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The
Northern
May 1927



The Northern

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

VOL. VII.

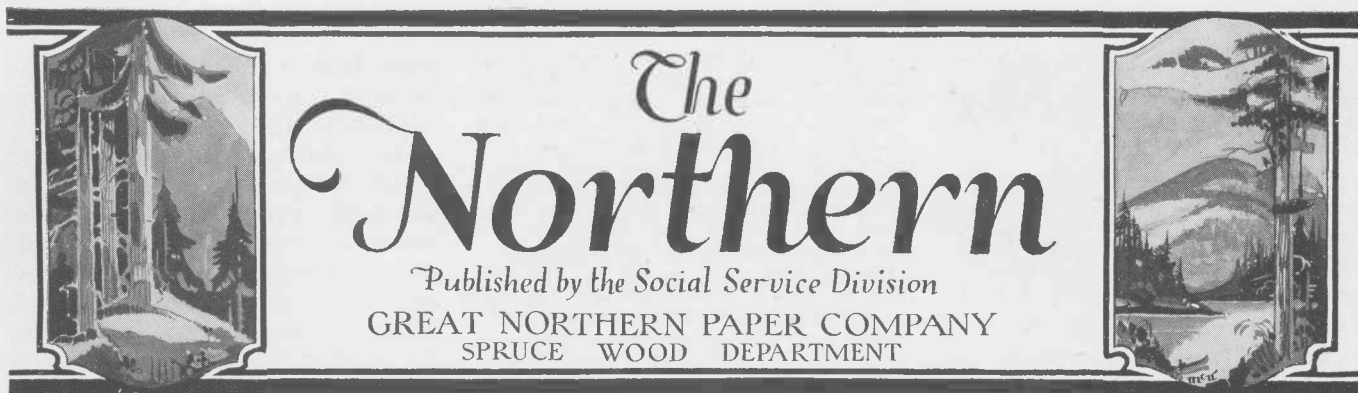
MAY, 1927

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THE AUGUSTA PRESS

STANLEY
FOSS
BARTLETT



Historic Forest Fires of Maine

*More forest trees have been destroyed by fire than have been cut for useful purposes;
the danger of a conflagration is always with us*

THE forests of Maine have repeatedly suffered from extensive and damaging fires. The field notes of the early explorers and surveyors contain frequent references to large burned areas in various parts of the state.

One of the earliest recorded fires is that which started in New Hampshire in July, 1761, crossed into Maine, passed through the town of Lebanon and drove eastward through the towns of Scarborough, Gorham and New Casco, sweeping the forests before it and continuing to burn for several weeks until heavy rains in late August put it out. Besides, immense areas of green pine forests, dwelling houses, fields and crops were laid waste. This fire was followed the next year by another doing further damage and covering a wider area. Historian Williamson says of it:

A prodigious quantity of the most valuable forest timber was destroyed; and so much were the crops cut short, that supplies in greater quantity from abroad than usual, were necessarily imported for the people's support.

The early permanent settlement of Washington County by English colonists was mainly due to the destruction of standing pine timber by this fire. The large amount of wild hay that grew on the banks of the Machias River, in what was then known as Sagadahock Province, was known to the settlers in the western portion of the state. After this fire,

which destroyed much of the hay made in those settlements, many of the settlers went in small vessels to the Machias River and cut the wild hay, which they brought back with them to winter their stock. They thus became acquainted with the large stands of pine on the shores of the Machias and the ease with which it could be made into lumber and loaded into vessels. This proved to be very attractive to Isaiah Foster and fifteen others of Scarborough, who, since the pine which they had been cutting near home was now destroyed, moved to the Machias and set up in the lumber business.

But the forests in that great area east of the Penobscot River were also burned in the old days. In fact the Indian name for the St. Croix River, "Mschoodiag," signifies, "Burned Land River." John T. Springer, in his book *Forest Life*, published by Harper and Brothers, in 1851, writes:

With the exception of Pine, the resources for lumber on this river (St. Croix) are considerable, and must continue to be for many years, unless sweeping fires shall blacken and wither the beautiful forests which now adorn the interior. Vast tracts of timberland have already been destroyed by fire on this river, as the blanched trunks of standing trees, and barren hill country surrounding Baileyville, Baring, Calais, St. Stephen's most painfully indicates.

And later in describing the Machias River, Mr. Springer writes:

Once a flourishing forest covered it, but now blackened, decayed, and decaying trunks of trees scorched by fire, some pros-

trate, others still standing, limbless, naked, and desolate, intermingle with a small dwarfish and sparse second growth, and mantle the sterile plains and rocky hillside. Indeed, this is but too true a portrait of immense tracts of land all along the coast of Maine, from St. Croix to the Penobscot, and still further westward. It seems hardly possible that these desert regions, whose sterility scarcely gives existence to the wild grass and stunted shrubs which grow there, once supported a dense and majestic forest.

It is possible to tell the same story of many sections of the forest area of Maine. The early explorers found the marks of wide-spread forest fires of various ages.

The greatest forest fire in Maine, within recorded history, is that which occurred in October, 1825, and which is commonly referred to as the Miramichi Fire; although it burned at the same time as the fire which destroyed so many lives and so much property in New Brunswick, it was a distinct fire, separated by many miles from its Canadian contemporary.

The Maine fire started in and near the Piscataquis Valley. It seems to have sprung up from a number of different and widely scattered fires which, in the high wind of October 7, were swept into one great roaring holocaust. Its start was evidently from fires which were set by settlers in clearing new land and which got away from them in a particularly dry season.

It burned more than 832,000 acres or the equivalent of 38 townships,

G.N.P.C.O.

Be on the level and you're not likely to go down hill

destroying enough standing timber, according to one authority, to build 38 cities of from 40,000 to 50,000 inhabitants each.

The bounds of this fire can be given roughly as follows: passing across the towns of Shirley and Elliottsville, the fire on the north took in Katahdin Iron Works and Township Long A, passing eastward to cross the West Branch of the Penobscot below Twin Lakes. Leaving unharmed the district east to Sebois and Endless Lakes, it swept down to the main Penobscot in the town of Chester, burning more or less through all the towns along the west side of the river down to the line of Old Town. On the west, the fire line takes in parts of Kingsbury, Mayfield and Wellington, touches Harmony on its northeast corner and includes all of Cambridge and Ripley. It thus extended from Old Town on the Penobscot to Mayfield on Kennebec waters.

The Rev. Amasa Loring, an eyewitness, has written an account of the fire which was generally regarded by "old timers" as accurate and comprehensive. Mr. Loring said in part:

The most severe and extensive calamity that ever befell this country was the great fire of 1825. Previously the annual rainfall had been sufficient to secure good crops,

and to prevent extensive conflagrations. But in August and September of that year no rain fell, and a severe drought extensively prevailed. The crops had grown and ripened. By the beginning of October, the wells were without water, the small mill streams had failed, the brooks ceased to flow and the fish gathered in the deep pools, or lay dead upon their dry, stony beds. Much of the cleared land contained decaying stumps, and was enclosed in log fences, while the stubble upon the grain and mowing fields was thick and rank, and all as dry as tinder. Still those who were clearing up new land, in their eagerness to burn up the fallen growth, set fires as fearlessly as ever. And these fires did not go out, but lingered and smouldered still.

