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The
Northern
November 1927





The Northern

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

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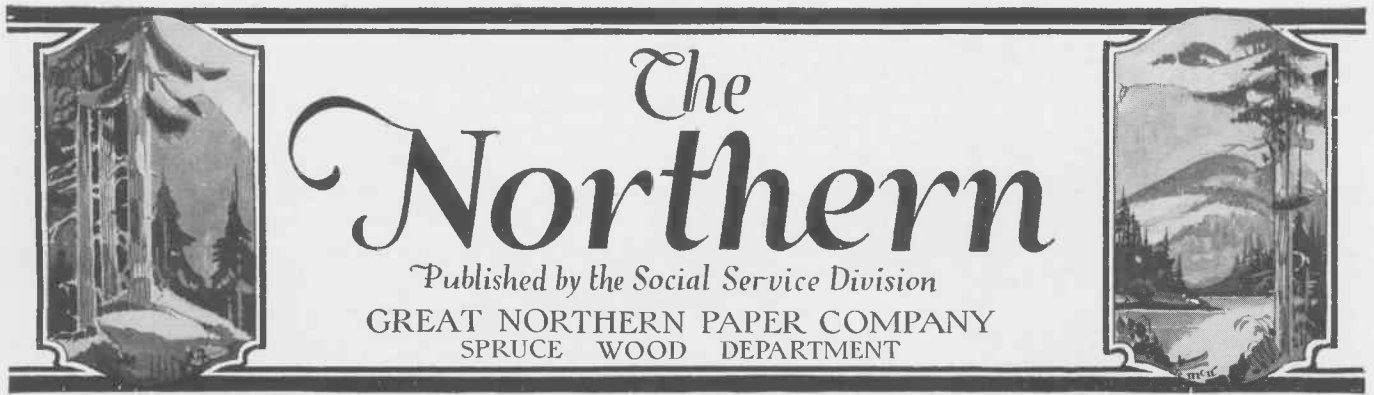
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By *Stanley Foss Bartlett*

THE AUGUSTA PRESS

STANLEY
FOSS
BARTLETT



The Pulp Wood Express

How One Hundred Thousand Cords of Wood are being Hauled from Eagle Lake to Umbazookskus Lake

By EMERSON F. BLODGETT

ON August 1 of the present year, somewhat over one hundred thousand cords of pulp belonging to the Great Northern Paper Company were in Eagle Lake or in waters leading to it. By the last of November, this pulp will have been transported to and emptied into Umbazookskus Lake. If this program of the Madawaska Company is successfully carried out, —and, unless there should be a serious accident, it will be,—the undertaking must be called one of the greatest to be accomplished in the woods of Maine.

The transportation of this large quantity of pulp in so short a time is made possible by the construction of the Chesuncook and Chamberlain Lake Railroad. The part of the road used in the present task extends from Eagle Lake to Umbazookskus Lake —a distance of thirteen miles; it was engineered and financed by the Madawaska Company and is known as the Eagle Lake and West Branch Railroad. The Great Northern Paper Company has built five miles of railroad from the boat

landing on Chesuncook Lake which connects with this road at the Umbazookskus terminal. This is known as the Chesuncook - Chamberlain Railroad.

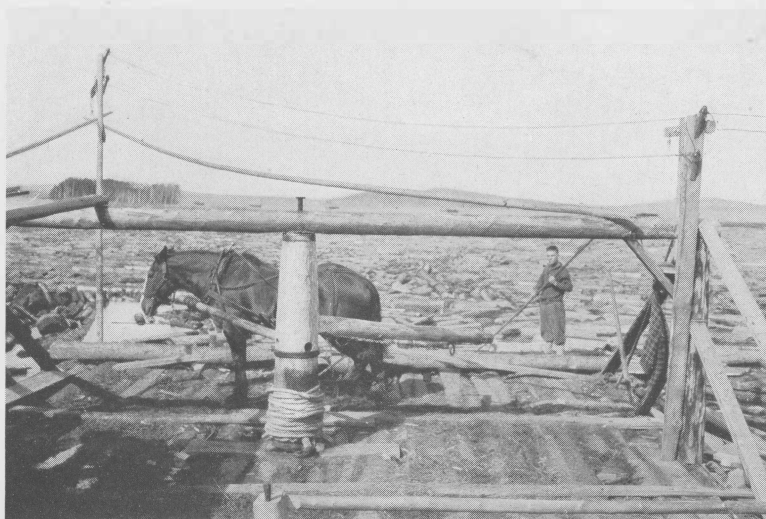
The actual building of the E. L. and W. B. R. R. began on April 10, 1926, and the last loads of gravel for grading were hauled during the first few days of the past August. During the summer and fall of 1926 the road was swamped and levelled, and when winter came, the track was laid and some ballasting had been done. There had also been erected a trestle across the Allagash River, near the head of Chamberlain

Lake. This is 1500 feet long and is the biggest individual piece of construction on the road.

About the first of January, work was commenced on a 600 foot trestle, extending into Umbazookskus Lake, from which the cars are unloaded. This was ready for use the first of June.

As soon as it was practical to begin the hauling of gravel in the spring, a steam shovel and two trains were set to work, running two twelve hour shifts. Over one hundred men were needed to do the ballasting and levelling.

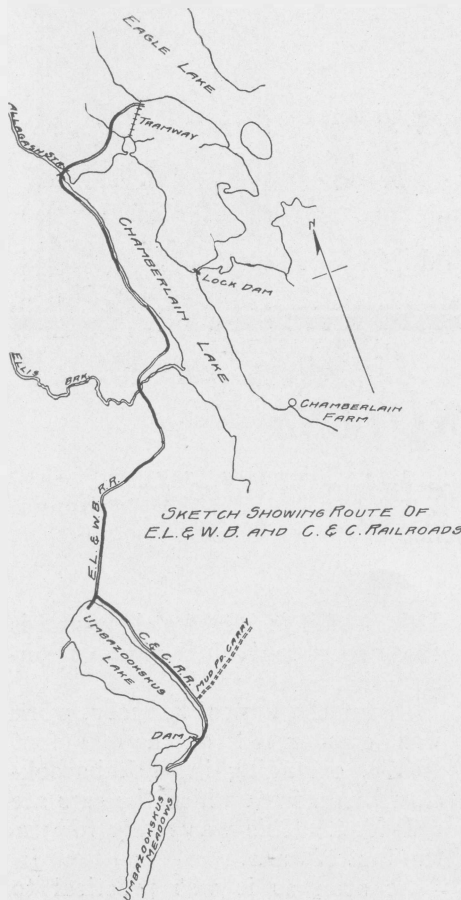
Simultaneously with this work of making the railroad suitable for the heavy traffic that was to follow, the company camps at Eagle Lake, known as the Tramway, were housing a crew of forty men who were preparing the equipment that was to be used in the actual hauling. This work included the erection of conveyors to load the cars, the remodeling of the cars to be used and the operation of the sawmill to furnish the necessary lumber. At this time, the ninety ton steam engine was



A horse on the headworks winds in the slack of the boom for the men who are feeding the conveyors

GNPCO

There are no free scholarships in the school of experience



converted from a coal to an oil burner. Also the Madawaska Company chartered a Plymouth gasoline engine belonging to The Great Northern Paper Company to haul the oil that would be required. This haul was made over the entire length of the road.

