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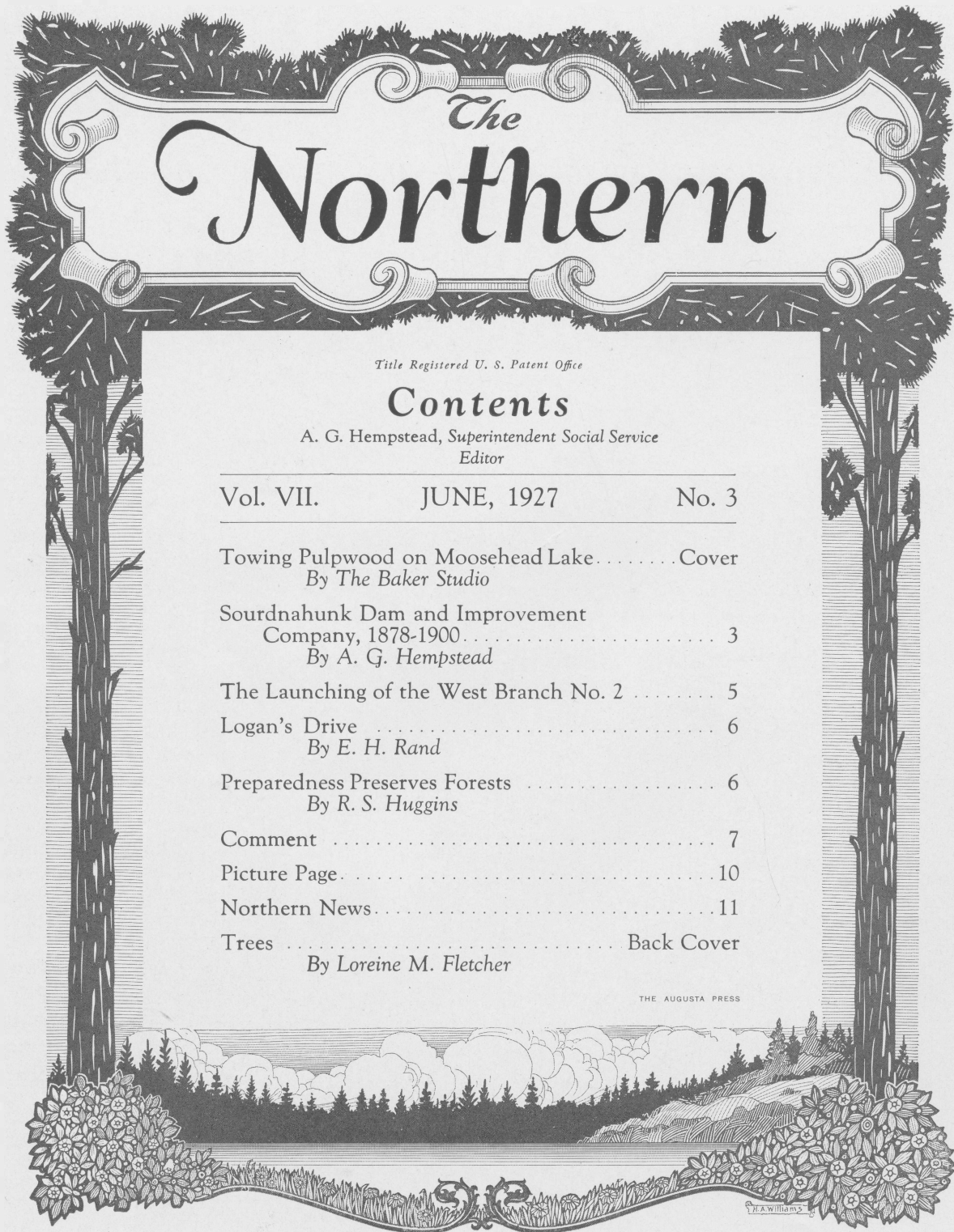


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The
Northern
June 1927





The Northern

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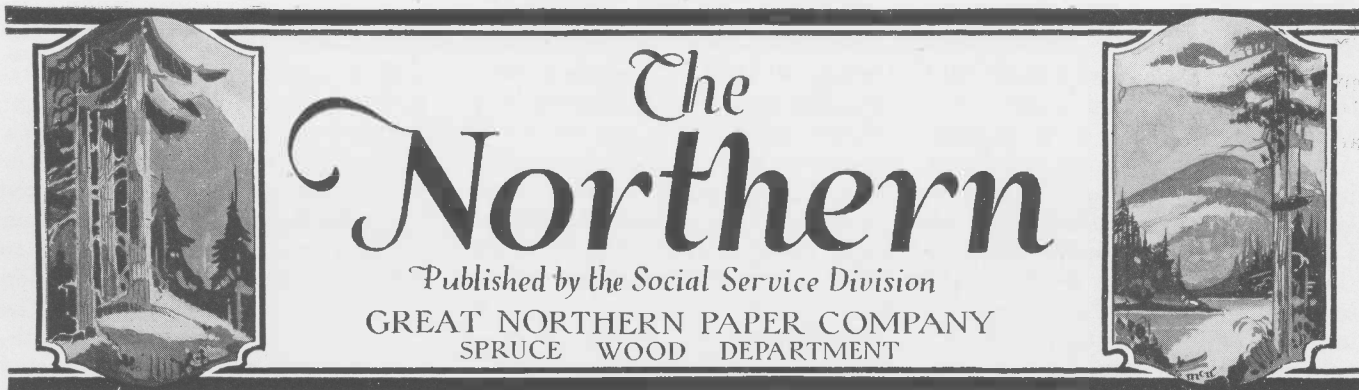
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By Loreine M. Fletcher

THE AUGUSTA PRESS

H. A. Williams



Sourdnahunk Dam and Improvement Company 1878-1900

By A. G. HEMPSTEAD

SOURDNAHUNK STREAM has its source in the lake bearing the same name and follows a course almost due south for a dozen miles or more. Some eight miles below Ripogenus Dam it enters the West Branch of the Penobscot River. During the spring freshets or immediately after heavy rainfall, this stream is swelled by its mountain tributaries into a rushing, plunging, roaring torrent. At other times, the water glides over smooth ledges, ripples over the shallow rocky places, flows quietly through gravel channels among the alders until it comes to steep pitches where it gathers momentum to make a grand rush over the falls into a pool where it foams and pauses until the froth has vanished and only a few bubbles are left as it glides on toward the main river. The course of the stream is through scenes of natural beauty not surpassed in Maine. It passes between Double Top and The Brothers, its valley separating them from each other, on past O J I Mountain, with occasional

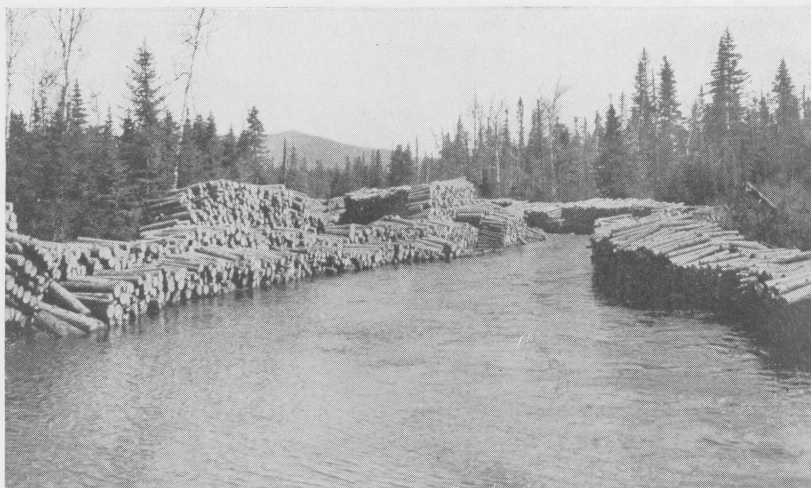
vistas of the not far distant Katahdin. For miles it seems that a new view of Double Top appears at every turn.