In the evening of October 7th, after a still smoky day, a violent gale arose from the north and northwest, fanning these smouldering fires into a furious and rushing blaze. In the woodlands, the flames rolled on in solid column, while the wind scattered sparks and blazing fragments like chaff, lighting up stumps, fences and even the dry stubble.

Everybody, the writer continues, was awake. He describes how fences were torn down, water carried and back fires set. It was the wildest night in the experience of those who witnessed it or who fought the flames in efforts to save their homes and farms.

The next morning the wind died down and the great danger to the settlers was over but the fire continued in the bogs and timberland for days; the smoke was so dense that cattle were sickened over a wide area, and the smoke hung

heavy in the air even as far as Massachusetts. It was not until the heavy fall rains that the fire was subdued.

Old settlers, quoted by former Forest Commissioner Charles E. Oak, told graphic tales of the severity of the fire. It travelled, they said, as fast as a horse could run and the air was filled with burning brands, some of them very large; the roaring of the burning forests was something frightful. It overpowered the settlers. In Cambridge and Ripley numerous sets of buildings were destroyed, and scattered buildings were burned elsewhere. Even when the wind went down on the second day, the fire from its great extent was beyond control and the settlers stood by helplessly, without courage or incentive to attempt to fight it. It maintained itself, in spite of any efforts to stop it, while spreading north and east and ravaged timberlands for weeks.

During later years explorers, who attempted to map its limits, came in contact with other great burned areas, the result of fires of earlier days. One of these in the region south of Katahdin burned over more than 150,000 acres; from the age of the second growth, it is thought it occurred in 1795.

During 1837 a fire started on the Sebois River and burned over 150,000 acres of the state's best pine timberland. It took in parts of Patten, more than half of each of the two towns next north, swept westerly to the East Branch of the Penobscot and north through township eight in the sixth range and so out into Aroostook County.

Curiously enough this fire was set in an effort to save to the state timber which poachers were stealing. The area burned was the property of the state and being such, the good citizens of those days thought it was fair game for them and helped themselves to large quantities without the formality of a permit and without paying stumpage dues. The stealing of this lumber was extensive and the State Land Agent determined to put a stop to it. He sent a man named Chase there to look out for the state's in-



GNPCOM

Success always comes as a conquest—not as a bequest

terest. Mr. Chase found large quantities of meadow hay stacked on the Sebois River which had been cut by lumbermen in preparation for the next winter's logging operations. Thinking, if he destroyed the hay, he would have taken effective measures to stop the stealing of lumber the next winter, he set fire to the stacks.

The woods were dry and the fire spread, and Chase himself had a hard time in keeping ahead of the flames. It is said that he made his way up a mountain on the next township north of Patten and was marooned there for several days without food. It is believed that Chase Mountain was the mountain to which he fled and that it obtained its name from that incident.

In the case of the Miramichi fire in the Piscataquis Valley, small and insignificant land clearing fires were permitted to continue without care in a dry time; the gale came and fanned them into a conflagration that no number of men fighting could make any impression on. It is just as possible to have a similarly destructive fire today. A combination of a dry season, carelessly set fires and a gale of wind will accomplish the same result again. No number of men and no equipment, that it would be possible to bring to bear, could hope to prevent the extensive spread or appalling destruction of such a fire if the same combination of circumstances should happen.

Maine is the pioneer of all the states in fire prevention. Its leadership in this respect is acknowledged throughout the country, its organization has been able to keep fires at a minimum, but during the past quarter of a century there have been four periods of disastrous forest fires. The average yearly burned area is 42,000 acres, which is too high a price for the industrial welfare of the state to pay. An awakened public forest fire conscience can help to reduce this loss. The big fact to keep constantly in mind is that more forest trees have been destroyed by fire than have been cut

for useful purposes and that the danger of a conflagration is always with us.

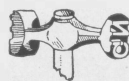
A Fisherman's Idyll

By L. R. Groves

Have you ever worked your way along a trout brook as the shades of afternoon began to fall over the alder-fringed deep hole,—that place of enchantment where you almost hooked the big one a few days ago? Have you fought mosquitoes with one hand and alders with the other, meanwhile clamping the butt of "Old Reliable" under one arm, while you tested the footing with all the stealth of a buck treading a tainted trail? Have you seen the flash of a silver side as the Monarch of the Deadwater came to the surface to inhale an unwary insect and silently sank from sight in the depths of the pool?

A fresh bait is hooked on, a rod-tip eased through the bushes and a long cast made to the outer edge of the riffle, a little way on the upstream side so as to sweep the current. Again you try, and yet again, for the big fellows are wary and hard to draw; but at last from that partly sunken log comes a submarine rush—a fierce tug at the line—a wild heave on the butt of the rod as your whole heart sings the old Fisherman's Refrain—"I've got him, by the Great Ike Walton! He's mine!"

If you never have experienced this, your education is incomplete, and one of life's joys has been hidden from you; for those who have, the memories of boyhood's fishing days grow dearer as the years go by.



Research in Industry

Altogether, it is estimated that there are about six hundred and fifty applied-science laboratories in the United States, with a working personnel of more than thirty thousand and an annual expenditure of approximately two hundred million dollars.

—A. H. Young



A Rogues' Gallery

An elderly man of ultra-convivial habits, but withal learned and bookish, was haled before the bar of justice in a country town.

"Ye're charged with bein' drunk and disorderly," snapt the magistrate. "Have ye anything to say why sentence should not be pronounced?"

"Man's inhumanity to man makes countless thousands mourn," began the prisoner into a flight of oratory. "I am not so debased as Poe, so profligate as Byron, so ungrateful as Keats, so intemperate as Burns, so timid as Tennyson, so vulgar as Shakespeare, so—"

"That'll do, that'll do," interrupted the magistrate. "Ninety days. And, officer, take down that list of names he mentioned and round 'em up. I think they're as bad as he is."

—American Legion Weekly.

Dollars or Amps?

Radio Fan: "What is the charge for this battery?"

Battery Expert: "One and a half volts."

Radio Fan: "How much is that in American Money?"

—American Mutual Magazine.

Specifications

"Do you want a narrow man's comb?" queried the clerk.

"No," growled the customer, "I want a comb for a fat man with rubber teeth."