The use of crude oil in the engine necessitates having a large supply on hand. The crude oil which is received in Greenville is hauled over the road to Chesuncook Dam by the Madawaska Company with a fleet of trucks that ply back and forth with capacity loads. At Chesuncook Dam the barrels are unloaded from the trucks and placed on a scow which is taken up Chesuncook Lake by Alex Gunn to the Umbazookus terminal of the railroad.

The steam engine drew its first load of one hundred cords over the road on August 1. When the end of the first week came, about eighteen hundred cords were in Umbazookus Lake. It was apparent

that at this rate only a small part of the pulp to be moved could be handled. Efficiency must be increased. Looking to the running time of the train, it was seen that a round trip could not be made in less than three hours and frequently a longer time was required. This slow speed was necessary because of the numerous curves on the road.

The most important steps taken to increase speed in handling was in the use of three trains of twelve cars each in place of two trains of ten each. This had been foreseen, but delayed on account of a temporary lack of cars. The plans originally had included both day and night hauling and this system was inaugurated as soon as the installation of an electric lighting plant made night loading feasible. A less important item which brought about a saving of time was the building of storage towers for water and oil instead of filling directly by pumps. It was now possible for the engine to take on both water and oil in less than ten minutes. The several methods employed increased the efficiency by nearly four hundred percent or until it was estimated sixty-five hundred cords were the result of an average week.

If one were to observe the process of the transportation of a load from the water to the water, he

would first watch the loading of the cars. The two conveyors now in use are two hundred and twenty-five feet long and raise the pulp twenty-five feet in this distance. Each is independently supplied with power by a Diesel oil burning engine, developing 40 H.P. These are capable of delivering a cord of wood from the water into the car in one and one half minutes, which means that eighteen minutes are required to load a car to its capacity of twelve and one half cords. The conveyors fill cars on either of the two parallel tracks. It is understood that a third conveyor and enough cars to make each train one of fifteen are now ready and will be used if it appears practical. If this is done, daily capacity will be perceptibly raised.

A Plymouth engine is employed to do the yard shifting; thus when the steam engine returns with its load of empties, the gasoline engine moves these to the free track and loading is begun on them. The steam engine, after taking on oil and water, is on the road again. At the Umbazookus terminal the same method is used. The loaded cars are backed out upon the trestle and the steam engine returns at once to the Tramway with its empties. Another Plymouth does the shifting at this terminal.



A crew of men at Eagle Lake feed the logs into the conveyors which load the freight cars

GNPCOM

When you get to the end of your rope, tie a knot in it and hang on--RUSSELL



The two conveyors now in use are 225 feet long and raise the pulp wood 25 feet in loading the cars

The unloading trestle is built with a slope of six inches toward one side. Also the cars were remodelled with a floor that sloped twelve inches toward the one side of the cars which swings open from hinges at the top. Thus when this side is released, there is a tilt totaling eighteen inches, and from one-quarter to one-third of the wood pours out without labor. Then men are required with hooks and poles to loosen the rest. About an hour is required to unload a train, which, when emptied, is pulled out to the main line by the shifter.

One of the problems that arose was the disposal of the bark that accumulated in the water beside the trestle. So much of it gathered that the pulp wood would not float away, and unloading was impossible. To solve this, a scraper was designed which the Plymouth, by means of a pulley attached to an anchor, draws out into the lake, scraping the bark before it as the engine goes up the track.

Although the Madawaska Company intends to finish the hauling of the pulp that is now at hand before winter, they expect an amount, equal to that which was to be hauled this year, to be ready next year. It is evident that the cost of installing this railroad has been great, but its value to the landowners, timber cutters, and paper companies that will buy the products carried over it is also large. Its value to these is in proportion to the amount of pulp in this section

that can be transported by this route. Inasmuch as conservative estimates allow at least twenty years to be required for the cutting

of pulp to be marketed in this way, it will be seen that the usefulness of the railroad in the wilderness has only begun.



The unloading trestle is built 600 feet out in Umbazookskus Lake. One side of the cars is hinged at the top to facilitate unloading

The Eagle Lake Tramway

By O. A. HARKNESS

THE problem of transporting logs from Eagle Lake and the St. John watershed to the Penobscot waters has taxed the ingenuity of venturesome-spirited woodsmen for nearly a hundred years. The first attempt was the Lock Dam on Chamberlain Lake and the Telos Cut about 1840. The most recent is the railroad from Eagle Lake to

Umbazookskus which is well described by Mr. Blodgett on page 3 of this magazine. At the editor's request, I am writing about the Eagle Lake Tramway with which I was closely associated from the time it was built until it was discontinued. The visitor to the Tramway now finds the cable, tracks, and trucks in their original position, but the

GNPCO

It's the way you show up at the show down that counts

wood has rotted and fallen. The track has grown up with young trees and resembles a hedge. The casual observer might not even notice the remains of this engineering achievement if it were not called to his attention.

In November 1901, I started working for the Eastern Manufacturing Company at South Brewer, taking charge of the construction of a steam yacht for F. W. Ayer. At that time I heard rumors of a proposed tramway that was to be built at the head of Chamberlain Lake by Marsh and Ayer. This tramway was to take logs from Eagle Lake, St. John waters, across the hill between the two lakes, into Penobscot waters, a distance of about 3000 feet. A man by the name of Fred T. Dow, of Bangor, had made a survey during the summer of 1901, and had received orders from Mr. Ayer to go ahead with the project.

After different types of tramways and conveyors were studied, it was decided on the type to use. The contract for all steel castings and cable was given to the Taylor Iron and Steel Company, High Bridge, New Jersey, now known as the Taylor-Wharton Iron and Steel Company. This concern was one of the first in the country to manufacture manganese steel castings, of which all the trucks and clamps of the tramway were made.

