
By F. A. Gilbert	
Comment .....	8
Picture Page .....	9
Northern News.....	10
The Noble Stag.....	13
By J. Maurice Lane	
The Grindstone Bridge .....	14
By A. L. Bertrand	
The Moose Call .....	15
By L. R. Groves	
My Symphony .....	Back Cover
By William Henry Channing	

THE AUGUSTA PRESS



# The Northern

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GREAT NORTHERN PAPER COMPANY  
SPRUCE WOOD DEPARTMENT



## Dams at Seboomook Falls

AT Seboomook Falls there is great activity this winter for a new dam is being constructed to replace the one rebuilt by the Great Northern Paper Company in 1912. J. E. Sargent is in charge of the building of this dam.

The location of the dam, which is known as Seboomook Dam, was early called Henderson's Pitch; a man by the name of Henderson lost his life there. The crew were so sure of recovering the body that they sent down river for a coffin which arrived, but the body was never recovered. The coffin was left on the edge of the eddy at the foot of the pitch for nearly twenty years. It was here that Rodney Southerland came near losing his life when a jam on which he was working, hauled. Holman Day's poem, *Mister What's-His-Name of Seboomook* may have reference to an entirely different incident. At any rate more than one river driver lost his life here before the first dam was built.

The Seboomook Dam Charter was granted by the Legislature of 1893 and approved by the

Governor on February 9 of that year. The incorporators were Eugene Hale, Daniel F. Davis, Frederick T. Bradstreet, Lewis C. Moore, Joseph S. Bradstreet and Clarence Hale. At the first meeting of the incorporators, it was voted to build dams and make improvements and the work was begun that year. Seboomook Dam was not completed until 1894 or 1895. The first drives taken out of the North Branch Country by the new corporation were delivered into Penobscot booms. Later they sent their logs down the Kennebec waters by mechanically getting them from one water shed to the other. The dam flowed water through the canal into Carry Pond; the amount

of water allowed for driving purposes was about six feet above the deadhead. The logs could be taken into Carry Pond to a point about 1,000 feet from the highest land between the Penobscot and Kennebec waters. Here an endless chain in two sections, driven by two steam engines, was built. The logs were taken up the grade by this method and tumbled into a wooden sluiceway which was about two miles long and which emptied into Carry Brook not far from Moosehead Lake, about opposite the present Seboomook Farm House.

The year that Canada Falls Dam was built, 1912-13, Seboomook Dam was rebuilt by the Great Northern Paper Company which had some years before bought out the old corporation. The work was carried on by James Swan who had Everett Amey as engineer. L. E. Little was resident engineer for Mr. Amey, and he in turn was assisted by C. S. Cleaves, L. W. Smiley, W. H. Wentworth and H. W. Wright, (these four men were not on duty at the same time); during the previ-



The dam which now is being replaced

GNPCO

*Difficulties dodged become enemies entrenched*



ous April the preliminary surveys had been made and the flowage "run." William Hilton, now head of the Division of Forest Engineering, was

It rests on part of the abutments of the original dam. It has 8 shallow gates 8 x 14, 4 deep gates 8 x 10, 1 log sluice 14 x 14, 3 spillways 5 x

25 tons of iron will be needed. Up to January first, 500,000 board feet of timber had been laid, 5,000 cubic yards of rock placed in the checks, and 3,300 cubic yards of gravel had been put in front of the piling. The dam is 80 feet across the base at the widest place. It is being built on solid ledge, which necessitated the removal of 2,500 cubic yards of seamy and loose ledge, which was later used for ballast. Two steel derricks of 7½ tons capacity each, with 83 foot masts and 75 foot booms, are in use. There is an overhead cable which is used to pull the timbers from one derrick to the other. An Ingersoll Rand Compressor is being used in the nearby quarry getting out rock for ballast. The timber used is peeled hemlock and pine, cut at Nigger Brook Camp by one of Mr. Sargent's crews and at Burbank by Joseph Paquet, Sr. C. J. Sargent is in charge of hauling the timber to the dam. Robert Hancock runs the tractor hauling these logs. E. L. Larsen, who is doing the scaling, reports that, up to date, several logs have scaled above 800 board feet, the largest being 1,000 board feet.



Photo by H. W. Wright

Fourteen years ago at Seboomook Dam

one of the men who worked on this job. That year Sam Whyte built the road into the dam from Seboomook in order to facilitate the work. Charles Green took charge of the construction work for Mr. Swan. Work began in the summer of 1921 and was completed the following spring. Some of the men on the job were the three Owens, Jack, George and Albert; Paul Cyr; Jack Doyle; Dannie Gallagher, cook; Charles MacKay, clerk.

All of the timbers were hand hewn except the face planking and toe piling which came from down river as did the yellow pine used around the gates. About 600,000 feet that was left from the drive of 1912 was used in the construction work. The remainder was cut in the near vicinity, at Burbank and Elm Stream.

Part of the crew were kept in the present boom house, which was then new, and the rest in a set of log camps on the south end of the dam. The foreman lived in the present watchman's camp, which, incidentally, is at present being occupied by Mr. Sargent.

The old dam is 808 feet long and has a head of 28 feet, i.e. 10 feet more than the original dam had.

10, and a dri ki sluice 5 x 30.

The first timber of the new dam was laid on October 25th, and the dam must be ready for the spring drives. Some idea of the amount of work to be done in that period



Photo by H. W. Wright

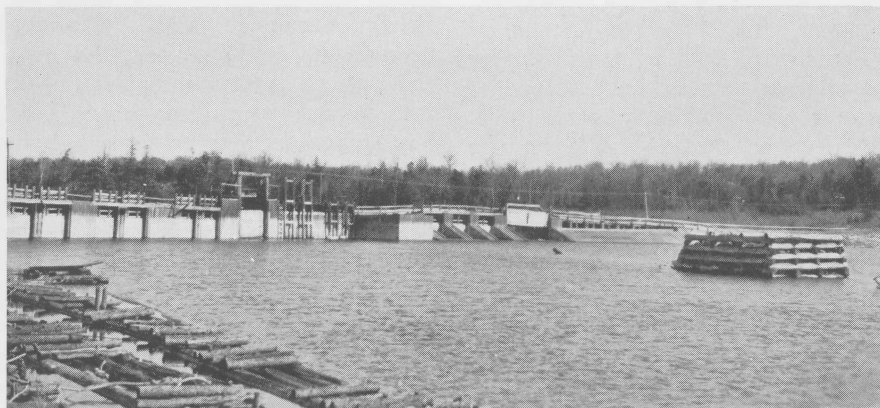
When the present dam was under construction

can be gathered from the amount of material to be used. It is estimated that 1,000,000 board feet of timber, 14,000 cubic yards of rock, 21,000 board feet of hard pine for gates and

When completed, the dam will have a tractor road across the top, and will hold a 28 ft. head of water. There will be 6 deep gates 8 x 10, 1 sluice gate 14 x 14, 1 dri ki gate

ENPCOM

*He who meets his faults in the open road of reason finds them turned to sign posts*



View of Seboomook Dam from the deadwater

20 x 8, and a spillway 200 x 3.