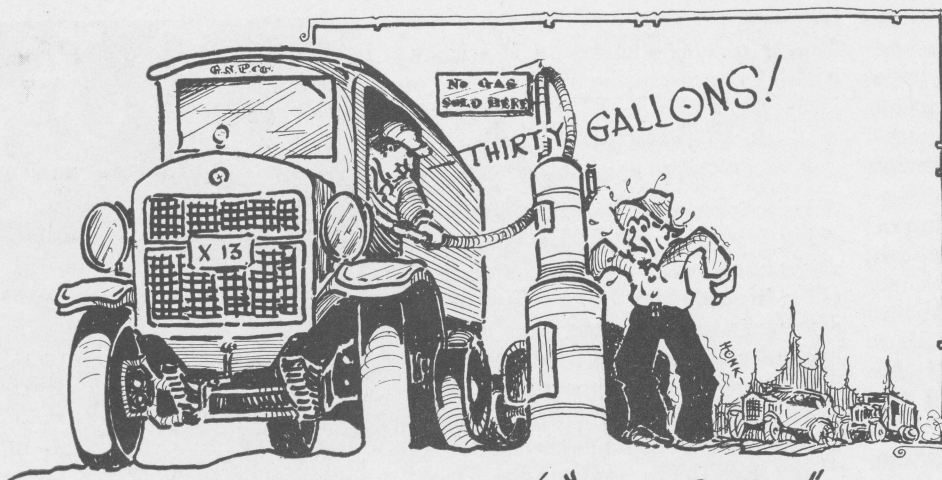
Breaking Even

Diner: "Waiter, I can't find a single clam in this chowder."

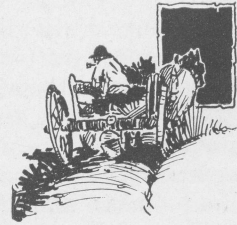
Waiter: "That's nothing! You might just as well try to locate a set of wicker furniture in our cottage pudding."

ENPCOR

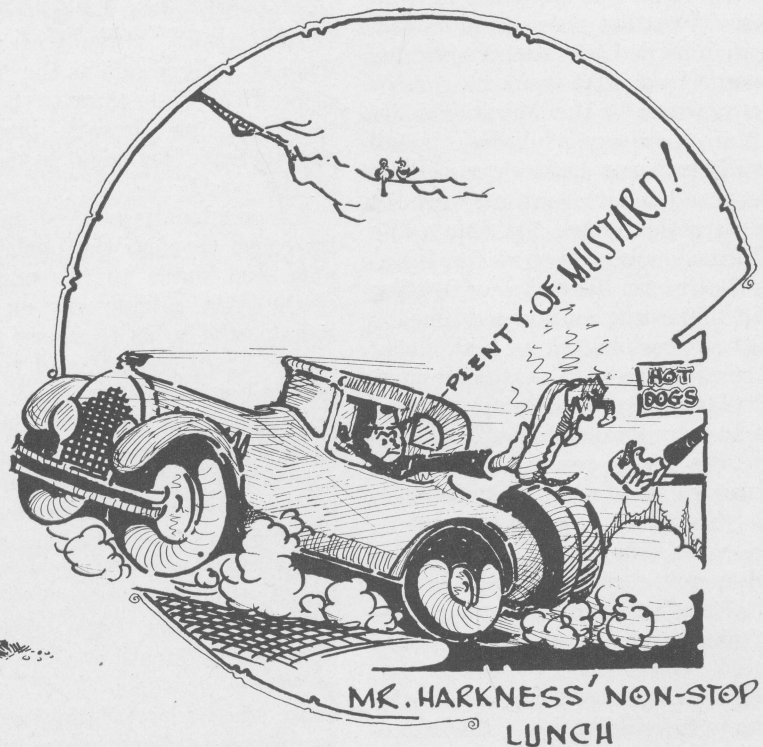
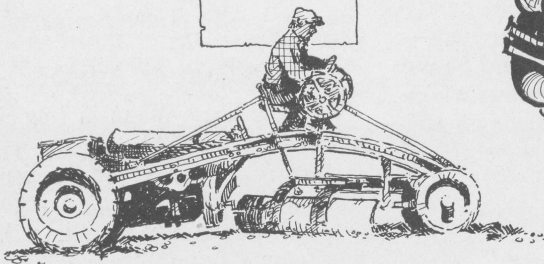
*He who never misses an opportunity to save a dollar or make a friend,
seldom finds himself in want of either*



GRANT FARM CLERK'S "DAILY DOZEN"

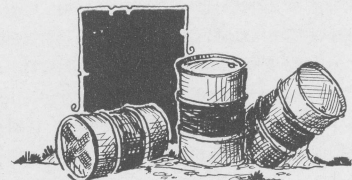


"BUGGY RIDES"



"STERL" DYMOND CRANKS HIS BUGGY

GNPCO



STANLEY
FOSS
BACILETT

If a man makes an ass of himself, he can't blame others for riding him

The Division of Forest Engineering of the Great Northern Paper Company

By William Hilton, Superintendent of the Division of Forest Engineering

THE forestry work of the Great Northern Paper Company had its beginning in a survey made by the Bureau of Forestry, United States Department of Agriculture, which made an examination of the holdings of the Company in order to make recommendations and working plans for a conservative forest management.

This work was done in 1900 by Wm. C. Hodge, Jr., with a number of assistants who made detailed investigations of the Company holdings in Somerset and Piscataquis Counties.

After this investigation, the Great Northern Paper Company, accepting the advice and recommendations, engaged a number of trained foresters to inspect the various operations and see that cutting regulations were carried out. In addition to this inspection work these men did considerable operating, cruising, making of plans and work in the utilization of the forests and elimination of unnecessary waste in logging. As all logging operations previously had been conducted to get out logs for saw timber, it took time and work to change over the customs to the closer utilization of present day pulp operating.

Some of the early foresters were: Bartle Harvey, H. B. Morse, W. Henze, D. E. Lauderburn, G. E. Clement, C. H. Amadon, D. A. Crocker, K. Damos and J. F. Phillipi.

Previous to about 1910, these men were directly under the Manager of the Spruce Wood Department but at that time a Forestry Department was formed with J. F. Phillipi as its first Superintendent.

The Department as it is today is the combination of what used to be the Forestry Department, Land Surveying Department, Scaling Department and some of the work

formerly done by the office known as Timberlands.

The engineering work, in the early days previous to the Land Surveying Department, was largely flowage surveys and dam work and the greater part of this work was done by H. G. Robinson of Patten, Maine.

After the formation of the Land Surveying Department, with E. E. Amey as superintendent, this engineering work with some parts of the township cruising work was done by this department. In 1912, Mr. Amey left and this department was combined with the Forestry Department to start the present Division of Forest Engineering. Some of the men associated with the Land Surveying Department who did not come over to the Division of Forest Engineering were William and Murry Stalker, Gilbert Oakley and Leslie Little.

Soon after the joining of the two Departments, J. F. Phillipi was made Assistant Manager, D. A. Crocker taking his position as superintendent. Crocker soon left to go to the Eastern Manufacturing Company and Wentworth Peckham was made superintendent. In 1917 Wm. Hilton, the present superintendent, succeeded Peckham.