Nearly all of the machinery was taken across Moosehead Lake to Northeast Carry in the fall of 1901. What was left at Greenville when the lake froze in the fall was taken across the lake with teams by H. N. Bartley. Brown and Wiggin, of Patten, contracted to move the machinery from Northeast Carry to Eagle Lake. Some of the heaviest, such as boilers and the cable, being rather heavy loads to haul with the equipment used in those days, gave them more or less trouble. The cable weighed fourteen tons. The attempt was made to bring it into the woods all in one piece, rolled

on two drums and mounted on skids which were hauled by horses. Below Smith's half-way camp on the West Branch it had to be cut into two sections.

Mr. Dow, with a small crew, started on the foundations for the boilers and heavy machinery on March 1, 1902. He had a small rotary saw to saw out timber which he had to run with a donkey engine, as the crank shaft on the large engine was broken on the way in, so they were hung up until late in the fall before they could use the main engine. Mr. Dow has told me that in the fall of 1902 he turned



Steel trucks which ran on the 22 inch gauge track were fastened to the cable at intervals of 10 feet

the conveyor over by power transmitted from the donkey engine.

On January 1, 1903, I left Bangor to go to Chamberlain Lake to build a tow boat. This was to be used to tow the logs across Chamberlain that were to be taken from Eagle Lake into Chamberlain by the tramway the following spring. Mr. Marsh took me with a pair of horses and a pung, from Patten to Eagle Lake, a distance of about 70 miles. We went over the Eagle Lake tote-road and left the Trout Brook road at Sebois Farm; from there we went by way of Scraggly Lake, Carpenter Pond, and Haymock Lake to the foot of Eagle Lake which we crossed on the ice to the tramway. The

boat, the George A. Dugan, was to be 71 ft. long, 20 ft. beam, two boilers and two engines. It was built at the Chamberlain end of the Tramway and was ready to tow logs on May 10, 1903. About April first, I had a letter from F. W. Ayer asking me to look after finishing up the tramway and putting it in condition to take care of the logs, which I did.

The following description of the tramway may be of interest. The steel cable, 1 1/2" in diameter, was 6000 ft. long, and fastened together so that it was endless and reached from Eagle Lake to Chamberlain Lake. At intervals of 10 ft. the

trucks were clamped on. These trucks consisted of a steel saddle on which the log rested, and two 11" wheels which ran on steel rails 22" apart. There were two tracks, one above the other. The loaded one went on the top track and the empty one returned on the lower track. Halfway between the trucks there was a steel clamp. Both the clamp and the truck fitted into the sprocket wheel, which was 9 feet in diameter, situated at the Chamberlain end of the tramway. This sprocket wheel made nine revolutions per minute which made the log travel at the rate of 250 feet per minute. The sprocket wheel was geared to a Westinghouse Compound engine, designed especially for electric light plants. The cylinders were 12" and 24" with a 14" stroke. The engine made 255 revolutions per minute with 100 pounds of steam. Wood was used for fuel for the two boilers furnishing steam for the engine. It took a lot of power to start the machinery moving, but it rolled easily once it was in motion.

There were a lot of difficulties that had to be overcome before the tramway was ready for practical use. For instance, each of the 600 trucks and 600 clamps were fastened to the cable by four 7-8" bolts, making 4800 bolts in all. It was discovered that the threads on the

(Continued on Page 14)

GNPCO

Aunt Mandy, when asked why she was so constantly cheerful, replied, "Lor', chile, I jes' wear this world like a loose garment."

A Visit to Chamberlain Farm

By A. G. HEMPSTEAD

AS our boat approached the shores of Chamberlain Farm, the first impression was that of an old farm with a number of unpainted buildings, some cultivated land and a large hillside hay field that is growing up with trees. On the shore were two old steamboats, both dilapidated and fallen to pieces to such an extent that they can never be used again.

These boats were interesting. The old side-wheeler had a most peculiar appearance. Dave Hanna, who has lived at the farm for the last thirteen years, explained that this boat, the H. W. Marsh, was partly frozen into the lake one fall. In order to protect the engine, her stern was cut off just behind the paddle box and the forward part of her pulled up on the shore. When the ice went out in the spring the stern floated away and was lost. In talking with Mr. O. A. Harkness since

returning from this trip, we learned this history of the H. W. Marsh. She was built on Eagle Lake about 1903 and was used for five summers towing boom to the Tramway. She was then brought over to Chamberlain Lake to assist the George A. Dugan in towing booms down Chamberlain Lake through Round Pond and Telos Lake to Telos Dam where the logs were turned into the East Branch Waters. The H. W. Marsh was 91 feet long, had a 25 foot beam and 4 foot draft. She was equipped with a 150 h.p. cross compound engine with two wood burning vertical boilers. The

building of the George A. Dugan was started at Chamberlain Farm in the fall of 1902 and she was launched the following spring. She was 71 feet over all, had 20 foot beam and drew six and one half feet of water. She was a twin screw, equipped with two single engines and two vertical boilers developing 150 h.p. These boats were last used about 1913.

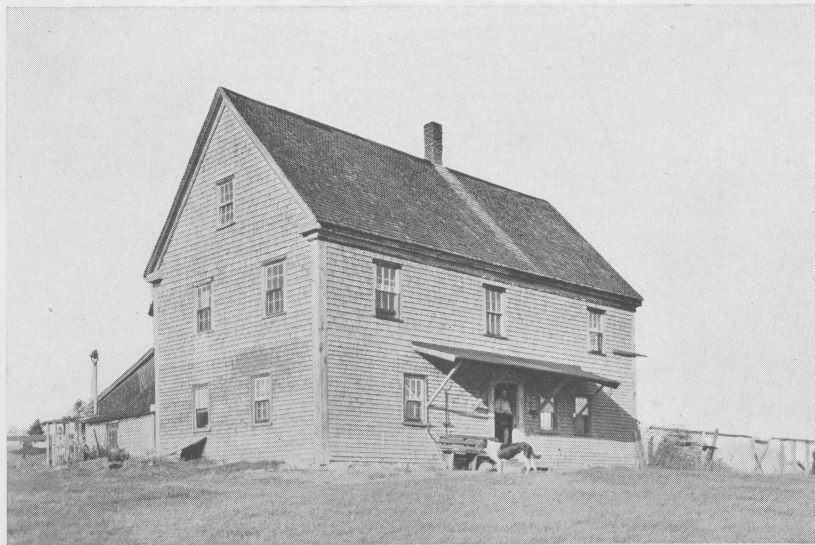
The farm consists of 600 acres. It

story but about 1901 another story was added. It is about thirty-six by twenty feet. The east room, which is 16' x 20', has three large 8" x 8" beams supporting its ceiling. The ceiling boards, or up-stairs floor, are 13" wide and whip-sawed. The doors are over two feet and a half wide and are made of two pine boards, whip-sawed. On the west end of the house are two bedrooms, one of which is 12' x 12' and the other 8' x 12'. A hall 8 feet wide separates the two west rooms from the east room. A flight of stairs goes up to the second floor from this hall. Up-stairs there are three bedrooms and above them an attic. The dining-room and kitchen are in an ell. They are respectively 25' x 15' and 15' x 15'. There is a big cellar beneath the main part of the house.