Men now working in the woods have been under the impression that Sourdnahunk's rugged character had kept her in solitude except for the occasional visits of trappers or explorers, until the dams were built. However, the following quotation from John S. Springer's book *Forest Life and Forest Trees*, published in 1851 shows this was not true:

Logs are now driven down streams whose navigation for such purposes was formerly regarded as impracticable—some from their diminutive size, and others from their wild, craggy channel. There is a

stream of the latter description, called "*Nesourdnahunk*," which disembogues into the Penobscot on the southwest side of Mount Ktaadn, whose foaming waters leap from crag to crag, or roll in one plunging sheet down perpendicular ledges between two mountains. On one section of this stream, said to be about half a mile in length, there is a fall of three hundred feet. In some places it falls twenty-five feet perpendicularly. Down this wild pass logs are run, rolling, dashing, and plunging, end over end, making the astonished forest echo with their rebounding concussion.

Even after the dams were built Sourdnahunk logs were recognizable as far as they could be seen. They were distinguished by battered ends, large numbers of scars and the absence of bark, for the logs that came out of Sourdnahunk Stream were scoured with gravel and rossed by granite rocks.



The Most Recent Drive on Sourdnahunk Stream

**Sourdnahunk
Dam and
Improvement
Company
Organized**

PRIOR to the building of the first dam, an operation was conducted here in the seventies. Moses Wadleigh of Old Town cut pine logs for clapboards at the lower

GNPCO

Ambition without thrift is treasure lost

end of the stream, sawed them into four foot lengths and drove them about a mile to the West Branch. A few years later, people interested in timberlands from which the timber could be hauled to Sourdnaunk Lake or Sourdnaunk Stream petitioned the legislature for the right to incorporate for the purpose of improving the navigation of Sourdnaunk Stream for log driving. They received a charter from the Legislature of 1878. The name of the corporation was, and still is, the Sourdnaunk Dam and Improvement Company. It was authorized to "construct and maintain a dam or dams, with booms, side booms, sluices, and other erections, and to make any other improvements necessary to facilitate the driving of the stream." It was given the right to collect toll for the passage of all logs and lumber through and over the improvements made by the corporation.

The first meeting was held at the office of the Bangor Foundry and Machine Company, 10 Central Street, Bangor, on September 5, 1878. Charles V. Lord was chosen chairman, and Franklin A. Wilson, clerk for the meeting. Mr. Lord and Mr. Caleb Holyoke were appointed a committee to prepare a code of By Laws. At the meeting of January 20, 1879, (the attempted meetings of September 30, October 14, November 18, and January 15 having failed to have a quorum) Caleb Holyoke was elected president, an office which he held for years and in which he was followed by his brother Franklin H. Holyoke. Charles Veazie Lord was made clerk and held this position until his death in 1905 when he was succeeded by his son Nathaniel Lord.

Toll Dam

THE story of the activities of the first year are told by Thomas Gibbons. He was hired by Charles E. Dole in Bangor and went to Mattawamkeag.

On June 20, 1879, four batteaux, poled by eight men, started up the West Branch with supplies, and about fifty men proceeded to Medway and followed the spotted trail up to Sourdnaunk on foot. (During the winter, some supplies and equipment had been taken in to Lily Pad and Kidney Pond.) The men who walked in arrived first and at once set to work to clear a camp ground and erect a shack at the site of the so-called Toll Dam. A head wind had held up the batteau men for a day and the carries were hard to make. The eight men had to take their supplies on their backs across all the carries and then take the four batteaux. It required all eight men using poles to carry each batteau. Everything was toted on their backs from the West Branch to the camp but this was done with the aid of the big crew.

Though Toll Dam has been rebuilt three times, the original foundation is still there. It was put together without iron, 1½" and 2" augers being used with juniper pins. Lorenz Moore had charge of the construction work. The men worked from daylight to dark with four meals a day. They received \$18 to \$24 per month, with the exception of two men who received \$26. The food was cooked out of doors without stoves; the menu consisted largely of beans, baked in the ground, codfish, corned beef, trout and some pork.

All the dam work done that year was in charge of Fred Gay who had come from New Hampshire with Captain Soule. They had cleared a stream in New Hampshire with dynamite and used this explosive on Sourdnaunk. This was the first time, so far as it has been possible to discover, that dynamite was used in the woods of Maine. Two batteau loads of dynamite (called "dulon" or later "rent rock") came from Old Town. The railroad would not accept it and no one would take it with a team, so that it had to be poled up the river all the way. The man had a hard time especially in toting it across the carries.

Sourdnaunk Lake Dam

TO determine the height of the dam to be built at the foot of Sourdnaunk Lake, Captain Soule came up bringing Joseph Taney, a Bangor druggist whose father was a civil engineer. Both men were large and heavy. The trip had been hard on them and the problem of getting from Toll Dam to the Lake was not easy. Ash shoes were put on the batteau to keep the rocks from destroying it; supplies and the two men were loaded in, and six men, Jack Dugan, Jack Gordon, Paul Peters, Tom Gibbons and two Frenchmen hauled it up the stream, Captain Soule seated in a chair made from a barrel. The black flies were thick which did not im-

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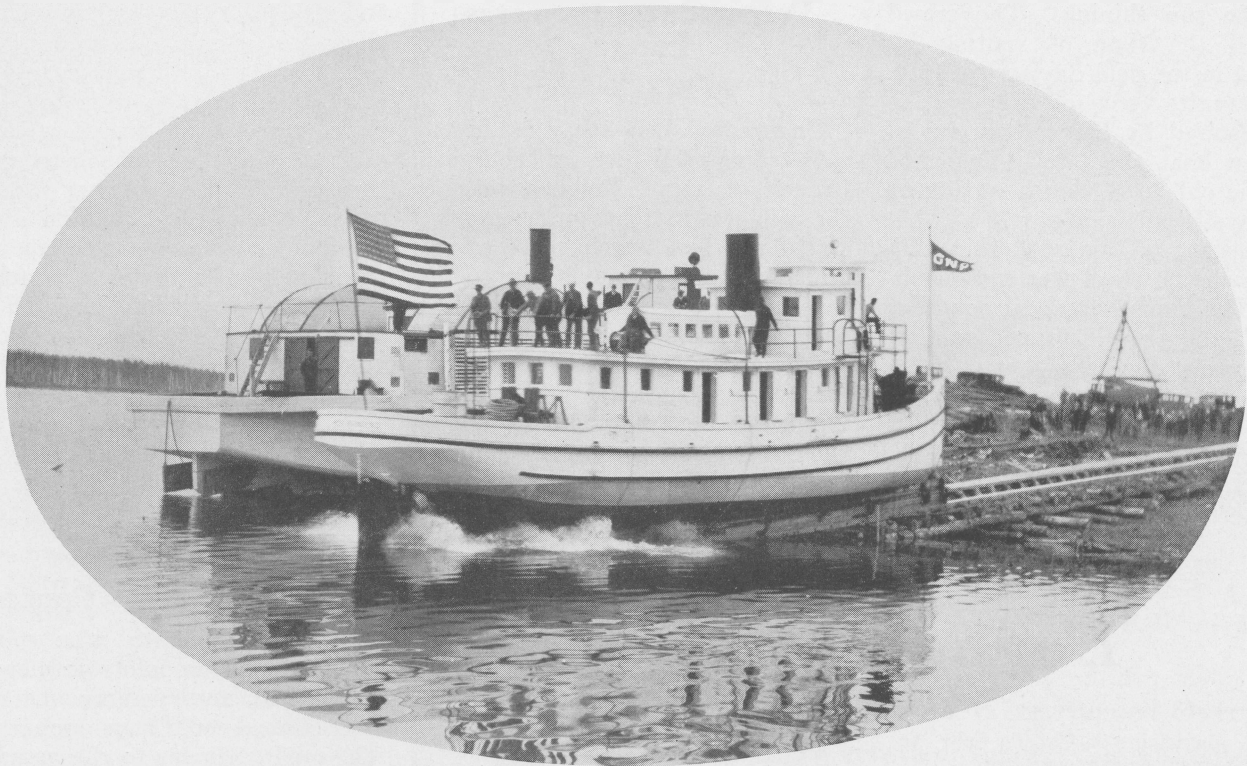