In 1918 the scaling was added. This was the work as conducted by Mr. Weeks and Mr. Wood.

The joining of the above departments has worked toward one greatly desired feature, namely, a trained year-round personnel. The men who are inspectors in the winter operations go on to the cruising and surveying crews in the summer so a man is always available for any hurried call in either branch of the work. It also makes one central office where all data regarding all the inspection and location of cuttings, the cruising and mapping and

all engineering work is carried on.

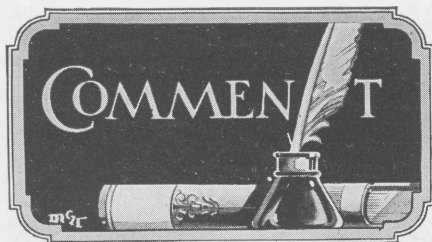
All the reports made by the Land Surveying Department and the Forestry Department are now carried on file in this office where we have over 2,500. All the tracings of plans covering the work during these years are on file. The office is equipped with modern drafting instruments; there is an electric blue-printing machine which can take any length of tracings and up to 54" in width. This one piece of equipment has been so convenient for all the other engineers and architects in this neighborhood that we do practically all of the blueprinting for them now.

The present personnel consists of Harold Wright and Louis Cook as engineers; Lloyd Houghton, Philip Murdock and Ernest Jones as traveling inspectors and foresters, with Malcolm Pratt as clerk. In addition to these, there are a number of men who are more or less permanent employees who do the field work. This past winter, in addition to the regular force, we had Fremont Hatch in the North Branch country; Frank McKendrick in the Caucomgomoc country; Earle Vickery in the Umbazookskus country; Eldon Hobart in the Cooper Brook area; Milford Mehann at Grindstone; Ora Eastman at Machias; Francis Dougherty in Aroostook; Brownell Hale in Millinocket and Blaine French at Bigelow Operation. These are all men who have been with the department for a long time. Two new men were taken on last year, namely, Gerald Wing at Northeast Carry and Gerald Baker who was at Boydtown. Two other men, Dean Chase and Johnson Sargent, have been doing miscellaneous engineering work this winter as well as some forestry work. Another man, who has been with the com-

Continued on Page 15

GNPCO

The checkered career often ends in plain stripes



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

An Abused Word

An editorial in a magazine which came to our attention recently commented on an over-worked word, saying that its excessive abuse had caused the loss of the salt which had given it savour. The word is "Service." "It has been used to describe the process of man-handling a customer by high pressure sales methods. It has posed as a thin disguise for profits; as a manufactured advantage over a competitor; as a reason for joining a group devoted to stirring up more business."

We are sure that the commercializing of this good word must not spoil it any more than florists and confectioners spoil Mother's Day or Easter, though they turn these occasions to profit. Christmas has been commercialized, too, and in a sense abused. Patriotism has been exploited for financial gain. Slogans of various kinds have been found profitable. These things have come about because advertisers capitalize anything of real value that can be in a remote fashion associated with their interests. These abuses must not be allowed to spoil the significance of events or ideals. Service is "any work performed for another." It was dignified by the Master who said: "I am among you as he that serveth."

We find that Edward Bok has divided his life into three parts, the last of which is, "Service for others." Mr. Bok puts the first period into education and preparation, the second into achievement and accumulation, and the third into service for others. We do not question Mr. Bok's ideal, but it does seem that he has overstated it

when he says: "A man can live a life full-square only when he divides it into (these) three periods." This no doubt is good advice for men in his situation, men who have accumulated a fortune and have for years had a \$100,000 salary. We are sure that no hundred thousand dollar salary men will read what we write and so we do not fear putting stumbling blocks in their way. We wish to suggest that our readers do not wait until their salaries are raised to this figure to be of service to their fellow workers; we think Mr. Bok did not either.

Occasionally we hear some one in the woods characterized as "a good, clean, accommodating fellow." That is high praise and means that the fellow has been giving friendly service. The real service that such a man contributes is not that of business efficiency. Often the so-called efficiency expert is not only efficient but also opinionated, conceited, over-critical and creates an atmosphere of hostility and antagonism. A man does not have to be either wealthy or educated to render service in the larger sense. It is a matter of seemingly small things. He shares other people's burdens and assists in emergencies, he is tolerant of other people's ideas, and is never self seeking. Such a

man is always welcome and when he leaves, his loss is felt.

There are men who can enter a congenial group with a cynical, blatant air and in short order stir up strife. There are some who create a foul mental atmosphere by their very presence. A self-sufficient man, whether impolite or too polite, swelled by conceit, can spoil what would be otherwise a pleasant evening.

One of the greatest services that a man can render in our camps and farms, where associates are determined by business instead of by personal preference, is to present an agreeable and congenial attitude of fellowship, which in itself will bring its own reward.

Morgan's Definition of Credit

At a trial where Mr. J. P. Morgan was on the stand as a witness, he gave an illuminating definition of Credit. His testimony ran as follows:

Mr. Untermeyer: Is not the credit based upon the money?

Mr. Morgan: No, sir.

Mr. Untermeyer: None whatever?

Mr. Morgan: No, sir, none whatever.

Mr. Untermeyer: So that the banks of New York City would have the same credit, and if you owed them you would have the same control of credit as if you had the money, would you not?

Mr. Morgan: I know lots of men, who can borrow any amount, whose credit is unquestionable.

Mr. Untermeyer: Is that not because it is believed that they have the money back of them?

Mr. Morgan: No, sir, it is because people believe in the man.

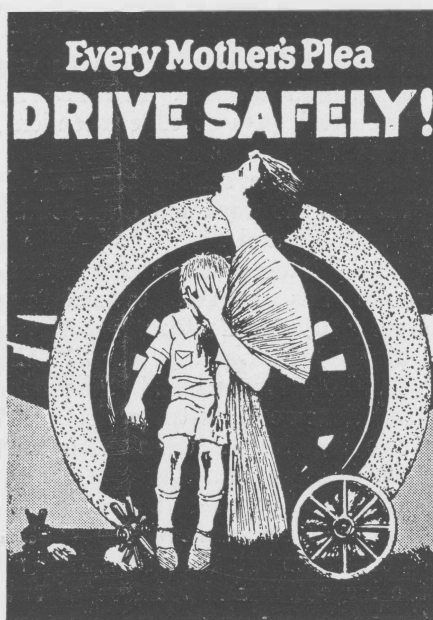
Mr. Untermeyer: And it is regardless of whether he has any financial backing at all?

Mr. Morgan: It is very often.

Mr. Untermeyer: And he might not be worth anything else?

Mr. Morgan: He might not have anything. I have known a man to come into my office and I have given him a check for a million dollars when I knew he had not a cent.