On the hillside behind the house we found a grave fenced in. There was an unhewn stone on

which we could make out the date 1876. From Mr. Hanna we learned that Ansel McDonald was buried there. We were interested in the old blacksmith shop which is not far from the house. There was an ox sling which testified to the prevalence of oxen in the early days. At the head of the sling was a windlass to wind in the ox if it refused to take its place; there was another sort of windlass and two broad belts used to hoist the ox up off its feet. Each leg would then be tied to one of the four supporting joists of the sling while the blacksmith proceeded with his

(Continued on Page 14)



The farm house was built of hand-hewed timbers 8 inches square. Shingles have been added. The house was originally one story; about 1901 a story and a half were added

is owned by the Coe-Pingree Estate and is rented to the Lincoln Pulp Wood Company who leave Dave Hanna in charge of it. For company he has a dog, Jack, a pair of horses, a cow, six cats and a radio. He also has a telephone which connects him with the outside world by way of Trout Brook Farm. He can also call the foresters' camp at the Tramway.

The farm house is most interesting. It was built of hand-hewed timbers 8" square and shingled on the outside. Part of the floor boards are still held in position by wooden pins. The house was originally one

GNPCOM

He who follows another is always behind



FIELD DAY TUG O' WAR
by R.O. YOUNG



JOE KLIMCHOOK AND CAMP
by M. SORENSON



ONE OF THE OLD SCHOOL
by M. SORENSON



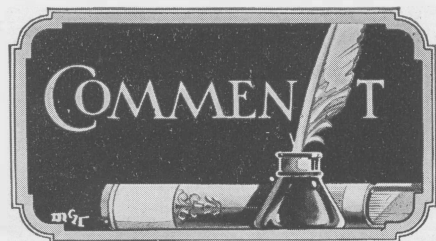
BLAISDELL'S QUARRY, FRANKLIN, ME.
by R.M. FERNALD



JACK HAZELTON
WITH A 38 POUND SALMON
by A.E. HARMON

GNPCOR

Your services will not command a premium if your work has to be discounted—FORBES



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

Creative Genius

"Bigness is no virtue" and "there are many things which an individual can do better than an organization," said Frederick E. Moskovics, the president of the Stutz Motor Car Company in a speech from which the following is taken:

There are some things which an organization can do better than the individual. But there are many things which an individual can do much better than an organization. It is when we delegate to one the work that rightly belongs, by its very nature, to the other, that trouble follows. Individual effort could never have dug the Panama ditch, nor can organized effort ever successfully create those things, the very life of which depends upon the creative impulse. There must be a supreme deciding unit, a unit harmonious within itself, a unit knowing how to skilfully use the best that the mass mind has produced. Verily, too many cooks always ruin the soup.

When you have fifty contending ideas, fifty creative brains tugging in fifty different directions, the result will be exactly what such mass thinking usually is—chaos. Each will fight for his own pet ideas. And the bigger he is the greater will be his fight. And when the inevitable compromise comes, as eventually it must come, it will be just that—a compromise.

Have you ever known of any great creative work that has come from a board of directors, or a committee? Did you ever hear of a successful army with a dozen feet on the road to success? Not until Marshal Foch

was given the supreme command did the Great War end—and then speedily.

Did you ever hear of a great creative work made by a mob? Did you ever see a masterpiece painted by a group? Have you ever looked at a magnificent achievement in architecture that was conceived by sheer numbers? It is not in the nature of the universe that out of jealousies, contentions and strife-for-place can come any amount of real creative work. Compromises are always weaklings. America, by this time, ought to have learned one lesson—that organizations over-large, whatever their apparent advantages may be, are always handicapped in creative endeavor. They are too heavy and too cumbersome. They cannot readjust themselves speedily enough to maintain the pace throughout the long race for constant betterment.

And mark you this—the great achievements in our own field of endeavor, the automotive, have come, almost without exception, from the individual and not the collective mind. Here is a list: Maybach, German master of them all, a lone worker who is the real father of the modern automobile; Lanchester, the inventor of the worm drive and other outstanding advancements; Renault, who de-

veloped the cardan shaft; Royce of England; Angelli of Italy; Bugatti of France; the list might be made tiresomely long if included therein were the names that have been associated with individual contributions of high import in America.

All of these creative minds were free to select what their genius and their experience prompted; there was no confusion of council, nor mutual jealousies. And, like all true scientists, they left no stone unturned to get the facts, to possess all that was worthwhile out of the experience of the past. But beyond the mass-mind-accumulation they traveled alone. And the present wonder of the world, the automobile of today, is the result of their work.

Who's Who in This Issue

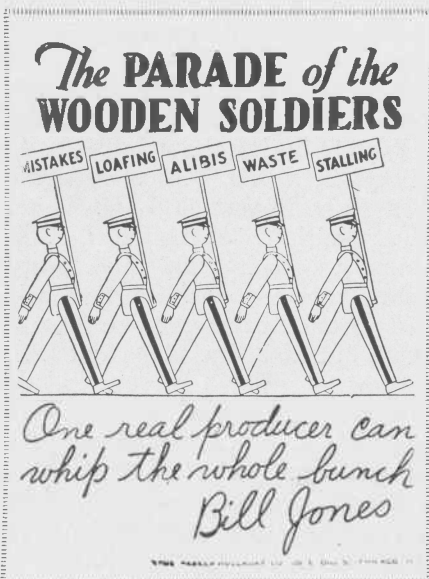
The three articles in this issue of *The Northern* resulted from a trip made up Chamberlain by the editor. Emerson F. Blodgett was prevailed upon to write the story of the railroad that Mr. Edward LaCroix has built and is now operating in the name of the Madawaska Company. Mr. Blodgett, a student at Bangor Theological Seminary, spent the summer walking the tracks of this railroad daily as a fire patrolman for The Great Northern Paper Company.

Mr. O. A. Harkness, Superintendent of Motor Equipment for The Great Northern Paper Company, who held a similar position with the Eastern Manufacturing Company for some years, wrote the article on the Eagle Lake Tramway which he operated for Marsh and Ayer. Mr. Harkness built both of the old steam boats now to be seen at Chamberlain Farm.

The editor wrote the article on Chamberlain Farm because he had often heard of the farm but never read or heard a description of it.