Photo by The Bailey Studio

Slide Dam showing the slide on Double Top which is often erroneously supposed to have given the dam its name

GNPCO

All you expect from a pig is a grunt



The Launching of the West Branch No. 2

A CROWD of spectators gathered at Chesuncook Dam on Wednesday, May 11, when the West Branch No. 2 was launched. It was a great occasion for the Spruce Wood Department for every one has been interested in the building of this boat. Over twenty cars were parked in the yard and a boat from Chesuncook Village had brought friends down the lake for the big event.

The group that gathered gave the occasion the appearance of a Field Day, yet they all had special interests in the boat. Mr. O. A. Harkness was there as a sort of god-father, attended by Charles Ingalls, master builder, and H. W. Wright, draftsman. The Bangor Office was represented by R. H. Robertson, C. W. Curtis, C. A. Smith, C. E. Millett and Wm. Hilton. Delegates at large included N. A. Smith, L. G. White, Don Brean, C. M. Hilton, A. G. Hempstead and his son David. H. A. Bowe, Ray Cripps, Maynard Emery and Wm. Stewart of the Telephone Department were present. Grant Farm was represented by J. E. Ramsay, (armed with Raymond

Young's camera), Cooper Brook by H. B. Burr, Ripogenus Dam by Joseph McInnis and family and S. W. Morin, Greenville Shop by F. V. Schenck and family. George McGuire and A. V. MacNeill were there



in the interests of the West Branch itself. Charles Crossman and C. N. Porter were on hand. Alec Gunn was there with a Graflex Camera and the C. O. No. 21 to catch the entry of the new craft. C. F. Woodard and S. W. Sawyer represented the Coburn Steamboat Company. The Fairbanks-Morse Company, who furnished the engine of the new boat, sent R. F. Koops, their district manager and Chester Marshall, manager of their marine department to represent them. Among the ladies present were Mrs. Harkness, Mrs. Bowe, Mrs. McGuire, Mrs. C. M. Hilton, Mrs. Schenck and Miss Helen Spearin. Daniel Maher was on hand to take a movie of the big event. A. B. Smith (Uncle Anse) arrived from down river in time to be present and to add his blessing to the boat that is to replace the one bearing his name.

The weather had been showery and at the appointed hour of three o'clock the sky was dark, but a delay in launching brought the real event about 5:15 when the sky was clear

GNPCOV

Be a self starter, don't make a crank out of your boss

and the sun shining. The crowd enjoyed the time of waiting by visiting in the field day sort of way. The favorite topic of conversation was inspired by the comparison of the new boat about to be launched and the old A. B. Smith resting on her ways by the side of it.

The sight of this good ship gliding down the ways was awe-inspiring. The hammering and pounding ceased, the crowd stopped talking, no cheering was heard but only the tribute of silence was paid to the boat as she slid into the water fluttering her flags of loyalty to the United States and to the Great Northern Paper Company.

Preparedness Preserves Forests

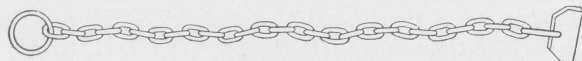
By R. S. Huggins

On Sunday, May 8th, some fishermen trying their luck on the South Branch of Dead River, carelessly threw lighted matches on the ground, starting a fire which soon gained dangerous proportions owing to the dryness of everything in the woods.

A call for help was sent to Stratton, Eustis and Flagstaff and about 100 men were soon on the job trying to check the fire. A truck was sent to the Great Northern Paper Company depot camp and loaded with 2 Evinrude Fire Fighting Engines

and 2,000 feet of hose, which was gladly loaned by the Company. This equipment was taken by truck as far as possible and then toted by buckboard to the fire area. Soon after arrival, these machines, under the supervision of Forrest Henderson of the Great Northern Paper Company, were hooked up and throwing good streams of water on the fire. One machine handled 600 feet of hose and did remarkable work.

As a strong wind was blowing at the time and everything was dry, what might have been a serious fire was only averted by prompt service and having proper equipment at hand to fight this menace.

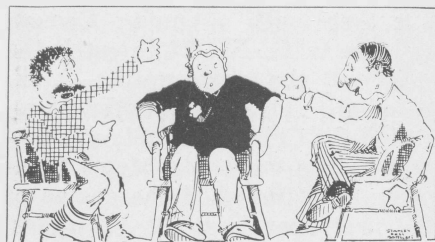


Logan's Drive

By E. H. RAND

Briscoe was driving on Canada Falls
Some logs for Seboomook Dam,
And they drifted down to Sullivan Pitch,
Where the rear piled up in a jam.

Logan went to Pittston Farm
To fix the steam pipes there,
And to him the boys in the "barroom" told
Some tales that would curl your hair.



They told of the roaring river cruel
As it raced on its way to the sea;
And they told of the fighting river men
Who rode great logs with glee.

They told of breaking great piled-up jams;
Of drowning; of sudden death;
And they told of lives lost in Canada Falls,
And Logan caught his breath.

On a Sunday Briscoe broke the jam,
And the logs slid down on their way;
They drifted down by Pittston Farm
Where Logan was that day.

The boys told Logan about the drive,
And he went down to see the fun;
For the drive he waited patiently
As the logs passed, one by one.

And finally, around the bend,
A chanting boat-crew came;
And they passed the place where Logan sat;
Where the logs had done the same.

They sang their songs in Canadian French,
The words, a meaningless sound
To Logan, who sat upon the bank,
To watch the drive go down.

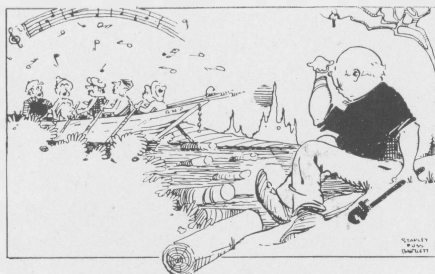
No more logs went drifting by;
The river below was still;
And about the time the sun went down,
Logan had got his fill.