Continued on Page 15



GNPCOM

The emptier the head, the less it takes to fill it



PITSTON'S OPEN-AIR BARBER
SHOP



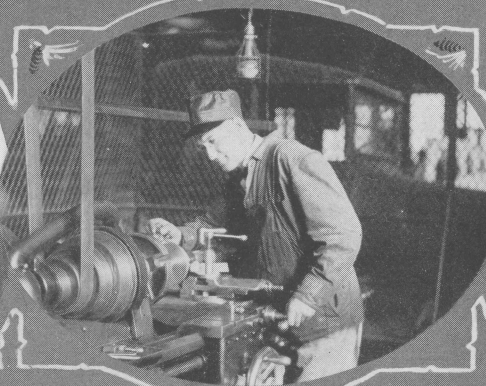
FRED LEE AND DAVID BOUSER



A.B. CHAPLIN TUNING IN ON WORLD
AFFAIRS



ANGUS MOREY



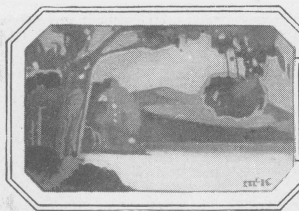
LEON BRADLEY AT HIS
LATHE



ELMER RICKER

ENPCOR

You can take a day off but you can't put it back



Northern News



Millinocket Mill

A. P. Hume, Correspondent

Congratulations are being showered upon Mr. and Mrs. James Wilson on the birth of a son. This event occurred on an auspicious day, namely March 17th, and James was undecided as to whether he should name him Patrick, Michael, or William Matthew, finally deciding on the latter.

Mr. Charles McGreevey is receiving the good wishes of his friends on his marriage to Miss Edna Carr which took place at his home last week. After a honeymoon in Bangor and other places, they returned to Millinocket where Charlie works as chauffeur for the Great Northern Paper Company.

The Bridge Whist Tournament held by the Nollesemic Club was a great success. First prize for gentlemen, a gold mounted fountain pen, was won by our popular Time Keeper, Mr. John R. Soper.

A series of Bridge Whist games is being held by the Donald V. Henry Post American Legion at their hall every Saturday night.

During the absence of Mr. Nevins, the position of Superintendent is being capably filled by Mr. Robert Hume, with Mr. Angus B. McLean as assistant.

The work of installing the new Cameron Winders is under way, two already having been placed for Nos. 9 and 10 machines.

We are pleased to note the return to our office force of Mrs. Kedderis, who underwent an operation for appendicitis.

The yearly conference took place between the Union Delegates and the officials of the Great Northern Paper Co. in Boston, several minor adjustments being made. The working agreement which has been in force these past few years has proved satisfactory to all.

As the weather opens up we see some of the followers of Isaac Walton in the yards with spades digging industriously. Upon remarking that it was rather early to start gardens, we were met with withering looks and sarcastically informed that it was barn yard hackle not gardens that was the cause of this early digging.

Our new boiler house is rapidly taking shape under the able direction of Charles Eklund of the New York Foundation Company.

Greenville

D. M. Pearson, Correspondent

On April 19, the Katahdin made a trip from the Coburn boat house to the Coburn wharf. What ice remained in the cove between the two points gave little resistance. While opinions have varied considerably up to the present, it is generally thought that the boat will be running on the first day of May.

The guessing contest which was held for the employees of the company closed on the 15th of the month with 270 guesses registered. The dates range from April 22 to May 31.

By the time this *Northern* is received the lake will have changed its appearance. In all probability the ice will be out of the lake, but at the present writing the question is still foremost, "When will the ice go out?"

D. M. Pearson spent Easter at his home in Portland.

The condition of the road to Bangor has improved considerably and it is thought that, within a few days, the few remaining bad places will be dried out and repaired sufficiently to allow increased travel. There have been several cars over the road but the drivers are classed as courageous.

Baseball equipment has been sent out for the summer and it is hoped that on field day of this year a baseball game will be one of the features of the day.

Lily Bay

F. A. Murphy, Correspondent

At present everything is quiet and peaceful around here and quite harmonizes with the spirit of spring. We are making the most of it before the boat commences running and business booms again for the summer.

F. A. Murphy spent a few days down river, visiting at Calais. Mrs. Murphy and the two children returned with him and have moved to Lily Bay for the summer.

Familiar faces seen passing here include Bill Clarkin who has returned to take up his duties on the road work for the summer. He has about a dozen men who are engaged in scraping the road and smoothing it up by filling in with gravel. Their headquarters now are at Lily Bay and the Grant Farm.

Greenville Machine Shop

J. B. Pratt, Correspondent

F. V. Schenck drove to Bangor and Madison during the week-end of April 15.

O. A. Harkness was, we believe, the first company man to drive a car over the road from Bangor, arriving at Greenville Shop on April 8.

Mr. F. W. Partsch, of the J. O. Ross Engineering Corporation, was at Greenville Shop figuring on the installation of a ventilating system.

There has been quite an extensive cleaning up job going on in the woods storehouses of late. Some new bins were built for small parts.

The tire rack is being stocked up for the coming season; two hundred tires and as many tubes have been received so far.

GNPCO

There are two kinds of men who never amount to anything; one who cannot do as they are told; and the other, who can do nothing else

The weather and the condition of the ice lead us to believe that the award for the correct date will not be won by any of us; some of us, however, live in hope.

The storage inventory is nearing completion for this season, although there is still work going on on it yet.

The passenger cars are pretty well completed for the coming season's run.

We have received from Grindstone four tractors to be overhauled and put in shape.

The Ricochet has been hauled into the shop and is undergoing a general overhauling.

The lineup of cars in our shop yard, the number increasing daily, shows that winter is over.

Cooper Brook

Louis N. Murphy, Correspondent

At present it isn't a question of who will haul the most wood, or who will make the fastest trip, or who will take the most sleds up the hill; but the question is: How soon will the new Log Hauler Road be swamped? When will the cutting of the hill be completed? How long will the drive last?

Mr. Burr has a crew of about thirty men building a dam on Joe-Merry Lake. This dam is near completion, and as soon as the ice is out of the lake, he will start the drive.

Mr. McPherson has a crew of thirty men who are cutting and grading the hill near the halfway. He expects this job to last far into summer. Mrs. McPherson is also here, and expects to spend the summer with her husband.

Besides the six miles of Log Hauler road to be swamped on Town "B" R-11, a considerable amount of graveling and repair work will be done on the Kokadjo Road.

Mr. and Mrs. Hobart have left the Operation and returned to their home in Old Town. We shall certainly miss them both. We have enjoyed the many evenings spent with them, and relish Mrs. Hobart's waffles and Ivory soap fudge,—it's 99 44-100% Pure.

The foresters on the Hill Job are: Earl Vickery, A. L. Grover, James Mackie and Gerald Wing. Can anyone name a more pleasant and agreeable quartet? Not mentioning Work.

Jos. Ferguson has gone to Brunswick, Maine. The last few days, Joe showed strong symptoms of that fatal disease called "Love." Joe, Cooper Brook is a poor infirm-ary for any person suffering from that ailment.