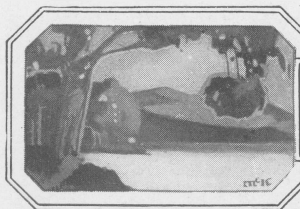
Photographs taken by employees make up the picture page this month. These pictures were selected for honorable mention in the recent contest.

Stanley Foss Bartlett wrote the poem for the back cover.



GNPCOM

*A happy man or woman is a better thing to find than a five pound note;
Their entrance into a room is as though another candle had been lighted—STEVENS*



Northern News



Ellis Brook Operation

L. N. Murphy, Correspondent

This operation is now in full swing with J. E. Mea assisted by L. N. Murphy at the depot which is located at the camp used by Thomas McLean last year. A storehouse and two more camps are being built.

The personnel of the operation is as follows: Thomas McLean has Herb Dudley as clerk; Ed. Enman's camp is being clerked by Herb Bailey and Guy Bubar is doing the cooking; Joe Buchard has Ned Bradley clerking and Fred Gardiner as cook; Ross Coutier is clerking for Al McDonald and Neil McDonald is cooking; Louis Wiggin is clerking for Budreau & Illvonen's camp; Arthur Ramsay is in Don Brean's old camp and Ellis Stevens is clerking there. John Erickson is near Umbazookskus Lake in the camp that Bob MacNeill built last year; H. P. White is clerking for him. Mike Michaud is cooking at the depot camp.

Tommy Aucoin, who spent the summer at the depot camp, is now back on his last winter's job, feeding at McDonald's camp.

Tommy Knowles and George Cassidy are working at the depot doing rough carpentry.

Ben Peters of Oldtown is back in his old haunts at Erickson's camp.

C. M. Buckley, who has the contract to haul the freight for the operation from Umbazookskus Terminal to the depot camp, has about half of the 600 tons landed at the depot. The low water has bothered to some extent but there have been no delays to date. Charles Ramsdell is checking the tonnage at the terminal.

Bob Harris and Fred Buckley are working on the "Buckley Limited." Mr. O. A. Harkness made us a

short visit the latter part of the month.

The rails of the Chesuncook and Chamberlain Railroad are kept warm, the trains of pulp wood running every three hours and the trains of freight sandwiched between while the "Casey Jones" runs on an open schedule.

The wood cut by T. S. Ranney two years ago and landed on the Musquacook Lakes and later hauled by Mr. Lacroix's tractor across to Churchill Lake is included in the wood now being hauled from Eagle Lake to Umbazookskus Lake.

Grant Farm

J. E. Ramsay, Correspondent

The potatoes have all been dug; approximately 2500 bushels were harvested. We also have plenty of beets, turnips, carrots and cabbage from "Joe" Herrient's garden. A giant radish which weighed 3½ pounds attracted the attention of visitors.

We wish to extend our sincere sympathy to the family of the late Ray Cripps who lost his life in an automobile accident. We certainly miss Ray, who has been one of the Grant Farm family for a number of years.

C. W. Powers is assisting with the clerical work here.

Visitors during the month—F. A. Gilbert, J. Norris, G. Foster, Mr. & Mrs. R. H. Robertson, L. G. White, N. A. Smith, O. A. Harkness, F. X. Mooney, Ralph Shaw and party from Portland, Mr. Sterling and party from Augusta, A. G. Hempstead, Mr. and Mrs. Elden and J. E. Sargent.

Billy Hatch and party have moved to Deer Pond Camp for the fall hunting.

The folks at the Grant Farm join in extending their sympathy to the family of the late Mr. Hatch.

Rockwood

Hugh Desmond, Correspondent

Mrs. A. R. Cochrane is enjoying a two weeks vacation visiting friends in Boston and vicinity.

We congratulate Mr. Walter C. O'Connell who has recently come to the Paymasters Dept., taking the place made vacant by the death of Mr. John Hatch.

Mr. and Mrs. Amory B. Chaplin of the Ten Mile enjoyed a well-earned vacation visiting friends and relatives in Bangor and Boston. They returned on October 20.

Maurice Hill, of the Pittston Farm, is spending a month's vacation with his family in Rockland. His place is being taken by Perley Dunton.

Congratulations to Mr. William Harrington who was recently promoted to be Superintendent of the Horse Maintenance Department, taking the place of Mr. William Page. We miss Bill's genial grin around Pittston but rejoice at his good fortune and wish him the best of luck on the new job.

Mr. John Morrison of the Clerical Department spent a week-end in Greenville last month—on business. Those desiring to know *what* business are hereby requested to mind their own.

Congratulations are in order to Mr. and Mrs. J. H. Murch on the birth of a daughter, Mary Agnes, who arrived in town on Sept. 25th.

On Tuesday evening, October 11, a very enjoyable bridge party was given by Mr. and Mrs. Angus Morey at their cottage on the Northern Hill. Those present were Mr. and Mrs. Paul Smith, Mr. and Mrs. J. H. Murch, Messrs. John and William Lamb, Mr. and Mrs. Leo Cyr and Mr. and Mrs. Hugh Desmond.

Hughie Seavey is gaining quite a reputation as a capable boatman.

GNPCOR

The happiest person is the one who thinks the most interesting thoughts—DWIGHT

He recently towed five batteau loads of lumber from Kineo Store House to the Mayhew Boat House with his little motor-boat.

Last Saturday evening Call Murray sustained very painful injuries to his right arm while engaged in repairing the power plant at Seboomook. Mr. Murray was immediately rushed to Kineo in a car while Dr. Nickerson hurried up from Greenville in Sawyer's speed boat. First aid was administered at Kineo Boarding House after which Dr. Nickerson took the patient to the Greenville hospital. He is now in the Eastern Maine General Hospital, Bangor, where it was found necessary to amputate his arm.

Mr. and Mrs. Gerald Gartley are rejoicing over the birth of a son, in Bangor, on Friday, October 14th.

The many friends of Mrs. Annie Lefasseur were saddened by the news of her sudden death which occurred in an automobile accident on September 29th. She was well known on this side of the lake and was frequently employed at company farms and stopping places as a cook. Funeral services were held at the Holy Family Church in Greenville, Rev. Henry A. Sloan officiating; interment took place in the Greenville cemetery.

Residents of Rockwood are having an opportunity this month to meet and shake hands with Gene Tunney, heavyweight boxing champion of the world. The champion is spending two weeks with Bert Fowler at the King camps on Tomhegan, and it is his custom to come out to the village daily.

Mr. Donald F. Porter of Searsport recently visited the farms and other company activities on this side of the lake, as the guest of the management.

The camps at Seboomook Dam have been opened again with a small crew of men for the purpose of dismantling the old dam.