So he took the winding, upward path,
Back to the farm on the hill,
And as he entered the "barroom" there,
Every man was still.

He slowly looked around the room,
At the grin on every face,
Then he ambled sadly to a chair
And silently took his place.

A moment then, and Logan spoke:
"I'd really like to know why
You told me all those wild, wild tales;
I've watched the drive go by:

"Five Frenchmen went by in a boat
Singing some crazy song;
I waited then to see the drive;
I waited—and waited long.



"But no more logs went drifting by
On the river for me to see;
So five Frenchmen singing in a boat
Is what a drive must be!"

The Man Who Counts

It is not the critic who counts; not the man who points out how the strong man stumbled, or where the doer of deed could have done better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again because there is no effort without error and shortcoming; who does actually strive to do the deeds; who knows the great enthusiasm, the great devotions, spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement; and who at the worst if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.

—Theodore Roosevelt.

"The further I advance in age, the more I find work necessary. It becomes in the long run, the greatest of pleasures, and takes the place of the illusions of life."—Voltaire

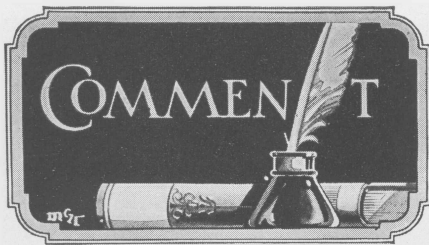
Contributed by Wm. St. J. Murray

What sculpture is to a block of marble, education is to a human soul.—Addison

People who are afraid of missing something, seldom make a hit.
—Nuggetts

GNPCO

A reckless man is the raw material for an accident



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

Business and the Church

In a class on Industrial Relations, Jerome Davis of Yale secured from twenty-one individuals selected from among the outstanding leaders in America authoritative expression on the relationship of business and labor to the church. These expressions of opinion by industrial leaders have been collected and edited by Dr. Davis in a book entitled "Business and the Church." It is apparent that thinking men and women are beginning to realize that these groups have vital interests in common.

Roger W. Babson writes of business men in this book as follows: "A humble home tempered with culture and inspired with religion makes the strongest men and women." Mr. Babson, noted for statistics, asserts that in his opinion the overwhelming majority of successful men are fundamentally religious. Three of the many names he uses are James A. Farrell, president of the United States Steel Corporation who is a most devout Roman Catholic, Mr. Rosenwald, the head of Sears, Roebuck & Company, who is a Jew devoted to his faith, and the younger Rockefeller whose religious faith is well known.

Edward W. Bok, in his book "Dollars Only," states: "The successful outcome of industry depends upon certain moral standards. Thrift, for instance, a higher standard of honor, the keeping of a man's word, steadiness, sobriety, a recognition of honorable dealings—all these Christian virtues have been brought directly into the life of civilized nations by Industrialism. The

(Continued on Page 15)

Who is Responsible for Fire Devastation?

FRANCIS KIEFER, who is prominent in forestry matters in Canada, said recently in an address on reforestation that of the virgin forests of Canada:

60% had been destroyed by fire,

13% had been cut by lumbermen and put to good use,

27% remains and part of that is being burned each year.

Mr. Kiefer's estimates show that more than four times as much standing timber has been destroyed by fire in Canada as has been cut for necessary uses.

What is the Situation in the United States?

The annual report of Col. William B. Greeley, Chief Forester of the United States, shows that during the year 1924

28,822,735 Acres of Forest Land Were Burned Over

Not all of this land had virgin growth or timber of merchantable size on it, BUT—

Every one of those acres had seedlings and young growth, which in the course of time would have become merchantable timber.

All of these seedlings and all of this young growth were destroyed when fire swept over the ground.

This immense area of nearly 29 million acres, if in one lot would be a forest, in size—

One and One-half Times the State of Maine

and the young growth on this big tract was absolutely destroyed during the year 1924. This is about the average for every year.

A little thought on these figures from Col. Greeley's report and the inevitable conclusion must be reached that every year a forest much larger than Maine in area must begin its work over again. No matter how long Nature had been on this particular job, whether two years, ten years or fifty years, all its work had gone for nothing and had to be begun again.

It must also be apparent to the person who gives this even a moment's consideration, that the production over this area—one and one half times the State of Maine—has been lost for a long period of time, probably forty or fifty years.

And it must also be apparent that the volume of timber which this area would have had ready in forty or fifty or even less years, but which has been lost through these fires, would have been tremendous. And every year this destruction is going on and the fire menace is constantly growing.

GNPCOM

A wise man never blows his knows—NEW YORK MEDLEY



Double Top

The Brothers

Mount O. J. I.

THE MOUNTAINS OF THE SOURDNAHUNK

Sourdnahunk Dam and Improvement Company*(Continued from Page 4)*

prove conditions at all. At times, the batteau had to be hauled through alder growths. Mr. Taney determined the height of the dam and returned to Bangor.

Part of the crew was taken off the work on the first dam and started for the Lake. They pitched tents and swamped a road as far as they could in a day, and then moved their camp ahead the distance gained. The lake dam was built that summer by Zack Moore.

The early days were far from profitable, so far as the corporation itself was concerned. Not all the capital stock was subscribed and the stockholders were assessed 50% the first year and then had to hire \$6,800. Of course it should be borne in mind that this corporation was not originated with the idea of making money but with the purpose of making it possible to get the lumber out to a market. It was found that another dam would be necessary and the next year it was built at the slide.

Slide Dam

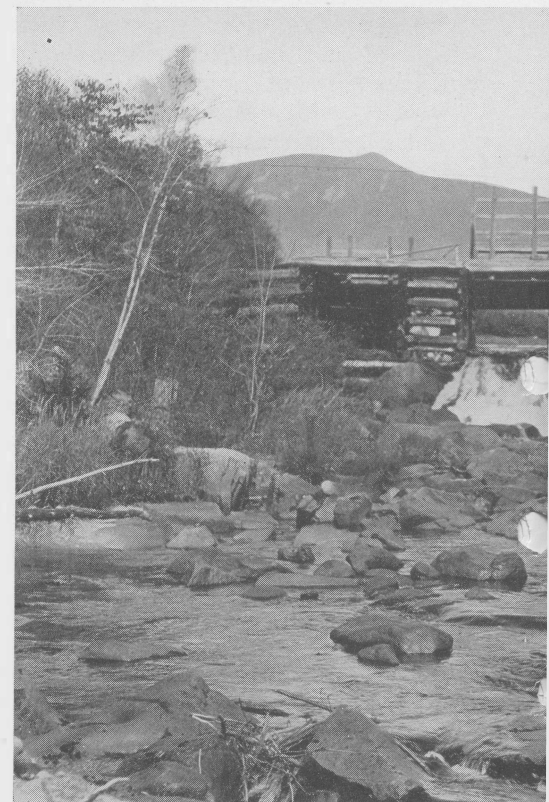
LITTLE is known about the great slide which came down the side

of The Brothers, going in a southerly direction until it hit O J I Mountain and then turned to a westerly, toward Double Top Mountain, filling Sourdnahunk Stream. It is thought by some to have taken place during the Civil War, but the men who went up through there in 1879 thought that it could not have been more than five or ten years before their trip. It was a big slide, estimated by W. J. Curran, A. V. MacNeill and Thomas Gibbons to be nearly four miles long. The maps of this region would indicate that this estimate is rather high but the figure will convey some idea of the size of this avalanche. Sourdnahunk Stream worked its way around the end of the slide, making a channel through the coarse gravel.