J. P. McClean has been in charge of the timber work, assisted by Burt Morris and Harry Powers; P. E. Purcell takes care of the rock and

gravel work, assisted by Tom Eagan and Nick Mulligan; Henry Bushey and Tom Drew are the derrick men; Ralph Palmer handles the overhead cable; D. M. Kirk does the

general blacksmith work and C. E. Hathaway sharpens the drills; Frank Parker with four assistants feeds the men; E. E. Ricker is the clerk; Lee McCullough takes care of the men's camp; Stanley McKenzie looks after the horses.

To accommodate the 150 men and 20 horses needed in the construction of the dam, it was necessary to build a set of camps. They were constructed by Frank Sirois on the north bank of the river opposite the boom house. The camps were all made of boards and covered all over with tar paper; no logs were used. The set of camps consists of two bunk houses, a cook room, an office and foremen's room, a filer's camp and wash room, a blacksmith's shop, a tool house, a dynamite house, a garage, and a hovel with a hay shed in the center.

## Mister What's-His-Name of Seboomook

By HOLMAN F. DAY

Have you ever heard Seboomook with her  
April dander up,  
With the amber rushing river gorged to  
highest drivin' pitch?  
Have you heard her boom and bellow—  
rocky lips a-froth with yellow—  
When she spews and spumes the torrents  
—oh, the wild and wicked witch?

She has menace in her breath,  
And she roars the chant of death,  
For the victim that she slayers never sees  
the sun again.  
And she clutches at the river,  
With entreaty that it give her  
The morsels for her longing, which are men  
—men—men!

Here's a tale to suit the cynic—'tis a satire  
from the woods,  
And concerns a certain hero who was  
hunting after Fame;  
'Tis the grim and truthful story of a mighty  
reach for glory.  
But, alas, he didn't get it, for we've clean  
forgot his name!

He was one of Murphy's crew,  
And he swore that he'd go through  
Where no other West Branch driver ever  
saved the shirt he wore:  
For he vowed he'd shoot the gorge  
And allowed that he could dodge  
The Death that knelt a-clutching at the  
prey the waters bore.

When they said he couldn't do it, why, he  
laughed the crowd to scorn,  
—Poled across the dimpling shallows  
with a fierce and hoarse good-by.  
—He was Murphy's top-notch driver, half  
a bird and one-half diver,  
But the best who brave Seboomook only  
sound the depths to die.



And they found him miles below;  
But his mother would not know  
The mangled mass Seboomook belched  
from out her vap'rous throat.  
The first man coming down  
Brought the story out to town,  
Referring to the hero as a "dretful reckless  
goat."

Then he told the brisk reporters all the  
grim and grisly tale,  
And the deed was dressed in language in a  
way to bring some fame.  
But alas for human glory, the galoot who  
brought the story,  
Remembered all the details, but forgot  
the fellow's name.

Have you ever heard Seboomook roaring at  
you in the night,  
With her champing jaws a-frothing in a  
wordless howl of hate?  
'Tis a fierce vociferation to compel our  
admiration,  
For the chap who struck that rugged  
blow, cross-counteracted thus by Fate.

When he lunged his pole at Death,  
When the river sucked his breath,  
Seboomook gravely listened when he scream-  
ed his humble name;  
For the honor of a foe  
She would have the people know,  
But she vainly dins her message in the  
deafened ear of Fame.

GNPCO

*It is better to build a hut than only to dream of palaces*

## A Small Boat With an Eventful Career

**T**ETHYS is an unusual name for a boat on Chesuncook Lake engaged in the prosaic work of carrying woodsmen and supplies, but this little boat has had a strange career as well as a strange name.

The first TETHYS was sold by her original owners, and instead of being a pleasure boat she was now used by the sardine trade on the coast. In 1888 Charles Capen bought her from G. W. Gower of



On the way to Canada Falls. O. A. Harkness, standing in the bow of the boat, is giving orders to the drivers of the four teams of four horses each. The drivers are Robert Canders, J. P. Hayes, Hollis Rutledge and William Harrington

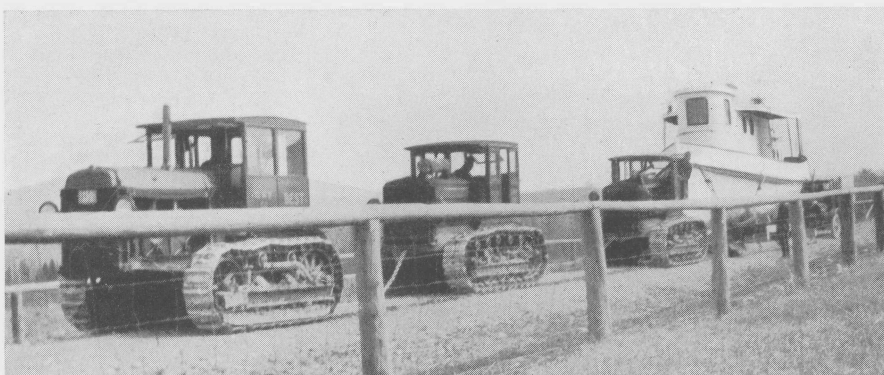
The name came naturally enough, by succession, as this boat was built for Edwin Capen to replace a boat by the same name that was wrecked on Moosehead Lake when she broke away from her moorings.

The original TETHYS was built as a pleasure boat and was first used down on the coast. The owners, no doubt, had a classical education as they named the boat for one of the Greek mythical goddesses. In looking up the family tree of *Tethys*, we find that the Greeks had their own ideas of Creation before the theory of evolution was propounded. *Uranus*, the personified Heaven, married *Gaea*, the Earth, and they became the parents of the *Titans* who appear to be the personification of mighty convulsions of the physical world, of volcanic eruptions and earthquakes; they played a quarrelsome part in mythical history. Of the many *Titans*, we are interested only in *Tethys*, the wife of *Oceanus*, who became the mother of the rivers of the earth. This was before it was discovered that the world is round; the earth was thought of as flat with great rivers encompassing it. So much for the name.

Sedgwick, Maine, and brought her to Moosehead Lake where she was used for fishing parties. She was 38 feet long, 10 feet beam, and

built in Brewer by Si Leach for Edwin Capen in 1895. She was brought up to Moosehead Lake on the Bangor and Aroostook Railroad. For twenty years this boat, a 52 foot steamboat, carried parties about the lake. The guests of the Capens at Deer Island for two decades have pleasant associations with the TETHYS.