"Robbins" has left; he is planning a trip to St. Louis with his family. His place was taken by Henry Milliken. A. E. West is keeping time on the Hill Job.

Mike Pelky is cooking at the depot, and his wife is helping him with the kitchen duties.

"Ray" Smith was called home on account of the illness of his sister.

Canada Falls Dam

L. E. Desmond, Correspondent

Water in the South Branch is rising rapidly. The ice has gone from above the dam and pulpwood is filling the deadwater. At the present writing there is a 24 ft. head of water on the dam.

Edward Lacroix has a small crew here repairing boats and swinging boom preparatory to the drive.

Roland Foster is proudly boasting of the parentage of a baby boy presented to him on April 16.

Herbert Kingston is at Poland Pond watching dam.



Austin E. Harmon, Jr., son of the clerk at Seboomook Storehouse, with his ice boat on Hadley's Lake, near his home in E. Machias

Wesley Cray, alias Boob McNutt, represented us at the Easter Monday ball in Rockwood. He claims to have functioned in twenty-five dances out of a possible twenty-six.

"Dynamite" Murphy has purchased a Buick touring car.

Bigelow Operation

R. S. Huggins, Correspondent

We feel that we must again "bust into print" if only to sing the "Swan Song of Bigelow Operation 1927."

All of the oldtimers as well as the new have departed, the last to break camp being "Duke" McKeil, "King of the Mountains."

Our cook at the depot camp during the past season, John Sirois, being suddenly called away to cook on the Kennebec Drive, left a vacancy which was felt badly, particularly by the stomachs of the few men that were on the job. However, Harold Whitehead, the pride of Seboomook, came to the rescue and we must say that "Whitey" is some artist in the culinary line. He was ably assisted by F. C. Gatcomb, of shore dinner fame, and for one day by H. J. Casey, our genial paymaster. As a cookee, Harold still remains a good paymaster. Our cookroom is now presided over by Ben Davis, of apple fame. Ben is an expert in his line especially on one dish, "Palooka Shoulderino."

Mr. R. H. Robertson paid us a visit during the past month; L. G. White was also with us for a few days.

George McKeen has arrived to act as "dam watch" at Stratton Pond. He pays us a visit occasionally around meal time; we have not decided whether it is the company of the boys that attracts George or whether he wants a "square."

We are springing out 57 horses at the Operation, the balance being sent to Soules Mills and Pittston.

For fire protection the coming summer, we have received 2 Evinrude Fire Fighting Engines.

Overheard just before the break-up, between Harold Whitehead and Toter Issac Stevens from south of Mason & Dixon line:

GNPCOR

The "love triangle" generally turns out to be a wrecktangle

Harold: Sign here for those cigarettes.

Issac: Does I "Joepodize" myself does I sign?

Forrest Henderson, our walking boss, is also a Ford Mechanic of note; he has his car, "The Bigelow Moonshine," in great shape for the summer tests.

It is rumored that "Gat" has gone into the photo enlargement game; we understand that the first lesson is rather expensive.

We hate to pat ourselves on the back or pass any bouquets to H.J.C., but let it be known that in one day, during the sudden breaking up of the operation, we settled with 236 men.

The roads in this country have settled to such an extent that the auto travel by the depot camp is quite heavy.

Seboomook Dam

E. E. Ricker, Correspondent

Work on Seboomook Dam is progressing very rapidly, and by May 1, the wood work will be nearly complete. The last of the toe piling was put in on April 6, and the first water went through the old dam on April 9.

Several of our wood workers have left to watch various dams for the company. Joe Mercure has gone to the North Branch, Joe Ayotte to Rocky Brook, John Welch to Mud Brook, Jack Roach to Umbazooksus, William Nicholson to Longley Pond, Pat Whelan to Nollesmie and E. W. Sloat to Little Lobster.

Visitors this month were A. V. MacNeill, R. H. Robertson, A. G. Hempstead, L. G. White, George McGuire, Tom McLean, George Bisson, Frank Schoppe, Joe McPhee, Frank Daley and Dan Maher.

Grant Farm

Raymond O. Young, Correspondent

The first robin this spring was seen on March 18; ten days later a bluebird made its appearance. Some of the boys claim to have seen some wild geese winging north. The birds seem to think spring is here even tho some of us mortals are a bit skeptical.

Horses! Horses! Horses! Since the closing of Ellis Brook Operation this expression has been very popular around the Farm. Its use is amply justified, as may be seen any day when our ninety or more horses are seen disporting themselves in the yard.

The crew necessary to take care of all the spring work makes up quite a family which, under the careful supervision of Mr. and Mrs. Gary, is rapidly making the place look its best.

We all appreciate the two fine moving picture shows this month which the Social Service Division has given us. The new victrola records have also met with approval.

Seboomook

A. E. Harmon, Correspondent

Mr. Twombly left for his home in Monroe, Maine, and J. M. Morrison assumed the duties of supervising the farm for a few days until the arrival of Mr. and Mrs. Lane from the Forty Mile. The Lanes were accompanied by Mr. and Mrs. Eugene LeClair and arrived early in the evening of March 21.

Ray Mersereau and Lin Smith, skippers of the "Little W" and "Motor Boat No. 17" respectively, are the two busiest men imaginable and, as a result of their industry, the "Little W" is resplendent in glistening paint and polished brass,



Ray Smith and Louis Murphy, our Cooper Brook Correspondent

and the "17" is rapidly acquiring a new deck, together with minor repairs and replacements necessary to put her in condition for the Main River Drive.

R. G. Lothrop, late of Grindstone, is rendering valuable assistance with the inventory, which is progressing very satisfactorily to all concerned.

We have, assembled and ready for shipment, wangers for Main River and Caucomgomoc Drives which are expected to open in the near future.

Stanley Bartlett and Don Pearson have each given us a show and, in addition, Mr. Hempstead recently gave a lecture illustrated by lantern slides. This lecture was very interesting and particularly appropriate to Holy Week, being based on the film "The Wanderer," which is itself based on the Bible story of "The Prodigal Son."

We have plenty of good ice fishing, but the results have not been up to expectations, A. E. Harmon being the only one to land a "laker;" it was a seven pound beauty.

Daniel M. Maher spent several days in the vicinity with his cameras looking for interesting and original scenes, and reported that he found them in such variety that it was hard to decide which to "shoot."

We have about fifty horses at Seboomook Farm enjoying a bit of a vacation after a strenuous season in the woods.

Ten-Mile Plant

A. B. Chaplin, Correspondent

The road crew under Clarence Sargent is out on the road making early repairs; this crew has some familiar faces, viz: Batty Healey, Joe Legasse, Thomas Murphy, Dennis Oulette, Marice Dublois, E. H. Durrell, E. M. Stackpole and Frank Gagnon.

George S. Ranney, 2nd, is running the Fordson Tractor Road Machine between Rockwood and Pittston Farm.