Kenneth, youngest son of Mr. and Mrs. J. E. Sargent, is attending Hebron Academy this fall.

Cooper Brook

J. A. Marceau, Correspondent

The operation is now in full swing with three jobbers and two company camps.

H. D. Burr is clerking his own camp, John Bryce is foreman and has around seventy men. Although they have been cutting not more than two weeks, 1500 cords of pulp decorates the landscape.

Joe Guy, who was formerly with Kelly, is now foreman of one of the company camps. W. E. Worcester is the timekeeper and E. L. Larson is the scaler. Frank Wilson is doing the cooking.

C. W. Henderson has the other company camp, with E. H. Rand as timekeeper, Paul Heald as the scaler.

Fred Parks of Skowhegan and Rodney Hall of Greenville are to cut about 5000 cords. They are building new camps. Leonard Parks is their clerk and Paul Michaud the cook.

John and George Owens of Greenville are also in partnership to cut 5000 cords. Fred A. Cyr is the clerk.

The road construction is well under way with Cal Gunn and the Diesel Shovel on the B. Pond Road. Two camps are operating on that road. Steve Ranney has charge of one and Gene Michaud of the other.

The Cooper Brook Log Hauler Road is nearly completed. Albert Stone and a small crew still have work to do around Joe Merry Lake.

James Sargent is coming with some of his equipment to help Hughes on the hill; quite a bit more work is to be done there before the snow flies.

Mrs. Burr is now with us for the winter, also Mr. and Mrs. Hobart with their family consisting of Speck, the cat, and Jock, the collie.

It is expected that the Maine Forestry School will be with us soon; they are to have their quarters at the new B Pond Storehouse where Harold Whitehead is storehouse clerk.

Bill Erskine, with his crew of carpenters, is here to finish the Joe Merry Conveyor which was started last winter. Bill built us a fine

potato house and the B Pond storehouse before going to the Landing Camp.

Greenville

D. M. Pearson, Correspondent

Considerable progress has been made on the right of way and road work on the Greenville end of the new Jackman road. The course of the road follows the Squaw Mountain Inn road and branches off very near the Squaw Mountain Inn. The most noted improvement on that section is the cutting down of the steep hill which is found at the beginning of the road. The widening of the road is another good feature.

Thomas R. Christopher, who was with the clerical force a few years ago at Pittston and Forty Mile, passed through Greenville with a hunting party bound for Scott Brook. He wishes to be remembered to his friends.

The first deer of the season was taken through Greenville on Monday morning, October 17th.

Now that the world's series has been played and the results all talked over, thoughts are turned to football and pulpwood. The baseball equipment has been called in. The number of broken bats, salvaged from the season's use, testifies to the ambitions of several to enter the limelight as successors to Babe Ruth.

Weather Report

F. W. Allen, Observer

September 15 to October 15
1927 compared with 1926

	1927	1926
Total precipitation	4.49 in.	3.18 in.
(Rainfall of Oct. 13 was 2 in. in 12 hours)		
Number of clear days	12	8
Maximum temperature		Sept. 18
Sept. 18, 25, 30,	72°	78°
and Oct. 6,		
Minimum temperature		Oct 1
Oct. 10,	27°	27°
Prevailing wind	SE	NW
Greatest velocity of wind 20 miles		
1927—8 A. M. Oct. 1 and 8		
Greatest velocity of wind 15 miles		
1926—8 A. M. Oct. 11, 12, 8 P. M. Oct. 15		
Total wind movement	4158 mi.	4597 mi.

GNPCO

Remember it takes one hundred years to grow an oak—and for a squash, six months is sufficient—ELIOT

Machias Operation*W. J. Lacrosse, Correspondent*

Cutting has started at Machias Operation. W. H. Jeffers of Presque Isle has contracted for the entire cut this year. There are four camps now in operation with two more to start in the near future.

Frank McNamara is acting as storehouse clerk, Wilmer Mooers is handling the Ashland end of the operation, and Bill Lacrosse is the clerk.

N. A. Ranney has had a crew building a camp at 10 Mile Swing; now he is building a camp at Rocky Brook Dam to be used for driving. He is also going to repair the dam.

Mr. T. S. Ranney, the superintendent of the operation, has been staying with us.

L. A. Titcomb is the paymaster and Francis Dougherty is doing the forestry work.

Bangor Office*J. E. Mutty, Correspondent*

Now that the World Series is over, another big tournament faces us when the Great Northern Bowling team throws the hat into the ring against the other teams of the City Bowling League.

The lineup of the Northern team is as follows: E. Brown, W. Newman, M. Pratt, H. Glidden, and H. C. Willey.

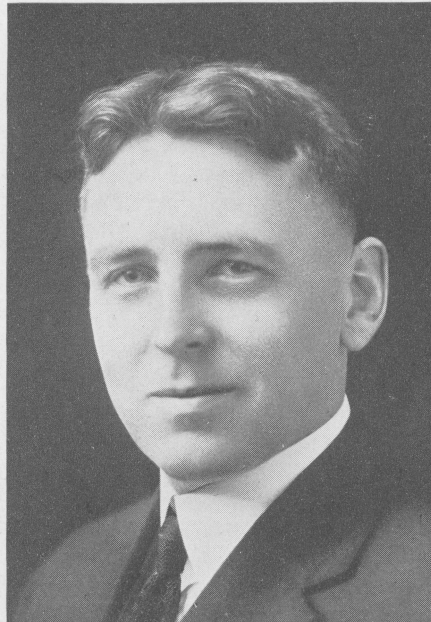
They played their first game on Oct. 18, when they won from the Orono Pulp & Paper Co. men.

Watch this column during the winter for the records our boys hang up.

Emile Binnet and Charles Ambrose report that they had an enjoyable flight over our city in the Reo Flying Cloud aeroplane recently.

Beecher E. Dunn of the Accounting Department and Miss Elsie P. Hatfield, daughter of Mr. and Mrs. Clifford K. Hatfield of South Brewer, were united in marriage at the home of the bride's parents on August 27. Rev. Basil C. Gleason officiated. Miss Margaret Hatfield, sister of the bride, was maid of honor, and Herbert R. Dunning of the Ac-

counting Department was best man. Mr. and Mrs. Dunn left immediately after the reception for a wedding trip through southern New England. They are now making their home at 586 South Main Street, South Brewer.

Howard A. Simpson

The sudden passing of Howard Allen Simpson, familiarly known to his office associates as "Sim," was a shock to all who knew him as he was at work only two days before he passed away.

Mr. Simpson was born in Carmel 37 years ago, and received his early education in the Dixmont schools. He was graduated from the Shaw Business College in 1913, then entered the employ of the Bangor and Aroostook Railroad in their general offices in Bangor.