After the death of Edwin Capen, Charles Capen kept the boat until 1916 when he sold it to the Great Northern Paper Company. One of the first tasks given to Mr. O. A. Harkness, when he came with the Company, was to transport the TETHYS from Moosehead Lake to the South Branch of the Penobscot River, i.e., to Canada Falls Deadwater. That autumn she was put on greased ways at Seboomook and drawn by horses to Carry Pond. She ran from Carry Pond up the West Branch to Pittston Farm under her own steam. She was taken out of the river at the point where the boat-house now stands, and when snow came she was put on runners and taken up to Canada Falls Dam. Sixteen horses, four



On the trip from Lily Bay to Chesuncook Lake the *Tethys* was drawn by three Holt Tractors

equipped with a steam engine. Charles Capen used her for a few years and then sold her to his brother Edwin; but Moosehead Lake proved to be one of TETHYS' unruly children and brought about her destruction. Mr. Capen liked her well enough to name her successor TETHYS.

The second TETHYS, which is now on Chesuncook Lake, was

abreast, were used to haul her. On the upgrades it was necessary to use blocks. She was used on Canada Falls Deadwater for about three years towing boom, but she drew too much water to be as successful there as a smaller boat would be. She sunk on one occasion here when she rammed a big spike on a pier, but fortunately the crew escaped without injury. Later she was returned

GNPCO

*A hammer is a worthless stick when it loses its head*

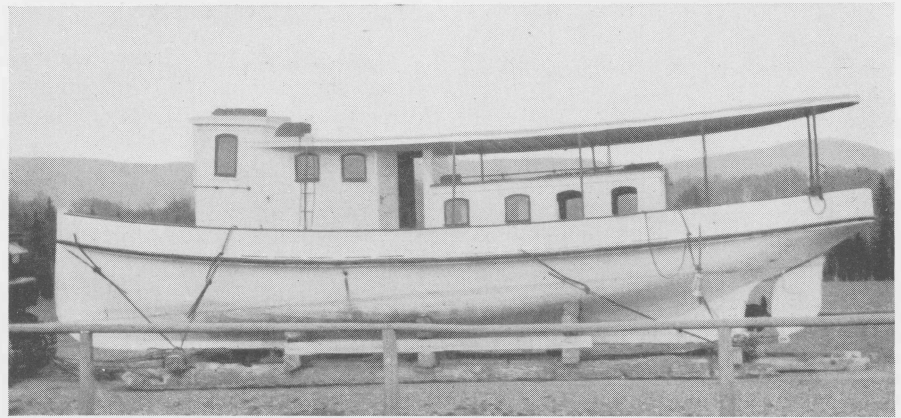


to Moosehead Lake, the return trip being made in a day whereas the two land trips on the way up had each consumed several days. This time two Lombard tractors took her; they left in the morning and by dinner time the next day were at Seboomook. After she arrived at Seboomook, the steam engine was removed and she was equipped with a 4 cylinder, 4 cycle, 40 hp. Lathrop motor. For a few more years the TETHYS was a familiar craft on Moosehead Lake but this time her task was business and not pleasure. She was towing boom and making herself generally useful.

In 1923 the TETHYS took another journey by land. This time she was taken out of Moosehead Lake at Lily Bay, and drawn by three Holt tractors up to Chesuncook Dam. Since then, she has done general work on Chesuncook Lake, but particularly has she plied between Chesuncook Village at the head of the lake and the Dam at the foot of the lake. About three years ago she was equipped with electric lights, a searchlight and a little generator. She carried a 70 pound portable fire pump and 2,000 feet of hose for emergency use and as a precaution against forest fires on the shores of the lake. In the fall of 1925, she met the fate of her predecessor and broke loose during a storm. The Company sold the wreck to Alec Gunn, who had run her since she had been on Chesuncook Lake. During the winter Mr. Gunn rebuilt her and she was at her customary task last season.

Named for the Goddess of the Rivers, transported overland by railroad, by horses, and by tractors, propelled through the water by steam and by gasoline, used to convey pleasure seekers, to tow booms, and to carry woodsmen and supplies, once sunk and once wrecked,—the TETHYS, in spite of her remarkable career is still a seaworthy craft, doing her share of woods' service.

The man who never does any more than he gets paid for, seldom gets paid for any more than he does.



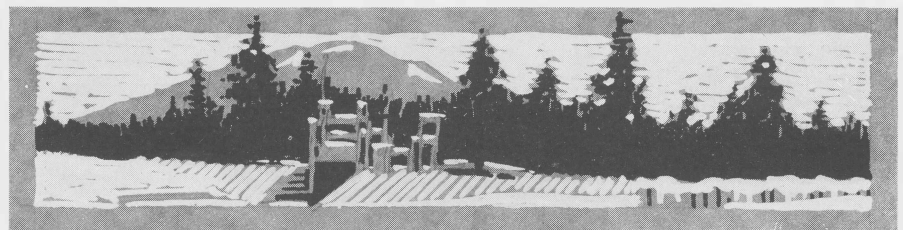
The Tethys on a Land Journey

## Early Improvements on the South Branch of the Penobscot River

By F. A. GILBERT

The charter of the Canada Falls Dam Company was approved by the Legislature on March 5, 1870. The organization took place on the 15th day of July, 1870. The incorporators were W. H. McCrillis, F. W. Baldwin, F. H. Dillingham, G. F. Dillingham, Edward Connors and Henry E. Prentiss; the last named was made president. Soon after this organization was completed, a dam was built about half a mile below Bog Brook, and a roll dam was built at the next ledges below the present Canada Falls dam. Both structures were of the very best material and workmanship. The spiling was about all cedar and all of the top work above low water around the gate sections was hewn timber nicely fitted. Tolls collected at that time show that the dam was used but little. Logging on the South Branch at that time evidently proved a failure. Such operators as Ross, Connors and Aaron Babb had operations for a very short period and it was commonly known that they all lost money. These dams were washed

out and any further attempt at development was suspended until about the year 1888 or 1889. A company was formed by Edward Stetson representing George Stetson Estate, my father and myself; and dams were built by that company at Sandy Bay, Jones Pond, Horseshoe Pond and Canada Falls. The dam at Canada Falls was built above the Prentiss Dam site, about the year 1890, by George Smith of Brewer and went out in the spring of 1891. It was rebuilt that fall by Charles Hathorn, and blown in the spring of 1892. It was then repaired by John Lawler. About the time he was closing the hole, a rise of water came and a hole occurred and Lawler picked up and left. Jasper Johnson was then sent to finish the dam; he completed it and it stayed there until rebuilt by W. L. Johnston about 1907 or 1908. It was again rebuilt about 1912 by W. L. Johnston. It went out that summer and was rebuilt on its present location during the winter of 1912-13 by a man named Willard Reed under James Swan, Everett Amey being engineer.