Rodolphe Busque is back again on the horse road machine and makes headquarters at the Ten Mile.

GNPCOM

The Steady Plugger can't help wondering what the Loafer does when a holiday comes along

John Morrison of the Woods Clerical Department has been stopping at the Ten Mile, working on inventories.

A. V. MacNeill and George McGuire called at the Ten Mile on their way to the drives.

Bangor Office

Daniel J. Leen, Correspondent

We are glad, as usual, to greet the men who have passed the winter among the tall timbers. Most of the superintendents have been in to see us and look as though they had wintered well.

Practically all of the outside men of the Division of Forest Engineering have reported to Bangor Office after the completion of their winter appointments.

Considerable preliminary work having been done this winter, Mr. Grover with three men is now making location of the log hauler road that Mr. McPherson is building in the Cooper Brook region.

Dean Chase has made a survey of the new property purchased from

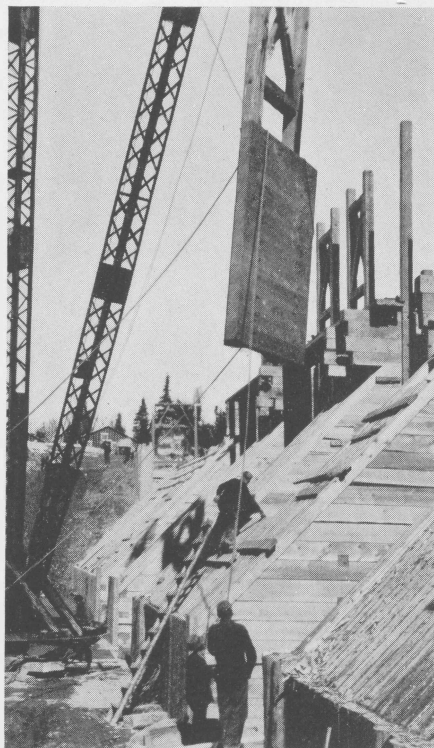
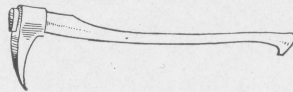


Photo by E. L. Larsen
Lowering one of the deep water gates into place on Seboomook Dam



the Ashland Company and is now helping on the conveyor that is being constructed there to take wood from the Aroostook River.

E. E. Brown, of the Purchasing Office, was a visitor in Boston over Patriots' Day.

F. Hiram Glidden and Miss Bessie L. Cole were united in marriage on Saturday, April 16th. The ceremony was performed by Rev. Ashley A. Smith. Mr. Glidden is connected with the Accounting Department.

Some of the boys of the Engineering Department thought they could take a fall out of our regular bowling team. Here is the result.

Division Forest Engineering

Murdock	80—	73—	90—	79—	84	406
Houghton	89—	76—	76—	81—	97	419
Jones	70—	85—	76—	78—	70	379
Wright	71—	72—	69—	87—	85	384
Pratt	95—	95—	80—	92—	88	450
	405	401	391	417	424	2038

Accounting Department

Walls	68—	87—	79—	84—	85	403
Soper	59—	65—	66—	91—	71	342
Thompson	77—	74—	86—	88—	75	400
Willey	99—	79—	89—	98—	89	454
Glidden	76—	112—	109—	92—	96	485
	379	417	419	453	416	2084

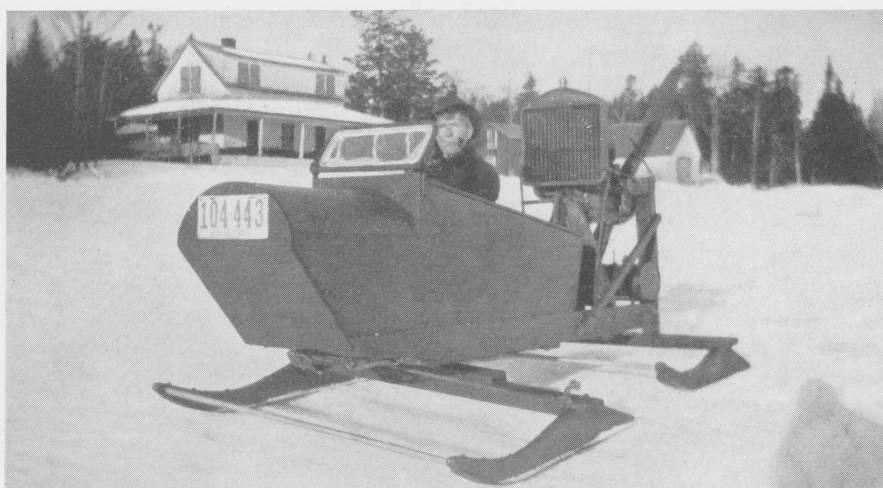


Seboomook Dam under Construction

Photo by E. L. Larsen

WENPCOR

Money may talk but it never gives itself away



Aero-Sled or Ice-Plane?

By AUSTIN E. HARMON

The people who live around Moosehead Lake during the winter as well as the summer often wish the lake could be a medium of transportation instead of a barrier while the ice covers it. There is ample evidence that these people have been doing serious thinking about ways to overcome this difficulty. Money as well as time and thought have been given to it. For some time A. J. Wilson at East Outlet has had a machine under construction that will go over the ice and snow at a high rate of speed. A group at Rockwood has been formed with a similar plan. Mr. A. J. Burton of Seboomook is shown in the accompanying photograph in his device for lake travel in winter.

Mr. Burton, who has made his home at Seboomook for the past eight years where he has had a saw mill, has had an extensive vacation this winter, the first in 35 years, and he has put it into making an aero-sled or ice-plane. He has long desired to take time to work out such a machine. It has been done for his own satisfaction and not with the idea of securing patent rights.

The machine is equipped with the conventional aeroplane body with two seats, one behind the other, well upholstered; it is provided with a windshield and is mounted on four runners. The runners are four inches wide, steel shod, five feet

apart and twelve feet long. The motor is a four cylinder Maxwell, mounted on a chassis directly behind the body; the seven foot propeller is mounted over the motor and connected to a fly wheel by belt and pulleys. A Ford radiator is utilized as a cooling medium. Steering is accomplished by means of an automobile steering gear attached to the front runners.

This aero-sled develops a speed in excess of one hundred miles per hour on smooth ice. It can be used on snow crust that will hold it up and on smooth roads that are hard packed. Winter travel on Moosehead may prove to be the fastest in the state yet. It is something to ponder over while waiting for five hours at Somerset Junction for a train for Greenville.

Ten Billion Feet of Pulpwood

The two largest timber sales ever offered by the Forest Service, United States Department of Agriculture, are now being advertised for competitive bids, stands of pulpwood in Alaska, each of five billion board feet. One sale is in the northern part of the Tongass National Forest, not far from Juneau, and the other is in the southern part of the forest, near Ketchikan. The establishment of at least a 200-ton paper mill in Alaska is required as a condition of

each sale, with opportunity to expand to 500 tons.