In 1917, he volunteered for service in the World War, and served in France for eighteen months, being stationed at Chaumont and Tours.

In September, 1920, he joined the Accounting Department force as Traffic Clerk and was in charge of vouchers at his death.

In June 1924, he married Miss Esther Gray of Bangor. She and a

young daughter, Virginia, survive him.

He was a member of St. Andrews Lodge, F. & A. M., of James W. Williams Post, American Legion, and an attendant of Pine Street Methodist Church, all of Bangor.

"Sim," although of a quiet manner, enjoyed the friendship of all who knew him, and was a very faithful and efficient member of our force. He will be greatly missed by all his colleagues.

Bigelow District*R. S. Huggins, Correspondent*

Three mountain camps are now in operation at Bigelow; they are cutting from two of them and building a sluice from the other.

Roland Foster, Ernest Blake and Leonard Cormier are the camp foremen, with Walter Henderson, W. M. Mutchmore and Floyd Crocker as timekeepers.

Billy Williamson is cooking at the depot camp, his able assistant being Charles Benjamin; the other cooks are: Charles Black at Camp No. 2, John Aucoin at No. 3 and John Boyle at No. 4.

The construction of the Jones Pond Dam has been completed and most of the men who worked at the dam are now in the woods.

Greenville Shop*J. B. Pratt, Correspondent*

We have received an order for a large shipment of gasoline to Ellis Brook Operation. The order calls for 10,000 gallons to be shipped in steel barrels. This will keep Leo Desmond busy at the tanks for a few days pumping.

The payroll is on the increase this month; three new men have been added to our list: Albert A. Carr of Milo, Edw. Gilbert of Bangor and Clyde Ferguson, who worked here last winter.

Mr. C. A. Smith, of Bangor Office, gave us a call during the month.

Howard MacFadden is a strong supporter of the Pittsburgs. If you do not believe it, ask him!

GNPCO

The ignorance that is bliss generally leads to knowledge that is painful—NUGGETTS

Some of the rolling stock from the Kineo Side of the Lake is being received for repairs,—White Jitney No. 14 from Kineo-Pittston Toting and a Stutz from the Investigation Department.

Mr. F. V. Schenck made a business trip to Bangor on the 4th of October.

Two carloads of iron and piping stock have been received from Sheridan Plant during the month. There is much activity in the lower storehouses where the checking-up is going on.

Our fence has just been repainted and shows up to good advantage.

Kineo-Pittston Toting is gathering their equipment together for another winter's work. Tractor, truck, sleds and snow-plow went up the lake on October 17th.

Cooper Brook Trestle

L. H. Lowe, Correspondent

The work on the Trestle, which will be over 1200 feet when completed, is progressing very rapidly. At the present time, there are about twenty more bents to be put up. The approximate distance between the bents is 12 feet. The stringers for the flooring are also nearly all in place.

The road has been extended from the end of the Trestle on the lower side so that it is now possible for cars and trucks to come all the way into camp.

The steam shovel is working on the lower end of the cut at the present time. For the past week the digging has been better than at the start. Ora Black, the operator,

informs us, however, that there are some rocks left there yet.

There are now 95 men and 32 horses on the two operations.

Movies were shown here twice during the month and were enjoyed by all.

Gerald F. Baker of the Engineering Department has left, and Bill Dubay is taking his place. Take a few lessons in checkers, Baker, and come on back.

God and the Doctor

Just at the verge of Danger,—

Not before,

God and the doctor we adore;

Then the danger is past and

All things righted

God is forgotten and the doctor slighted.—Pope



Moosehead Lake

Indian Legends Concerning the Origin of the Name of the Lake

THE origin of the name Moosehead Lake is probably due to one of several old Indian legends, which associate the place with adventures in which the moose bore a prominent part. One of these traditions says that "in the olden time men and animals grew to an immense size. The Indians thought the moose were too large, and sent a hunter to make them smaller. He killed a big bull, Kineo Mountain, and reduced his size by cutting slices from his body. The rock at the foot of the mountain today looks like steak; streaks of lean and

fat can be plainly seen in it. The hunter cooked his meat, and afterwards turned his kettle, Little Kineo Mountain, on its side, and left it to dry. So the moose grew smaller and smaller."

This legend, in almost the exact words given above, came indirectly to the writer from Louis Annance, then an aged Indian, who had been educated at Hanover, New Hampshire, and was afterwards "Sangamon," or chief, of the St. Francis tribe, and later an inhabitant for ten years of the Moosehead forests. He is no longer living.

Another legend says that there was an old Indian, who, in the words of the writer's informant, "was chief of the whole nation. He was capable and could do anythin', same as God,—make anythin'."

While on his way through the forests, one day, he came upon two moose, hurriedly dropped his pack, and started in pursuit of them. The smaller Moose, Kineo Mountain, was soon overtaken and killed. The chief, after boiling some of the meat, turned his kettle upside down, so that it should not rust, took up the trail of the larger moose, and followed

GNPCOV

If a man has faith in his power, he can wait—ELBERT HUBBARD

the latter down to Castine where he killed and dressed it. The heart, liver and other entrails, he threw to the dog, and they are the long string of rocks which are there to this day. The more easterly of the Spencer Mountains is Sabotawan, "the pack," while the other, or western, peak is Kokadjo, "the kettle."

The authority for this latter legend is John Pennowit, an Indian of the Penobscot tribe, who has passed the greater part of eighty-eight years in the woods of Maine, to whom the writer is indebted for much of the information on Indian nomenclature contained in these pages. He is probably the same man incidentally mentioned by Thoreau as John Pennyweight. The writer has no hesitation in accepting, as the more correct, his version of the story which establishes the

identity of West Spencer Mountain with the "kettle." Indeed, the shape of the Spencers would seem to settle the matter beyond question. Kokadjo is quite round while Sabotawan is long, and its top level, the eastern end being squared off much like the end of an Indian pack.

These traditions show that the Indians were endowed with great imaginative powers and with no little poetic feeling. Mount Kineo, when seen from the southern side, looks not at all unlike an immense moose, lying or stooping with its head toward the west. The precipitous eastern cliff is a very good counterpart of the rump, while a slight elevation at the beginning of the western slope well represents the withers, and another at its foot the swelling of the nose or "mouffle." Indian imagination, however, did

not stop here. The two main arms of the lake which extend north and south, one on each side of the "moose," with their numberless bays and coves, form the animal's antlers with broad blades and branching prongs. May not this be the origin of "Moosehead"?

Taken from "Woods and Lakes of Maine," by Lucius L. Hubbard. Contributed by Mrs. John Brown of Greenville, Maine.