GNPCO

*Too much sunshine wilts the flower with shallow rooting*



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

### The Proposed Amendment to the Fish and Game Laws

By F. A. GILBERT

The newspapers have commented recently on an amendment to the Fish and Game Laws prohibiting fishing by woodsmen or men employed in the harvesting of forest products. Following the announcement of this intention was a protest made and credited to the lumbermen; and one particular paper outside of the state has through one of its correspondents ingeniously tried to connect the Great Northern Paper Company either with the proposed amendment or the objection thereto. The article is so confused in its construction that it would be hard to tell what the writer had in mind, but it is evident that he had in mind the connecting of the Great Northern Paper Company in one way or the other, and it did not matter which.

As we have been in close cooperation with the general public in the use of the forests, it is perhaps well at this time to declare our innocence as regards any knowledge of the proposed amendment or protest against it. It is not material to the Great Northern interests in any respect. The Company is not interested in the subject of prohibiting fishing, or protesting against the prohibition. We believe that recommendations should come from those employed by the State to make a study of conditions; and all recommendations for the benefit of the State should be made by the State's organization.

### Perspective

West Street in Greenville runs from the village to the junction directly toward Little Squaw Mountain; from the hospital on, it is down hill. From the top of the grade, the mountain is a majestic sight but seems to shrink and melt as we go down grade approaching it, until, by the time the railroad is reached, to all appearances the mountain does not exist—it is completely obscured by a little knoll. The mountain has not changed during this time, but, due to our changing point of view, it seems to have changed; in other words, it has been distorted by our lack of proper perspective. However, if we continue toward the mountain until we reach it and then climb it, we shall find a stern reality by the time the top is reached. We shall find it larger than we expected and shall be surprised at the view to be obtained from there.

There is a perspective for viewing time and history as well as for landscape. Cato complained when, after he had passed his eightieth year, he was compelled to defend himself in the Roman Senate. "It is hard," he said, "to have lived with one generation, and to be tried by another." Even a generation brings changes in material conditions and in ideals and each generation has its

fads and fancies. Recently an ironical sketch entitled *Truth: The Passion of the Times*, written by Edward Anthony, was published in a popular magazine. In it is this statement: "This is the Era of The Painful Truth. People won't read the life of a great man unless it proves that he wasn't great." There is more than irony in this statement—there is all too much truth.

February is characterized by being the shortest month and by the celebration of the birthdays of Washington and Lincoln. We wish to pay tribute to these two great Americans. Historical perspective has rightly placed these two great men. If a biographer, to use our mountain illustration, runs down hill, warps his perspective and gets a distorted image of these men, through an over-close scrutiny of the knolls and foothills, we ought to recognize that positive men of achievement always have enemies, and also that what is good taste in one age may be poor taste in another. Like the anvil and the heap of worn-out hammers, these great men of history will out-live all the knockers.

### Who's Who in This Issue

This month we are fortunate in having two contributions from Mr. F. A. Gilbert, Vice President of the Great Northern Paper Company. In one he gives data on *Early Improvements on the South Branch of the Penobscot River*, and in the other he states the company's position on *The Proposed Amendment to the Fish and Game Laws*. Mr. L. R. Groves of the East Millinocket Mill has written up a story in his inimitable style which will preserve this classic in good form; it is appropriate that this story, *The Moose Call*, appears just as the Sportsmen's Show is being revived in Boston. *The Noble Stag* was written by J. Maurice Lane, a clerk on the Cooper Brook Operation; stag has a new meaning in this poem to folks unfamiliar with the woods practice of cutting off the tops of old rubbers to be used instead of slippers for resting the feet. The bottom lines this month are all from Francis L. Cooper.

**THE true rule in determining to embrace or reject anything is not whether it have any evil in it, but whether it have more of evil than of good. There are few things wholly evil or wholly good.**

**Almost everything, especially of government policy, is an inseparable compound of the two, so that our best judgment of the preponderance between them is continually demanded.**

A. Lincoln

GNPCO

*A pearl is a fault mended*





A February Scene



Flower's Store at Grindstone Depot



Arco Von Hohentarm  
Miss F. M. Twombly's German Shepherd



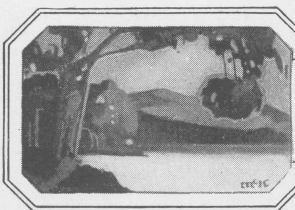
Connie Murphy



N. A. Smith has traded his Stutz for a horse

GENPCOM

*There is no fool like the one who knows it all*



## Northern News



### Greenville

D. M. Pearson, Correspondent

Dr. F. J. Pritham, who was the first to drive a car into Chesuncook Village by the tote road, (though a car had gone up the lake on the ice) has set another record. On January 10 he filled the tank of his snowmobile with 30 gallons of gasoline and started for Chamberlain Lake. He drove to Grant Farm, Deer Pond and Chesuncook Village; here he crossed Chesuncook Lake and Gero Island and went up Umbazooksus Meadows past Longley Pond to the head of Umbazooksus Lake. The roads from Grant Farm to this place were in use by toters with horses but they did not go beyond MacNeil's Camp at the head of Umbazooksus Lake. The doctor left his car here and proceeded to the camp at the mouth of Ellis Brook on Chamberlain Lake on snow shoes, a distance of five miles. The doctor had run his car farther north than any one had ever gone before in this country with a motor vehicle. The return trip of about 70 miles was made in seven hours.

The office of the Coburn Steam Boat Company on the wharf at Greenville Junction was totally destroyed by fire Sunday morning, January 16. When the fire was discovered shortly before three o'clock in the morning, it was too late to enter the building. The office equipment and all records were destroyed, including the contents of the safe. The connection between the office and the freight house was torn out by the fire fighters and, the wind being in the other direction, the freight house was saved.

Stanley Bartlett has been at Cooper Brook and Umbazooksus showing pictures for a month. D. M. Pearson has taken pictures to the farm houses on both sides of the lake

and to Grindstone Operation. Mr. Hempstead has remained in the office doing office work and preparing *The Northern*.

The weather report from Mr. F. W. Allen for the period covering December 15 to January 15 is that we have had 30.25 inches of snow which brings our total to 45 inches; the maximum temperature was 35° on December 25 and January 14; the minimum temperature was -17° on January 10; the ice is now 19 inches thick on Moosehead Lake.

### Mud Brook Operation

P. B. Pinette, Correspondent

With the arrival of a 10 ton Holt tractor, the hauling of the wood cut by G. W. Nason Contract and the wood cut from the old depot camp will soon be under way.

At Camp Number 4, a crew of 30 men has been engaged in the construction of five miles of tractor road to be used in hauling 7,000 cords of wood to Mud Brook Dam. Number 4 serves as the depot camp of the operation.

John Allen, with a crew of 16 men, is located in the old tie camps at Number 2, to haul 3,000 cords of the wood cut before the fire.