"The purposes of the department in offering these sales," said the Secretary of Agriculture, "are, first of all, to aid in the economic development of the territory by establishing large units of a new industry, using national forest wood as its raw material; and secondly, to make that industry permanent by insuring a perpetual supply of timber. We invite and will protect the investment of capital necessary to establish large units of paper manufacture. Southeastern Alaska has the timber, the water power and transportation facilities necessary for the development of a large paper manufacturing industry."

"Two big paper mills will mean much to Alaska," the Secretary said. "The territory needs new and permanent industries. The Department of Agriculture has previously pointed out the opportunity for paper manufacturing in the heavily timbered 'Panhandle' with its seventy-eight billion feet of hemlock and spruce timber, its water powers and its sheltered channels, which are open the year round. Paper manufacturers have recently studied conditions on the ground to determine whether the manufacture of newsprint and other forms of paper in Alaska is economically feasible."

Good water powers, which can be cheaply developed for grinding the wood into pulp, are available for each of these timber sales, and the applicants for the timber have in each case filed requests for power permits with the Federal Power Commission, of which Secretary Jardine is a member. The commission will advertise these power applications while the timber is being advertised, so that both the timber and the power permit may be awarded to the bidder who offers the best terms.

An investment of at least \$8,000,000 to \$10,000,000 in water power development, manufacturing plant and logging equipment will be necessary in connection with each project. To protect these very large investments enough timber is offered in each sale to supply a 500

GNPCO

Many times when a man thinks he's embracing an opportunity, he's merely hugging a delusion

ton paper mill, running 300 days a year, for fifty years, and the contract allows that length of time for cutting the timber. In addition, five years are allowed for necessary engineering work and building mill.

The advertisements of the timber state that the lowest bids which will be considered are 60 cents per 100 cubic feet for spruce and 30 cents per 100 cubic feet for hemlock pulpwood. The bid prices are to remain in effect until April 1, 1942, when they will be redetermined.

From the Paper Trade

Weather Report from March 15 to April 15

F. W. Allen, Observer

Snowfall for the month	2.25"
Snowfall for season	103.50"

[The average seasonal snowfall of the preceding seventeen years was 108.55 inches; the total snowfall during the winter of 1925-26 was 144.75, which was the heaviest seasonal snowfall during the seventeen year period.]

Snow on level, March 28	10.50"
Thickness of ice in Moosehead Lake, March 28	29.00"
Maximum Temperature April 15	56°
Minimum Temperature March 24	-4°
Clear days during period	16

Very little precipitation has occurred. Spring rains are backward and at the present time moisture is much needed.

Prevailing wind Northwest
Greatest velocity recorded is thirty miles per hour at 8 P.M. April 7.

The period of low temperatures, with prevailing high winds, from April 7 to 14 was an unpleasant contrast to mild and calm weather during most of the preceding month.

Division of Forest Engineering

Continued from Page 7

pany for a long time and who has probably cruised as many towns as any man in the state, is Philemon Sawyer who devotes all of his time to township cruising.

This department also employs, during the hauling season, a large force of scalers. Many of these men have followed this line of work

during the winter months for a great many years, working for Mr. Weeks who was in charge of the scaling previously. Some of these men who have been in our employ for a long time are Paul Heald, Percy Kimball, Will Pullen, Don Powers, Harry Bowley, Alfred Bartley, Wm. Dubay, Allie McLaughlin, Clifford McLaughlin, Frank McDonough, Malcolm Martin, Eugene Mann, and Leon Potter. Some of the younger men put on are Einar Larson, Harry White, Sedric Scott, C. P. Roberts, Irving Rowe, Elmer Noddin, and James Mackie, Eddy Murphy, Emil Leavitt, Forest Goodwin, Arthur Brackett and Arnot Archibald.

Morgan's Definition of Credit

Continued from Page 8

Mr. Untermeyer: There are a good many of them?

Mr. Morgan: Yes, a good many.

Mr. Untermeyer: Commercial credits are based on possession of money or property?

Mr. Morgan: What!

Mr. Untermeyer: Commercial credits?

Mr. Morgan: Money or property or character?

Mr. Untermeyer: Is not commercial credit based primarily upon money or property?

Mr. Morgan: No, sir, character.

Mr. Untermeyer: Before money or property?

Mr. Morgan: Before money or anything else. Money cannot buy it.

Mr. Untermeyer: So that a man with character without anything behind it can get all credit he wants, and a man with property cannot.

Mr. Morgan: It is often the case.

Mr. Untermeyer: But that is the rule of business?

Mr. Morgan: That is the rule of business, sir.

After describing the ordeal that the shy, sensitive financier underwent during long hours on the stand, one of his biographers wrote:

"The tonic effect of this testimony—that personal integrity is the basis of all credit—was felt from one end of the land to the other."

—American Mutual Magazine

The Old Lumberman

He has known the crash of the falling spruce,
And the call of the teamster shrill.
And the thunder of water thru the sluice,
As the logs go down to the mill.

He has trod the ruts of the old tote roads,
To the camps of the long ago.
And boasted the scale of the heavy loads,
That creaked o'er the frozen snow.

He has held the bight of the snubbing warps,
And chopped the key of the jams.
And picked the rear in his spike-soled boots,
And built the crib of the dams.

He has spun his yarns on the deacon seats,
With men who are dead and gone.
And the camps he built on a score of streams,
To the dust have crumbled down.

In the empty wastes of the frozen lakes,
He has heard the blizzard's roar.
He knows the toll that the Storm King takes,
From the men caught far from shore.

What wonder now in his later years,
In the warmth of the chimney nook,
That murmurs strange reach our listening ears,
As he nods over pipe and book.

Perhaps he dreams of thundering streams,
And the logs piled up in jams,
Where the crash of mighty timbers seems
Like a thousand battering rams.

Some stirring scene of his early life,
Has gripped and held him again.
Once more he wages the logger's strife,
And directs the work of his men.

Such men in the woods of the Pine Tree State,
Have won us a place in the sun.
All honor to them and a blessing great,
In the day that their work is done!

—Harold P. Andrews

GNPCO

Inflated promises are usually followed by deflated performances

Opportunity

This I beheld, or dreamed it in a dream:—
There spread a cloud of dust along a plain;
And underneath the cloud, or in it, raged
A furious battle, and men yelled, and swords
Shocked upon swords and shields. A prince's banner
Wavered, then staggered backward, hemmed by foes.
A craven hung along the battle's edge,
And thought, "Had I a sword of keener steel—
That true blade that the king's son bears,—but this
Blunt thing!" He snapped and flung it from his hand,
And lowering crept away and left the field.
Then came the king's son, wounded, sore bestead,
And weaponless, and saw the broken sword,
Hilt-buried in the dry and trodden sand,
And ran and snatched it, and with battle-shout
Lifted afresh he hewed his enemy down,
And saved a great cause that heroic day.

—Edward Rowland Sill.