The slide on Double Top came at the head of the Pond about 1912 or 1913. It occurred in the night and frightened the men in John Finkle's camp for the Great Northern Paper Company. People who travel the tote road are sometimes under the impression that Slide Dam received its name from the slide on Double Top, which is plainly to be seen, but such is not the case.

The first dam was built by beavers and flowed a considerable area. To

drive long logs through without a dam is practically impossible. At a meeting held in Bangor on August 23, 1880, it was voted "that the company proceed to erect a dam at or near the slide and cut down



The so called Toll D

GNPCO

A mule cannot pull while he is kicking and he cannot kick while he is pulling



Barren Mountain

Mount Katahdin

Photo by The Bailey Studio

REGION AS SEEN FROM KIDNEY POND

the apron of the upper lake dam, clear the stream and blow out what rocks considered necessary to improve the stream." From other sources it seems that E. W. Loveland rebuilt the dam that same year. Bob Rogers

took charge of the construction work. It soon went out and has never been successful. This is all "made land," the result of the slide, and after the frost begins to come out, it gives way. On July 10, 1882, Zack Moore reported to the directors that "slide dam, so called, had blown and must be repaired, also that there must be some blasting at Windey Pitch and several other places." This second dam lasted only two years for the minutes of the meeting held July 3, 1884, read "voted that the directors be authorized and instructed to employ some suitable person to repair the slide dam (60 feet of same having been carried away) and to make other necessary repairs to the company's works, also to send some one to Sourdnaunk to look after the company's property until the crew is sent there to make repairs." This dam was rebuilt again in 1895 by W. J. Curran. It went out again in 1915. It probably will not be built again as it is not considered necessary for the driving of four foot wood. However, the beavers have persisted and still maintain a dam here. The photograph of the dilapidated Slide Dam shows the slide on Double Top.

Early Tolls Collected

THE first toll was collected on September 9, 1880, for the wood cut by E. W. Loveland for C. E. Dole. That fall, toll was collected on logs cut by Zenus Littlefield for I. M. Hodgkins Co. On June 11, 1881, C. E. Dole paid toll on spruce and pine logs cut on T 3 R 10 by Soule & Co., as per scale bill from F. Western, scaler. Two days later C. V. Lord paid toll on logs cut on the north half of T 4 R 10 in the winter of 1879-80. In the summer of 1882, toll was collected from Charles E. Dole, Charles V. Lord and J. F. Reed and the following year from the Veazie Heirs. Of this number, Messrs. Dole, Lord, Soule, and Veazie Heirs were stockholders. Tolls were collected in 1887 from Herssy and Rogers and from White and Chadbourne; in 1889, Charles H. Dudley is on the records. W. J. Curran took charge for Dudley in '89, and in the '90's A. V. MacNeill did likewise.

[The Great Northern Paper Company began buying timberlands and stumpage in this region about 1901. The activity here from that time on will be credited in a later article.]

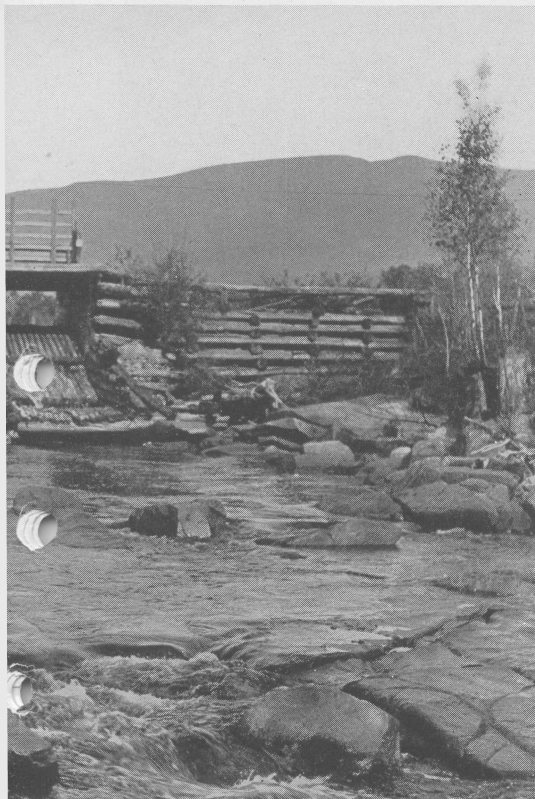


Photo by The Bailey Studio

Sourdnaunk Stream

GNPCO

It seems unreasonable, but the head never begins swelling till the mind stops growing



A.B. SMITH
& O.A. HARKNESS

SCENES at the LAUNCHING



R.H. ROBERTSON



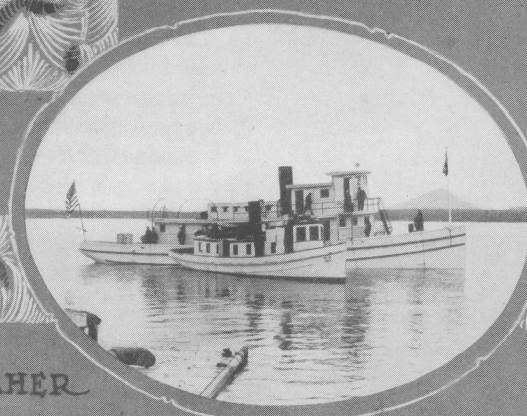
GEORGE MCGUIRE & AL MACNEILL



C.W. CURTIS

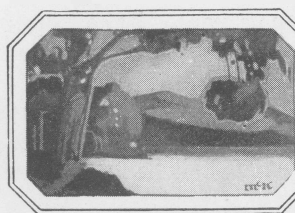


D.M. MAHER



GNPCOR

It takes less effort to make good impressions than to re-make bad impressions



Northern News



East Millinocket Mill

L. R. Groves, Correspondent

Mr. Alonzo Stevens is on an extended vacation near the seashore. We hope to see him about the plant soon, much improved in health.

The recent drive for the benefit of the Boy Scouts of America went over with a bang. We now have two fine troops in this town which merit all the encouragement we can give them.

Mr. B. P. Files has been in Bangor for a few days. We regret to hear of the sudden death of his brother some days ago.

"The Arrival of Kitty," presented recently by the boys of the American Legion at the Municipal Theater, proved to be one of the best shows of the season. To quote an enthusiastic spectator, "It was a wow from start to finish."

Mr. James H. Mack, First Selectman of this town, is still in Bangor undergoing medical treatment. His many friends hope for a speedy recovery.

We have heard some comment about the Mill with regard to a recent article in *The Northern*, wherein it was alleged that a certain sportsman of Jewish extraction once hired a guide and journeyed through the woods to fish Lake Moxie. Public opinion here is that it must have been a fish story; and the following reasons are adduced thereto:

First—No Hebrew would spend good money to hire a guide.

Second—The Children of Israel are averse to entering the wilderness; they tried it once, and were forty years in getting out.

The High School Seniors gave a play last night—"The Little Clodhopper." The parts were well taken, and the whole show was very pleasing to the large audience who greeted the coming graduates.