J. W. Pickett with a crew of 40 men has around 1,800 cords cut at Camp 2.

Joe Griffith is hanging "tough" as pencil pusher for Jack Pickett and can be seen around the woods with a guessing stick.

G. W. Nason, at Camp Number 3, has cut 4,000 cords and is still going strong. Stanley Porter, the Mince Pie King, is still mixing dough for G. W. Nason.

Harold Cole of Bangor is scaling on the landing on Mud Brook.

Milford Mehann is representing the Division of Forest Engineering on the operation.

### Bigelow Operation

R. S. Huggins, Correspondent

Our heaviest snowfall of the winter occurred on Jan 15-16, when about 12" of snow fell. It was a welcome storm for the Mountain Camps as they needed it badly for hauling. All of the snubbing machines are in place on the Mountain and ready for action.

John Bordon and Harold Cromwell brought 16 horses over the road from Blair Farm recently, making the trip in 3½ days.

Emile Leavitt has left us and gone to Churchill Lake. We surely miss Emile, and particularly the ever welcome wood and water with which he always kept the office well stocked.

Casualties were heavy in Biglow Office last week,—Harold Casey lugged a pail of water.

The G. N. P. Co. was well represented at a New Year's Ball at Stratten; about 14 from here made the journey by snowmobile.

Mrs. F. C. Gatcomb spent the Christmas vacation with her husband; they stayed at Stratton and Mr. Gatcomb walked back and forth to work during that period.

It has been conclusively proven that a small man cannot eat two large dinners in one day; Harold Whitehead tried it on Christmas Day and paid the penalty.

Frank McDonough, who has been clerking and sealing for Lou Wilson, has left for Chamberlain Lake; his place has been taken by Harold McKeil.

Irving Rowe, Forrest Goodwin and Lorenzo Wyman have arrived on the operation to act as scalers.

Forrest Henderson has installed a radio; we are now able to enjoy church services on Sunday.

A. F. West spent Christmas at Old Town, Maine.

GNPCO

*Adventure never travels in a rut*

Wm. Mann, with a crew of 12 men, has started cutting flowage at Stratton Brook Pond.

Men being shipped to Bigelow are now being brought over the road by snowmobile from Kingfield.

Bruce McDonald spent several days on the operation during the past month. We were also visited by L. G. White, Phil Bradeen, Phil Murdock, of the Forestry Dep't., and Arthur Heald of the U. S. Immigration Service.

Our supplies and equipment are now being toted from Carrabassett by Holt tractors.

The sluices at three of the mountain camps are now in operation getting the wood down to where it can be handled by teams.

Ye correspondent had the misfortune of having the pipe line running from the spring to his cottage freeze up; all efforts on the part of the plumbing dep't., consisting of Harold Whitehead, F. C. Gatcomb, Irving Rowe and the writer proving of no avail in getting the water started again. Mrs. Huggins thawed it out by pouring salt down the pipe.

### Grant Farm

*Raymond O. Young, Correspondent*

Ray Cripps has returned from his long illness to take up his duties with the Telephone Maintenance.

A Fordson tractor, commonly called "The Galloping Goose," seems to be making a success of hauling freight between here and Chesuncook. P. R. Rollins is driving it.

A crew has started cutting ice on Ragged Lake for the Farm.

Dog teams seem to be increasing in popularity in this section, several having been through here recently.

A new camp is being built at Deer Pond. This will materially increase the comfort of Mr. Hall's family and the itinerants.

"The Cohens and Kelleys," a movie recently shown here by Don Pearson, gave everyone a hearty laugh. Come again, Don! Stanley Bartlett has also given us some fine shows this month.

The snow has not interfered with our jitney service to any noticeable extent as yet. Some of our neighbors

have reported much lower temperatures than we have yet suffered.

Maynard (Squeek) Emery enjoyed a few days' leave the first of the month. We understand that he made himself at home in the Greenville Shop on his way back.

Our new chef is certainly handing out some good eats. Small wonder the men don't mind laying over Sunday here.

### Dolby Flowage

*Raymond M. Fernald, Correspondent*

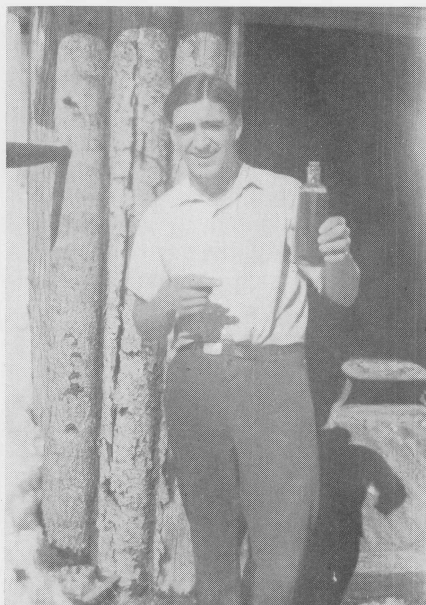
Christmas dinner prepared under the skilled hands of Bill and Amos Conley was enjoyed by the following men: Bill Erskine, Steve Knowles, Arthur Pines, Robert Anderson, Archie Blair, Charlie Sabosky and Ray Fernald. The menu included chicken with all the "fixins."

W. A. Erskine, accompanied by Henry Nelson, Alex Crawford and Arthur Pineo, recently made a trip to Canada Falls to set up a sawmill.

Conveyor No. 2 is completed and ready for use.

Autos are daily seen going along the Dolby Road which is in excellent condition.

The sawmill crew has nearly finished sawing its last order for sled stakes, rollers and runners for tractor sleds.



A bottle of vanilla and Dan Sexton who is cooking for John Erickson

### Grindstone

*A. J. Bertrand, Correspondent*

A. I. Mann and crew, having finished the construction of the piers and abutments for Grindstone Bridge, have gone to Dolby where they are to construct boom for use at Dolby Dam. While on this work they will stop at the Rice Farm.

Al Sawyer and crew, who put up the steel and superstructure for the bridge, have completed their work and returned to Auburn.

Bill Erskine and crew have also completed Dolby Pond Conveyor Number 2 and have gone to Cooper Brook where Bill will put up another conveyor to handle wood now being cut at that operation. The little sawmill, which was used to saw the lumber for the conveyor and also for Grindstone Bridge, is to be shipped to Cooper Brook.

The movie "The Cohens and Kelleys," which was shown here recently, produced many a laugh and was one of the best we have seen for some time. Don Pearson was the operator while Mr. Hempstead directed the orchestra.

Normand Smith paid us a few visits recently and while here demonstrated that he has not forgotten all about checkers. How about it, Don? We lost three out of three and were handed a fur bearing animal for the last. Not so bad, as it might have been a whole family instead of one.