It is not in a man's creed but in his deeds, not in his knowledge but in his wisdom, not in his power, but in his sympathy that there lies the essence of what is good and what will last in human life. —F. Yorke Powell

The Eagle Lake Tramway

(Continued from Page 6)

bolts were not cut down far enough to allow the nut to be tightened sufficiently. When the tramway was loaded the trucks and clamps began to slip, and each of the 4800 bolts had to be removed and run down with a hand die and replaced.

The tramway was used for six seasons. It was under my care for the entire time. We averaged about 500,000 feet, board measure, for each day operating, the day beginning at 4 A. M. and ending about 8 P. M. This tramway was always an excellent piece of machinery, and very efficient in doing the work for which it was designed. The total amount of lumber taken over the tramway was about one hundred million feet.

A Visit to Chamberlain Farm

(Continued from Page 7)

task of shoeing the animal. One can easily imagine the commotion attending this operation when some huge ox was shod against its will. The puffing and blowing, bellowing and struggling, which would make the sling creak and rock, was most exciting. A careful search through the piles of old iron did not reveal



Photo by M. Strauss

The ninety ton oil burning steam engine makes a round trip from Eagle Lake to Umbazooksus Lake every three hours

GNPCOR

Success comes in cans, failure in can'ts



The H. W. Marsh, built at end of Tramway, Eagle Lake, and used there five seasons

any ox shoes though quantities of horse shoes were there.

The little house farthest from the farm house proved to be the powder house. The other buildings, with the exception of the boat house, were barns.

The evening was spent in going over the old account books. They were four in number, covering the periods 1847-1852, 1853-1856, 1856-1866, also 1856-1874. They were all ledger accounts. Some of the items were most interesting. Meals cost \$.25 each. Boots were \$3.13; pants, \$3.25; shirts, \$1.62; mittens, \$.25, according to the account with Hartley W. Sampson in May of 1847. He was also charged with "opodeldoc" at \$.38 which was apparently the liniment of the time; British oil was an item of \$.40. An ax cost \$1.50, an auger \$.50 and a shave \$1.25 (draw-shave probably). The following account is worth reproducing:

Stephen Pierce	
Dr.	Cr.
1847	1847
June 6 Pd. O. Crockett \$2.50	June 14 Labor \$27.10
Cash 5.00	
Lost time 5.00	
	12.50
Damage by leaving 14.60	
	\$27.10

Apparently Stephen Pierce did

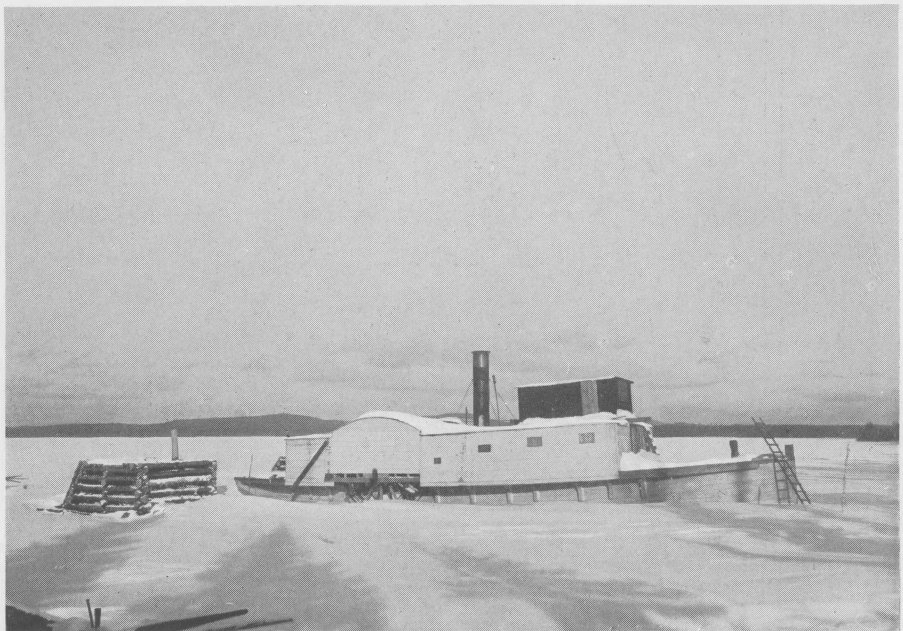
not "stay the route" through and as he had \$14.60 coming to him when he settled, that amount was charged against him as damage for leaving.

This farm was started in 1846. Mrs. Fannie Hardy Eckstorm recalls being told this by Mr. Eben S. Coe, who had it built. Mrs. Eckstorm made a trip through Chamberlain Lake in 1888 with her father, Manly Hardy, who had been there

in 1858 and 1861, and found little change. Those familiar with Thoreau's Allagash and East Branch trip of 1857 will recall the following passage:

"We could see the only clearing in these parts, called the 'Chamberlain Farm,' with two or three log buildings close together, on the opposite shore, some two and a half miles distant. The smoke of our fire on the shore brought over two men in a canoe from the farm, that being a common signal agreed on when one wishes to cross. It took them about half an hour to come over, and they had their labor for their pains this time."

The Chamberlain Farm has been the only constant witness here of the changes of the last eighty years. Many are the tales told and enacted within its walls. The woodsman, the trapper and the sportsman have frequented it these many years. The birchbark canoes of earlier days are no longer hauled up on its shores; the batteau and the canvas covered canoe have taken their place; steam boats having served their time, have fallen into decay in its front yard. Now the whistle of a locomotive is heard across the lake more often than the cry of the loon. May this old landmark long remain.



The H. W. Marsh completed her service on Chamberlain Lake about 1913

GNPCO

An ounce of performance is worth a ton of complaint—ROOSEVELT

Fire Sacrifice

By STANLEY FOSS BARTLETT

Have you seen the snarling demon
Curling, licking, scarlet tongues
'Round the sighing boughs of spruces
Where the swaying mosses hung?

Have you seen a ramping crown-fire;
Felt fitful, fiery breathing;
Heard its roar in belching pitch-smoke,
Seen the heavens dun and seething,

Starred with sparks but full of horror,
Bannered with flame-flails lashing?
O, there's Hades in the forest;
Crying trees—dead bodies crashing!

Have you seen charred acres stretching
Out across the wastes of land,
Where the long winds come dole mourning,
'Mong the gaunt tree ghosts that stand

Clutching with gnarled joints, e'er weak'ning,
Barren stones where snow and rain
And the crinkly heat of summer
On the naked earth has lain?

Sacrifice of life and beauty
Given of the Maker's Plan
For a dim Immortal Reason
To the carelessness of man.