Grant Farm

Raymond O. Young, Correspondent

With the opening of navigation on Chesuncook Lake, the stage between the Grant Farm and Chesuncook Village passed out of existence until another year. Considerable credit is due Jimmie Morin, for not a trip did he miss all winter, and several times he has swung back to Deer Pond on an extra trip.

Rumors of bear have been rife in this vicinity for some time. Several have been seen but not a one has been brought in to substantiate the stories.

Visitors during the past few weeks report very good fishing in neighboring lakes and brooks. Most of them find it a bit cold for real sport, however.

The Kokadjo-Cooper Brook Telephone Construction crew has been making its headquarters here while preparing a permanent camp at Second Roach Farm.

C. W. Powers and Wm. Worcester have been in the office here until such time as suitable accommodations can be arranged for them on new operations. Powers will clerk the telephone job and Worcester is to go on the Cooper Brook road job.

"Bill" Clarkin has had a crew on the road between here and Kokadjo cutting bushes. A marked improvement is quite evident. That job being finished, most of his men have gone to Lily Bay.

Preparations are being made for planting potatoes. Mr. Gary has about ten acres of land ready to plant at the first opportunity. The vegetable garden is well under way. "Joe" Herrent is taking every precaution that it shall be a good one.

A. J. Faulkner and John Connors took up their duties at Sias Hill gate on May 1st. They reported a rushing business the day of the launch-

ing at Chesuncook Dam. Mrs. Connors is keeping house for them.

The two movie shows which we have enjoyed during the past month were exceptionally good.

Pittston Farm

M. P. Hill, Correspondent

Edwin H. Rand of Salem, Mass., who has been assisting with the clerical work here, has left and is now with his father at Camp Winnecook, Unity, Maine.

Mr. Ordway has started his summer's work and has made considerable progress as is shown by the potato patch which covers 11 acres. At the present writing this is practically all prepared and planted. The farming this year will be to the same extent as it has been in the past.

Late last month, Bill Harrington strayed from the fold for a few days and took that time to consult a dentist in Skowhegan.

Mr. Gilbert, who is on his annual spring fishing trip, visited us and stayed over night.

We now have about 47 horses which will be turned out soon.

W. W. Smith, "Smithy," who has been with J. O. Wardwell for the past two summers, is working at the boarding house and Mrs. Smith is doing the cooking here.

Albert Heckman, who served on the Boundary Fire Patrol last summer, is back again for the season and is a regular visitor here.

Walter Dunn is making headquarters here now. He is employed on the Kineo-Pittston Road Repairs and is in charge of a "Gillette."

The lecture given here on May 7, by Mr. Hempstead, was of much interest and greatly appreciated.

We hear that William Paine, who was repairing the chimneys in the annex at the time the guesses on the ice were taken, won the prize. The

GNPCO

To reply to an evil word by another taunt is like trying to clean off dirt with mud

first boat touched Kineo on April 26 at 4.13 P. M. Paine's guess was for 1.45 of that date and the only guess for the day. C. E. Delano of the Bangor Office was next nearest with April 27 at 11. A. M.

Chesuncook Dam

John H. Mortell, Correspondent

Ronald MacDonald has gone to Bangor and Dave Nadeau is filling his place as cook.

We are glad to welcome William Hodges back to these parts.

William Coltart was obliged to go to Bangor having had the misfortune to cut off two fingers in the saw-mill.

Mr. Edward Lacroix spent a few days with us during the month of April. He has two heavy duty Reo Speed Wagons hauling supplies from Greenville to the wharf here.

Bangor Office

Daniel J. Leen, Correspondent

The Division of Forest Engineering reports summer work starting with assignments as follows:—Jones, Meehan and others are in Aroostook County; Murdock and Hobart are in the Kennebec District with locations around The Forks; Houghton and McKendrick are in the North Branch country; Vickery and Macki will work for Pingree on lines around the Chamberlain Lake area; Grover and Baker will be on the Cooper Brook Log Hauler Road.

Mud Brook Drive

P. B. Pinette, Correspondent

Mud Brook Drive started on April 22 under C. P. Murphy.

Ben King, with a crew of fourteen men, is sluicing through Mud Brook Dam. Mose Gorman and Malcolm Appleby are in the cook room.

Jack Welsh is dam watchman.

Florent Doucette is in charge of the booming out in Millinocket Lake with a crew of twenty men. Martin Allen is cooking, assisted by Simon Daigle. Bertram Bryce and Earl Hovey are on the Motor Boat No. 25. Kirk Winchester and Guy Spencer are driving the Spencer Bros. motor boat.

Among the crew are Jack King, Tony Dios, Camille Daigle and J. W. Pickett, who is in charge of sluicing out of Millinocket Dam.

Cooper Brook

Raymond Fernald, Correspondent

Cooper Brook Operation is once more thrown into a scene of activity with the starting up of the various road jobs in this vicinity.

Supplies and equipment are passing through here for a crew of about sixty men who are making extensive repairs on the Cooper Brook log hauler road. The work is being superintended by George McPherson. Johnny Brice is foreman on the job, with Bill Lacrosse clerking and Mike Cyr cooking.



Janet Cochrane, granddaughter of Mr. and Mrs. A. R. Cochrane

Pat West left us the first of the month and the engineering is now being done by Grover and Baker. In spite of the rough topography of the country the work is progressing rapidly.

Lloyd Pickett is capturing all honors both in pulling stumps out of the right of way and in playing bridge evenings.

John Brice has opened a camp at B Pond where he will cut a new log hauler road, 6 1/2 miles long, to join the old road three miles below the depot camp.

Joe Marceau is on a well-earned vacation after nearly a year on the job. His place is being filled by L. H. Lowe. Good luck, Joe, have a good trip!

Ray Smith, formerly with the

Clerical Department here, has severed connections with the Company and returned to his home.

Elwood Millett and Ernest Beach have been added to the Fire Patrol force with their headquarters at Cooper Brook Depot.

The business visitors of the previous month were: Wm. Hilton and H. W. Wright of the Engineering Dept., A. V. MacNeill, L. G. White, O. A. Harkness and Harry Bowe.

10 Mile Plant

A. B. Chaplin, Correspondent

Mrs. Lena Shaw has taken a vacation and is spending about three weeks with friends and relatives in Bangor. During her absence, Mrs. Elizabeth Ayer of Rockwood is assisting Mrs. Chaplin.

The movie, The Old Soak, was shown here on May 12 to a small gathering and was greatly appreciated by all.

With the opening of the lake, traffic by the 10 Mile has thinned out considerably. All transportation is handled by the way of Seboomook and our regular visitors are following in that direction.

Robert McGowan is assisting A. B. Chaplin with the spring work around the buildings.

We were glad to receive a short call from Mr. Gilbert who was on his way to the Little W cottage with Mr. Schenck and party.

Clarence Sargent, with a crew of eight men, made his headquarters here for a few days in April, while doing work on the road.

John Morrison, of the Clerical Department, has finished his duties here and has gone to Penobscot Lake taking inventory.

All were sorry to learn of the illness of Mrs. Rodolphe Busque, which necessitated the return of Mr. Busque to Canada. Mr. Busque is a familiar figure on the Kineo-Pittston road with his road scraper.

Seboomook

D. C. Stevens, Correspondent

Mr. Lane has started farming and has about five acres prepared for planting.