Carl Hughes has commenced the hauling of the wood cut at Mud Brook by Cone and Boyle. This wood is being hauled by tractor down the main road, across the new bridge to the depot, and then to Dolby Pond where it is unloaded by means of the new conveyor and the one built last year.

There is talk of promoting a horse race between Zelma Strong 12 $\frac{1}{4}$ , Real Charlie and Tommie Canders, 2.06 $\frac{1}{4}$ . Tommie is an amateur as yet but perhaps with the help of Cash and Carry Pyle we might be able to make him turn professional. This is only ballyhoo so far but should the race be held, we'll tell the world.

GNPCO

*The ne'er do well envies the good luck of the industrious*

**20 Mile***Hugh Desmond, Correspondent*

The garage and camp at 20 Mile is open this winter for the use of the toters.

Mrs. Anthony Lavasser, well known for her good cooking, is in charge of the cook room. Her Christmas dinner, chicken with all the good things to go with it, was a triumph.

Everett MacDonald, erstwhile boss painter for Mr. Robertson, is in charge of the garage and light plant.

There have been three tractors on the job this season, two 10 ton Holts and a new 10 ton Lombard. The Morrill brothers, Bill and Stanley, drive the Holts, assisted by Anthony Lavasser and Gerald Gartley as strikers. David Bowser and his right hand man Boob McNut, alias Wesley Cray, run the Lombard.

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

Work on the dam is progressing at a good rate of speed. The old dam is nearly razed and the cribwork on the new one is well under way. It is expected that the dam will be finished for driving.

No, all the racket in the direction of Canada Falls is not an earthquake, it is just James "Dynamite" Murphy enjoying his favorite pastime.

Ernest Blake had a narrow escape from drowning when he fell through the ice on Bog Brook while cruising for timber. Of course he did not get so much publicity as did Gene Tunney but of the two we are inclined to think "Blakie" had the closer call.

Mrs. Roland Foster is spending the winter with her husband at the dam.

George McEachern, of the Greenville Shop, paid us an extended visit while setting up the sawmill. Less than a week after the mill arrived it was all set up and "rearing to go."

Burns Teed of Lily Bay, Sias Hill, Stratton, and other points favored us with a brief visit.

The largest fish caught to date was a 23 pound trout corraled by

David "Daniel" Boone, George Flanagan is a close second with a 16 pound salmon.

Rev. Fr. Sloan of Greenville was a welcome visitor during the month.

C. M. Hilton is a regular weekly caller.

Gilbert Voutour is at the throttle of the engine which runs the sawmill.

Don Pearson showed "The Cohens and Kelleys" here early in the month. It was voted the best yet.

Guy Bubar is still presiding over the cookroom, and entertaining fur dealers as a side line. He is being assisted by William "Scotty" McDonald and Pearly Goodine.

**Cooper Brook***Louis N. Murphy, Correspondent*

Christmas at Cooper Brook was a very peaceful and quiet one—one of the lumber camp kind. The only noticeable change was the enormous increase in the mail, and the large number of men going down to spend the holidays with their families. It was during this rush that our storehouse clerk, Ray Smith, was married to Miss Margaret McDougall in Bangor, by Rev. Ashley Smith on Dec. 23. Congratulations, Ray.

On the morning of Dec. 27, we were greeted by a snowfall of thirteen inches, putting an end to the jitney's run to Pleasant River. The mail is carried now by stage, which makes regular trips between here and the Second Roach Halfway camp.

The first steam log hauler made its appearance on Dec. 21. Jim Hayes was at the throttle. The other three soon followed. Three of them are now hauling small loads of about ten cords to a load, breaking in the road. The log hauler road is not yet in hauling condition on account of insufficient snow. The engineers on the log haulers are Louis Mountain, George Nash and Gilbert Young.

The Operation has two Holt tractors. One, driven by L. G. Smith, is working at the landing, and the other, driven by L. E. Pickett, is hauling the new 6,000

gal. water tank and the pump house. Leon Thibodeau is running the pump.

We were all grieved when we learned of the death of Mr. Gerry Burr, in Old Town on Jan. 11. Mr. Burr, father of Supt. G. B. Burr and C. W. Burr, was ninety-one years old when he died.

Martin Cahill is mixing dough at the landing camp, and Mike Mi-chaud is cooking at the halfway camp. We must also mention Jimmy Malone who is cooking at the Pleasant River depot where, in the month of December, the meals served averaged two hundred and thirty-one a day.

Mr. and Mrs. Hobart spent Christmas day with Mr. and Mrs. Carr at "B" pond. Mrs. G. B. Burr spent a few days in Bangor before Christmas but managed to be back for Christmas. Mrs. Holden spent Christmas day with her family, Faith and Frank, at home on the operation.

**Lily Bay***F. A. Murphy, Correspondent*

Christmas Day was enjoyably passed at Lily Bay. Mr. and Mrs. Walls erected a tree in the dining room at the house, and invited everybody. All were pleasantly surprised to find a token for each. The dining room was tastefully decorated with streamers and other Christmas decorations.

During the month Mrs. Lillian Whitten spent a few days at her home in Portland.

Mrs. F. A. Murphy and children have closed the camp at Lily Bay and will spend the remainder of the winter at her home in Calais.

Mrs. McCarthy and her daughter Loretta after a brief absence have returned to their work at Lily Bay.

We witnessed the passing of the Steam Log Haulers to Cooper Brook Operation.

Charles Tweedie has come down from Second Roach Dam to haul the firewood for Mr. Walls.

Louis St. Peter was recently transferred from Sias Hill to Second Roach Dam.

GNPCOR

*It is better to stroll toward a goal than to run against time to no destination*



**Bangor Office***Daniel J. Leen, Correspondent*

A crew of painters is applying the lead and oil to the Bangor Office. The rooms completed present a very attractive appearance.

All the boys returned to work after the Christmas holidays, reporting many kind remembrances from family and friends. The usual popular gifts of mufflers, neckties, etc. are in evidence. A number of very attractive Waldamars are noticeable.

The new fire protection sprinkler system has been completely installed and is adjusted to 110 degrees Fahrenheit, which should serve to remind us that we must keep our emotions well under the 110 point to insure immunity from an involuntary shower bath.

Hon. Charles W. Curtis attended the opening of the 83rd legislature.

A. E. Harmon, former clerk of Seboomook, who has been granted a leave of absence on account of ill health, called on us on his way to Boston where he has gone for treatment.

R. L. McNamara is back with us again in the accounting department, (Mr. Willey's Room). We are all glad to have Mack back.

The Great Northern Team, which has been holding first place in the City Bowling League for the past month, has, through some inconceivable mishap, slipped to second place. The members of the Bangor Office Force, who are associated with these experts every working day, know that there must be some explainable reason for this slip, and are inclined to believe that some of the boys neglected their daily dozen, and were a little off color the day the boys of the Bangor Hydro put over that defeat. Out of a total number of 36 strings rolled, the Great Northern has taken 26, giving them a percentage of .722 against .750 for the leaders. Members of the team are as follows: Captain, F. H. Glidden, Malcolm Pratt, E. E. Brown, Harry Willey, Charles Powers and Allen Thompson.

**Machias Operation***E. M. Sylvester, Correspondent*

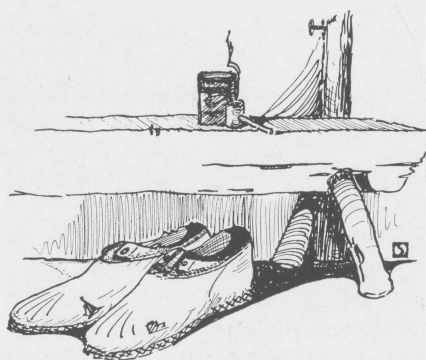
Superintendent T. S. Ranney, accompanied by Inspector N. A. Smith, recently made a tour of inspection to the different camps of the operation.

Enough snow has fallen to make good hauling conditions and the wood is going to the landings in a steady stream.

Fred L. Street, Chief Clerk, and N. A. Ranney, Foreman, spent Christmas at their homes.

Paymaster Leon A. Titcomb visited Skowhegan recently.

Our Assistant Clerk, Ernest M. Sylvester, has just returned from a visit to Mrs. Sylvester, who is staying with Mr. and Mrs. Hugh Hayward at Ashland this winter.

**The Noble Stag**

There are countless stirring stories  
All about the noble stag;  
How they've hunted him with rifles  
From a pop-gun to a krag.

They've roasted him and toasted him,  
And trampled on his skin;  
But the poor old stags I have in mind,  
They've never figured in.

They sit beside the bough-laid bunk  
In woe-be-gone array,  
For one to wear when shadows fall  
Across the door of day.

When limbs are weary, feet are wet,  
And the tired body lags,  
What rest to swap your rubbers  
For some worn-out cast-off stags!

—J. Maurice Lane

**Umbazookskus Operation***C. H. Glaster, Correspondent*

Our Depot Camp has been rather a busy place for the last three weeks. Connie Burke, the cook, thinks it must be paying.

John Mea is a regular boarder. So also are 8 men who are at work on the new flat car being constructed for the purpose of transporting the steam shovel.

We are cutting and hauling off at present. We have about 20 inches of snow now (January 18). Ice is very thin and landing on Longley Pond is giving considerable trouble.

John Erickson, jobber, recently made a trip to Bangor and brought up several men. Dan Sexton is still working for John and is getting anxious for spring to come.

George Rooney and his wife are still at Bob McNeil's as is also Miss Coburn.

All enjoyed the movies recently at the depot camp. John Mea furnished the music by keeping the victrola cranked up, while his friend Stanley Bartlett put on the show.

**Hughes' Hauling Contract***George F. Price, Correspondent*

Murtagh Hughes has started hauling the pulp-wood cut by Cone and Boyle, on the Town of Davidson; this will be hauled by tractors to Dolby Pond Flowage. There are at present two Lombard tractors and one Holt tractor hauling.

We have with us, as tractor drivers, Harold Smart, Cal Gunn, and Henry Dufore. Mr. Hughes has built a new camp to be used as his hauling camp.

Mr. and Mrs. Peter King are handling the cook-room at Hughes' camp.

Carleton Hughes is taking charge, assisted by Martin Hughes and John Curley, main road boss.

Roger Jordan is unloading the wood at Dolby Flowage.

Mr. Hughes was forced, on account of weather conditions, to stop hauling on the pile of pulp-wood at Grindstone Depot camp, after hauling approximately 6,200 cords by trucks.

GNPCO

"Take opportunity by the forelock," but know first where you intend to lead it



## Ashland

W. A. Mooers, Correspondent

Simon Murray, who has been acting as caretaker at the Sheridan Plant, is now assisting at the Ashland Storehouse.

It looks from the tote road as if Hall Coffin, our 10 Mile cook, were getting ready for another year's stop; that is a fine pile of wood, Hall.

The roads in and around town are being kept rolled by the large roller and town tractor.

We feel positive that Roy Stuart would get an egg now and then—if he didn't watch the hens so closely.

## 10 Mile Plant

A. B. Chaplin, Correspondent

Daniel Gillespie and William J. Mullins, Mr. Chaplin's sons-in-law, visited here over the week-end of January 1.

A new Lombard tractor, part of the equipment of the K-P Toting, passed through here going towards 20 Mile on January 9. Dave Bowser and Wesley Cray were in charge and were hauling two sled loads of hay, bound for Caucomgomoc Lake.

## Blair Farm

C. E. Page, Correspondent

Two more carloads of horses have been received from Chicago. Thirty horses were in each car.

A carload of sixteen horses has been received from Millinocket.

Since the first of December, 186 horses have passed through our hands.

## Greenville Machine Shop

J. B. Pratt, Correspondent

We hope that by the time this is published the Twin Engine Tractor will be running. At the present writing, it is practically finished.

On January 8th movies were held in the paint room. About 150 of our employees and families were present. The name of the picture was "The Cohens and Kelleys."

Howard MacFadden has recently bought a new Radio. We are informed by him that it is a dandy.

Fred Gilbert pulled out on January 3 with six sets of sleds and eight horses from Blair Farm. After

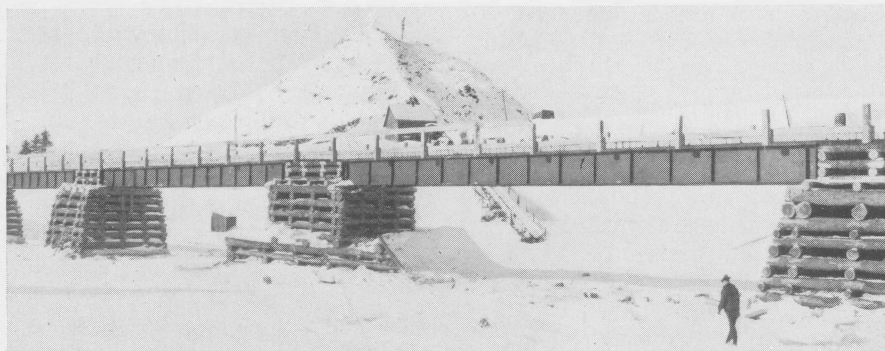
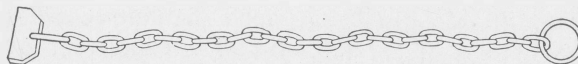
several runaways they succeeded in making a safe getaway.

The shop yard is beginning to look like winter; the snow is being piled up. At the rear of the shop there is a drift about seven or eight feet high.

The shop boys wish to express

their sympathy to Wellman Fletcher in the loss of his brother, who lived in Mars Hill.