GNPCOM

When only foolish reasons can be found, he argues best who utters not a word

Harold Whitehead has returned from a winter's sojourn at Bigelow Operation, and is tending the storehouse here again.

The crews of the Moosehead with Captain Parent and the Twilight with Captain Sawyer are making their regular trips once more and are welcome boarders at the farm house.

At present there are in the barns sixty-two horses which will remain here during the summer.

The Wardwell house is being painted and some necessary repairs are being made.

Dan Maher has spent some time here this month.

Umbazookskus Meadows

C. A. Ramsdell, Correspondent

Everything is running smoothly on the Umbazookskus Drive and Umbazookskus Stream Improvement. The rear of the drive came into Umbazookskus Lake from Longley Pond on May 8. Thomas Mulligan was cook and Mike Vanchuck was cookee at Longley Pond and the boys say that they sure did do fine.

Several booms have been filled here. William Murphy is the foreman on the drive; he believes in getting his feet wet the first thing every morning.

J. W. Crawford is the foreman on the Stream Improvements; he has a big job ahead of him pulling driki.

The donkey engine has been unloaded; Ab Murray was here to put it together. Verney Perry is to run the engine and the driki will soon be piled on the shore.

Dan Sexton is the cook here with John Haskell as his assistant; they make a strong team for they are hard to beat in the cook room.

C. A. Ramsdell is clerk of these jobs.

When sluicing is being done at night, Supt. C. H. Glaster never thinks of going to bed until the gates are closed.

Second Roach Dam

Louis N. Murphy, Correspondent

George Nash and a crew of about twenty men reopened the Second Roach Camps on April 18. Carl McDonald is cooking and Louis

Murphy, formerly at Cooper Brook, is clerking the job.

Rapid progress is being made in graveling the road. For equipment we have 2 White five-ton dump trucks, 3 Ford dump trucks, 1 road machine and a gravel loader. Wilbur Cole is running the loader and Leon Thibodeau and Charles Finley are driving the five-ton trucks.

Bigelow Operation

R. S. Huggins, Correspondent

Harold Whitehead has left the operation, and, we understand, is to put the summer in at Seboomook Storehouse.

F. C. Gatcomb has also departed to get his hotel at Pemaquid Beach in order for the summer trade. Our instructions to "Gat" were to start digging clams so as to have an ample supply on hand to steam when we pay him a visit.

W. D. Page is a frequent visitor, looking after the horses which he is "Springing Out" here.

L. G. White paid us a visit the first of the month, accompanied by N. A. Smith. Mr. Smith did the "Carrie Nation" to some tinware while here.

We have several visitors every Sunday admiring the horses, which are looking fine and in great shape.

Everything has been "slicked up" around the depot camp and the equipment stored in excellent shape; the appearance of the outfit has received much favorable comment.

Grindstone

A. J. Bertrand, Correspondent

Grindstone Stacking started May 1st. There are 5,000 cords to be stacked, this having been cut and driven by Ernest Ladd. In the crew are Ben Stackhouse, Foreman, Montford Hill, Engineer, Donald Stackhouse, Harry Waye, Harold King and Ed Carlos. This is Ed Carlos' first experience with river work but Ed says he doesn't mind a ducking once in a while.

Dick Mooney and Bob Canders, Jr., paid us a visit of a few days, during the Easter vacation.

Mr. John Robbins, B. & A. R. R. Agent, has gone to St. Louis, Mo.,

and other places of interest, on a combined business and pleasure trip. He is accompanied by Mrs. Robbins, their daughter Charlotte and their son Herbert, who was formerly timekeeper at Cooper Brook. Herbert writes that he always thought the spring freshet in the East Branch was quite a sight but that the Mississippi has it beaten by a mile.

Frank Malone, our storehouse clerk, has left for Portland on his vacation.

Born to Mr. and Mrs. A. J. Bertrand at Old Town on May 1st., a son, Albert Joseph Bertrand, Jr.

Ripogenus Dam

S. W. Morin, Correspondent

The launching of the new tow boat, West Branch No. 2, on Wednesday May 11th, was a very interesting event. This boat is to replace the reliable old steamer, "A. B. Smith," which has done the towing of all the wood from the head of Chesuncook Lake to Ripogenus Dam for many years. About one hundred persons were present at the launching.

Wangans for the drive are now started and the crews, so far, consist of the following familiar names:

Ripogenus Dam

Geo. Bisson, Foreman
Ed. Kelley, Cook
John Kelley, Ass't. Cook
Eddie Wood, Engineer C. O. No. 3
Dennis Flannagan, Night Dam Tender
Jos. Boucher, Helper

West Branch No. 2

W. T. Getchell, Captain
James Hayes, Engineer
Thos. English, Chef
Jos. McGilvery, Deck Hand
Wm. Furlong, Deck Hand
Angus Miller, Mate

Chesuncook Boom House

Geo. Flannagan, Foreman
Amos Conley, Cook
Mike White, Boat Man
Fred Otis, Boat Man
Mike St. Thomas, Boat Man
Wallace Tanner, Boat Man
Sylvio Vautour, Engineer, Motor Boat No. 7.
Charles Plourde, Boat Man

GNPCOR

Nothing is easier than to cheat an honest man

Sourdnahunk Dam
Barney McLellan, Foreman
Joe Munzerolle, Cook

Supt. and Mrs. George McGuire are occupying their summer cottage at Ripogenus.

Awaiting the launching of the boats, most of the drivers have been busy boring and picking up scattered boom logs for the summer's supply.

Dave Potter, operator of the Power Boring Machine, has been transferred to Section 3 at Norcross.

Joe Gilman is our stage driver on this end of the road this year and is almost always on schedule.

Archie McLeod is back and driving the little Fire Patrol wagon again.

Mr. and Mrs. Martin Goode are the guests of Mr. and Mrs. Geo. McGuire.

Miss Lena McEachern, who teaches school here, recently spent a week-end at her home in Greenville.

Bert Merriam represents the Grant Farm Road Repairs on this section under Wm. Clarkin's supervision.

C. N. Porter, of the Greenville Machine Shop, stopped here while making repairs on Motor Boat No. 10. During his stay, he cut Joe McInnis' hair.

Mr. and Mrs. A. G. Hempstead and son David, Miss Marjorie Farwell of Bethel, Maine, and S. F. Bartlett were the guests of Mr. and Mrs. McInnis on May 14.

Rice Farm

J. L. Goodwin, Correspondent

Spring has started things moving around the Rice Farm and Lower Drive. Geo. Bowser is driving the farm team, preparing land for planting, and doing the general trucking. We are glad to have George with us and if we don't get a good crop of potatoes it won't be his fault as he has had years of experience at this business in Aroostook county and at present is owner of a farm in Penobscot County.

F. H. Goodwin is doing chores and caring for sixteen horses.

Chas. O'Ree has taken a short

leave of absence, due to ill health, and is in Bangor trying to improve his physical condition. We are wishing Charles a speedy recovery.

Mr. Ritchie and Mr. Rudge are taking care of forty-six horses at Millinocket Stables.

Mr. Clark is clerking Rice Farm, Millinocket Storehouse, Stables and several other surrounding jobs.

Last but not least on the Rice Farm payroll is the boarding house force with Mrs. McDunnah as cook and Miss Ida Brown, assistant.