Charles F. Ambrose, of the Bangor Office force, paid the shop crew on January 14, Mr. Covell, our regular paymaster, being confined to his home with a bad cold.



The Grindstone Bridge was completed January 15

## Grindstone Bridge

By A. L. BERTRAND

The first work on the bridge started by Carl Hughes on Sept. 8, 1926, was making the fill and cut on the Atco Siding end. Mr. Hughes also hauled some of the rocks for the abutments and piers.

A. I. Mann supervised the construction of the piers and abutments starting work on Sept. 22 and ended Dec. 11th. There are 5 piers approximately 25' x 25', which taper at the top to 18' x 18', the highest one being 30 ft. The abutments are 40 and 300 feet long respectively. The piers and abutments necessitated the use of 2,075 cubic yards of rock and approximately 200,000 F. B. M. of pine lumber. Ira Mann was the foreman under his father, and an average of 7 men and 2 horses were employed in the actual construction, while men under the supervision of Supt. F. X. Mooney cut the logs.

On the Grindstone end, where the bridge comes on to the highway, false sections were put in which can be removed during the summer so as not to obstruct wheel traffic.

The steel superstructure of the bridge was constructed by J. A. Greenleaf & Sons of Auburn, under the foremanship of Al Sawyer, and entailed an enormous amount of work, as no derricks or power machines of any kind were used to place the steel from pier to pier. The bridge is 661 feet in length from shore to shore and 938 feet over all. It is 14 feet wide inside the railing and 15' 4" at its largest width. Approximately 174,000 F. B. M. pine was used for the flooring, which is 8" thick sided on two sides, the railing and slew skids being included in the above figures. Its highest point is 25 feet from low water and the Grindstone end is 8 feet 3-8 inches lower than the Atco Siding end. The bridge is strong enough to hold a freight train.

Mr. Sawyer started unloading the steel on Nov. 15th and finished construction on Jan. 15th.

The survey for the bridge and general plans were made by the Division of Forest Engineering.

GNPCOR

*The man who habitually weighs his neighbor's action seldom places his own in the balance*

## The Moose Call

By L. R. GROVES

SOME years ago there was held in Madison Square Garden a Sportsmen's Show, featuring Maine hunting and fishing, especially the art and craft of registered guides in the science of moose calling.

A preliminary to the opening of each show was a moose calling contest in which, to the amazement of the assembled multitude, the premier guides demonstrated their proficiency in the use of the birch bark horn in calling the amorous monarch of the deer family.

Among the stern faced and rugged guides, to whom the untracked wilderness was as an open book, was one from the wild slopes of old Katahdin, who excelled all others in the alluring tones of his bark horn; and whose wisdom in woodcraft exceeded that of his brethren as the blinding glare of a search-light dims the feeble ray of a discouraged candle. He it was who received the title of King of the Guides—but the better to point the moral of this tale he shall be nameless.

Now it so happened that it became the vogue among the Clubs of New York City to entertain at smoke talks and other gatherings of the devotees of Nimrod and the chase, the more prominent of these worthy guides; and to listen in wonder, through the smoke of good cigars and the inspiration of waters of good cheer, as the sterling sons of Maine's unpeopled wildernesses recounted their tales of adventure and daring in pursuit of their picturesque occupation.

And it came to pass that the committee in charge of a smoker for a right prominent club conceived the idea of taking a fall out of the worthy guide cult, as with true metropolitan impatience they had wearied of the sound of the moose call, that had become a sore irritation to the ears of men accustomed mainly to the soothing roar of the

passing elevated, and the gentle tones of the cabmen at Grand Central Station.

So the next day, at the opening of the Sportsmen's Show, a phonographic record was taken of the Moose Call, made through the three foot horn of this King of all guides. At the smoker held later in the evening within the precincts of the Club, this guide and some of his brothers sat as guests of the evening, that city men might gaze upon Nature's unspoiled children and marvel at the mystery of their craft, which is an ancient one and full of guile. And finally it came to pass that the Toastmaster of the evening arose amid the glasses and the debris of an entirely successful masculine entertainment, and addressed the assemblage in this wise:

"Gentlemen, we have with us as honored guests the King of all New England Guides, and some of his fellow hunters from the vast solitudes of Maine. In the art of moose calling it is averred that the King is unsurpassed by any of the sons of Esau. However, it has come to us that in the wooded depths of Canada there lives one who by the magic of his moose call beguiles the Monarch of the Woods with music that none can resist. Albeit this man is of French descent his prowess as a hunter is Canada's delight. It was within our mind to bring him hither, and stage a tourney between these excellent men; but as the worthy Canadian is now confined to his lonely cabin by illness, we succeeded only in taking a record of his call, which this phonograph will now produce for your pleasure."

Then there boomed through the club the commanding tones of the Maine Moose Call, as given by the King of the Guides at the opening of the Sportsmen's Show. Again and yet again the stirring notes

rang through the banquet room while the assembled guests marvelled anew; and as the final echoes died away the Toastmaster turned to the King:

"Mr. Blank, you have heard the Call of Canada's Pride. We have listened for the first time in the history of this club to the seductive notes of a cow moose in the seclusion of the wilderness, as its love call is simulated by the agency of a Canadian habitant—and we ask you in the utter ignorance of city men and unlearned in woodcraft for your opinion of its merits."

For a time the guide was silent; for a time he held his peace, as becomes one whose opinion should not be lightly given; and from whose judgment there is no appeal; and while the assemblage waited upon his every movement he shifted his cigar to the selfsame saucer from which he had inhaled his coffee after the time honored custom of his cult; from an inner pocket he retrieved a partly devoured plug of Spear Head tobacco. Fortifying himself with a substantial section therefrom, to assist the travail of a mind free from worldly guile and untrammelled by the shackles of urban environment, he lifted up his voice and spake with the modesty and sincerity of Nature's child:

"Friends, you've asked for my opinion. For forty years I've called moose up around Mount Katahdin; from the bogs of Sourdnahunk to the Abol Trail I've tolled 'em, and none can do it better. Now as to the Canuck's call—Well, I've allus liked Canada and have no fault to find with the doin's of any of her people; but they's just one toot on the end of that darned call that would drive a moose to——!"

Here amid the tumult and the shouting let us draw the veil of charity over the remainder of the evening.

GNPCO

*He pays most who tries to get something for nothing*

## *My Symphony*

*T*o live content with small means,  
to seek elegance rather than luxury,  
and refinement rather than fashion,  
to be worthy, not respectable, and  
wealthy, not rich, to study hard,  
think quietly, talk gently, act frankly,  
to listen to stars and birds, to babes  
and sages, with open heart, to bear  
all cheerfully, do all bravely, await  
occasions, hurry never, in a word to  
let the spiritual, unbidden and un-  
conscious, grow up through the  
common, this is to be my symphony.

*William Henry Channing*