Mr. Clark of Millinocket has taken the contract to paint the buildings here and started his job on May 13 with three men helping him.

A. I. Mann and crew of eight have been busy both night and day for the past few weeks getting wood through the bridge at Schoodic. This has been a difficult job this season due to the fact that the new bridge has held up navigation during one of the most favorable times for this work.

Lily Bay

F. A. Murphy, Correspondent

Lily Bay is once more the same busy place as of yore; the boat made its first trip on April 28th, and thus marked the opening of the busy season for all hands.

William Clarkin has made his appearance on the Grant Farm Road Repairs. Bill has a fleet of two Ford trucks, driven by Robert Scott and James Cudmore, also a Fordson Grader, piloted by R. E. Murray. For a while he had Win Ryder with another Ford truck which was later sent to Kineo Road Repairs. Besides these men, Bill has 24 men cutting bushes along the road side and doing general repair work on the roads.

Mr. and Mrs. Frank Audet are doing the culinary work at Lily Bay, and Cecile Jasmin is the table girl.

Mr. Simon P. Walls recently purchased a new Chrysler "60" Sedan; Simon says he will take no dust from any one now; he still retains old "Liz" for a knockabout.

Mr. and Mrs. A. W. Barnes, with a party of friends, Mr. P. H. Hogan and Mr. L. G. Whittemore, have been enjoying the Moosehead Lake fishing, while staying at the Lily Bay House. They came from Boston with their cars, and are having very good luck with the fishing.

Mrs. N. A. Murphy, of the Kineo Boarding House, spent an enjoyable week-end with Mr. and Mrs. F. A. Murphy. Mrs. Murphy took Junior back to Rockwood for a visit.

Joe Gilman has sold his Ford Coupe to Mr. Ingalls of Chesuncook



BIGELOW OPERATION

Wm. Mann, construction boss; J. H. Whitehead, storehouse clerk; R. S. Huggins, clerk; F. Crawford Gatcombe, time keeper; Forrest Henderson, walking boss

GNPCOV

He who knows he does not know is never a fool

Dam. Just now Joe is in a dilemma as to what to do.

The horses have all been shipped from Lily Bay, leaving us only the farm team and old "Bob."

Freddy Morin is back at the Bay, working in the storehouse and around the farm.

Richard McKenna is now cook for the Kokadjo-Cooper Brook Tel. crew, at 2nd. Roach Farm. We miss his gentle face and persuading arguments.

Phil Cody and Alvah Gilman are on Grant Farm Toting with two Five Ton trucks.

H. I. Rollins has a new Cadillac Sedan. He is expecting a Reo Heavy Duty Speedwagon with combination body. This is to be run on the Chesuncook Dam route and should be an improvement over the old type jitney now in use.

We recently received a card from Frank X. Marks, postmarked Berlin, Germany. Frank is foreign representative of the Newspaper and Magazine Paper Corporation and is located in Stockholm, Sweden. Friends will remember him as a forester, auditor and holder of various other positions with the Great Northern Paper Company. At the time, he had been visiting Italy, Switzerland and Germany.

Greenville Machine Shop

J. B. Pratt, Correspondent

Mr. John R. Gould of Oldtown was at the shop this month demonstrating a One-Man Fordson Grader.

Roy Stairs, one of our crew, is taking a trip around to the various boats and boilers installing licenses.

The opening of navigation on Moosehead Lake has already brought to the shop two scow loads of equipment which is in need of repairs, one scow from Rockwood and one from Lily Bay.

Supt. F. V. Schenck took a trip recently to Lawrence, Mass., looking up the process of tire-setting as done by The Archibald Wheel Company.

C. A. Smith, Auditor, and Wm. Hilton, of the Bangor Office, called

on us on their way up to the launching of the West Branch No. 2.

Two more Ford Dump Trucks arrived here from Bangor on their way to Jim Sargent's job. The fleet of Fords is increasing, there being now about twenty-three.

The Portable Steam Boiler No. 14 and Rock Crusher which have been stored in our equipment shed for the past few years have been hauled from their stalls and are having the once over before leaving for Kineo Road Repair Job, Jack Marshall being the chief engineer on the repairs.

Clarence Brochu, who has been assisting in the stock room during the past fall and winter, has left us and expects to leave soon for some point north to work for the coming summer.

J. B. Pratt has purchased the Kirk Carter house on Maple Street.

A. B. Monroe has moved into the house on West Street recently vacated by J. B. Pratt.

Herbert McEachern, formerly employed at the shop, has purchased the confectionery store of D. M. Ward.

Seboomook Dam

E. E. Ricker, Correspondent

The work on the dam having been completed, the crew has left, but part of the camps are being taken over by a road repair crew of about thirty men.

Joseph McLean, James McLeary and Pat Purcell are enjoying well earned vacations but all are expected back in this vicinity within a few days.

A storehouse, 100 feet long, 30 feet wide and with 14 foot posts has been built to house the equipment that was used in constructing the dam. C. C. Stevens of the clerical force is collecting this equipment for inventory which is now in full swing.

Frank E. Parker seems to have become attached to this part of the country as he plans to remain here to cook for the road repair crew.

E. L. Larson, the scaler at the dam, has left for Brownville and parts unknown.

The dam now has a 25 foot head of water.

E. E. Ricker, who had the misfortune to break his left hand about three weeks ago, is now able to take hold of his work in the old form. R. G. Lothrop has been filling his place as clerk.

Canada Falls Dam

L. E. Desmond, Correspondent

Canada Falls Dam Co. 1927 is now a matter of history. The job closed officially on May 16 when our genial cook, John "Connie" Burke, took his departure.

Mrs. Roland Foster and Roland Jr. have arrived to spend the summer with Mr. Foster who will act as watchman on Canada Falls Dam this year.

The deadwater has been filled with wood and emptied several times. The wood surely does get a fast ride thru the new sluice gate.

The thing that troubles us most now is where Bill Harrington and Arthur Mishio will go for their pie.

For the benefit of the disciples of "Ike" Walton, we might say that the fishing at Canada Falls is A number 1.

Weather Report

F. W. Allen, Observer

April 15 to May 15

Total precipitation of 3.20 inches which included $2\frac{3}{4}$ in. snowfall. The last snow of the season came May 5th making total snowfall for the season 106.25 inches.

Maximum temperature,
April 20 81°

Minimum temperature,
April 25 21°

Much cloudiness during the period, only 4 clear days.

Prevailing wind, north west. Greatest velocity recorded, 24 miles per hour at 8 P. M., April 28.

Business and the Church

(Continued from Page 7)

whole fabric of Business rests upon moral forces."

The business world profits by the success of the church in cultivating Christian virtues.

GNPCO

There is a wide difference between seeing through a thing and seeing a thing through

Trees

Loreine M. Fletcher

Trees that bend, trees that fall,
Trees that stand, defying all.
Trees with branches bare and dead,
Trees with leaves, gold, green and red;
Mighty trees that cleave the sky!
Trees with breezes moan and sigh.

Trees with branches spreading low,
Whispering trees, that tremble so!
Apple trees, all gnarled and bent,
Fragrant trees, with piney scent,
Slim and white the birch tree stands—
Trees that wait, like outstretched hands.

Little, thin, clean, baby trees,
Throbbing lives that no one sees,
Trees and trees, great forests dark!
Strong and frail, o'erhung and stark.
I could live and live at ease
Among my friends, the forest trees.

