

The University of Maine

DigitalCommons@UMaine

Great Northern Paper Company Records

Manuscripts

5-1928

The Northern, May, 1928

Great Northern Paper Company

Follow this and additional works at: https://digitalcommons.library.umaine.edu/great_northern



Part of the [Genealogy Commons](#), and the [United States History Commons](#)

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

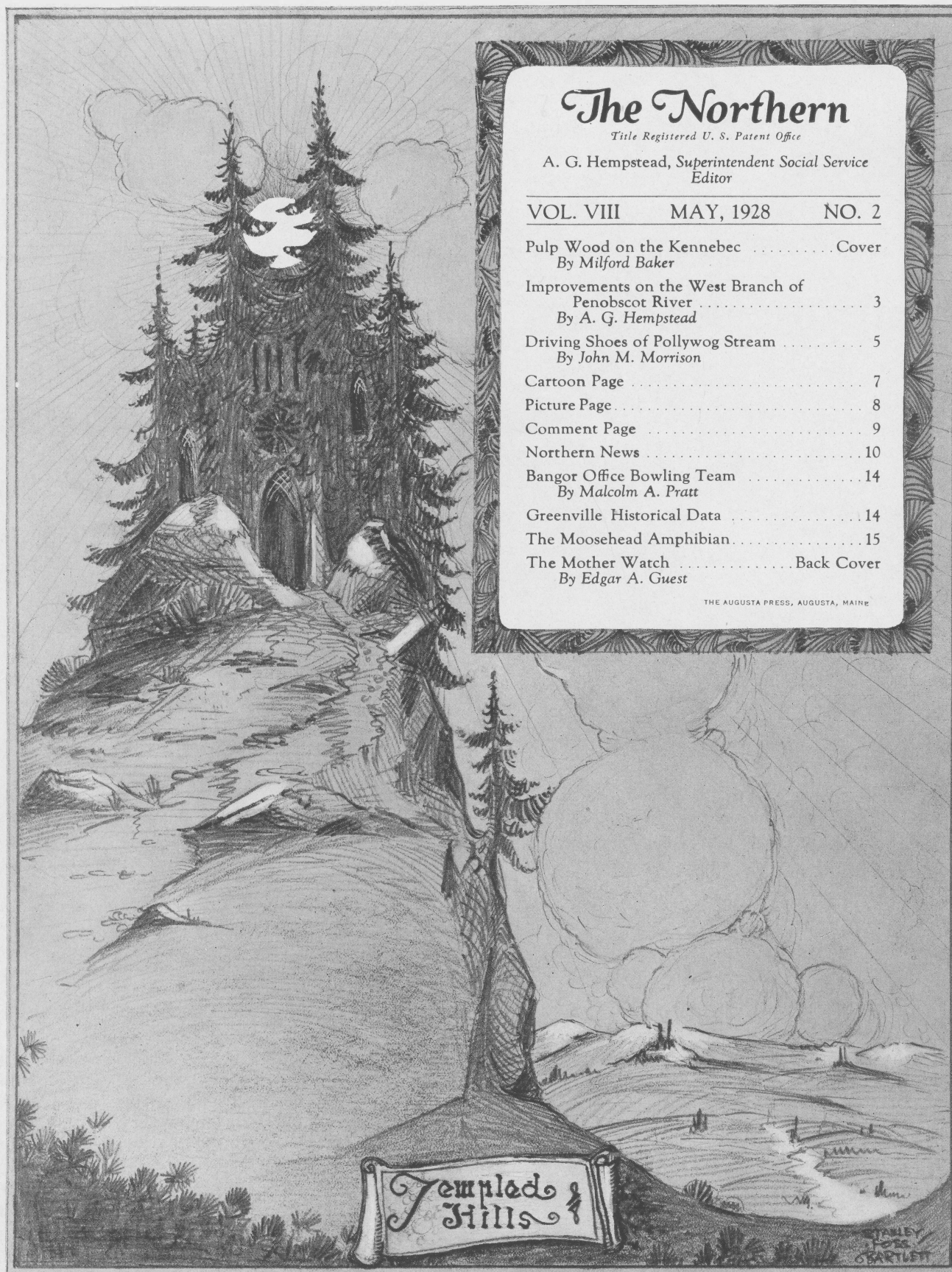
April 1928 NORTHERN

Sent to Mr. McKay June 1951

*Replaced 10/17/64
J. E. Reed*

The
Northern
May 1928





The Northern

Title Registered U. S. Patent Office

A. G. Hempstead, Superintendent Social Service
Editor

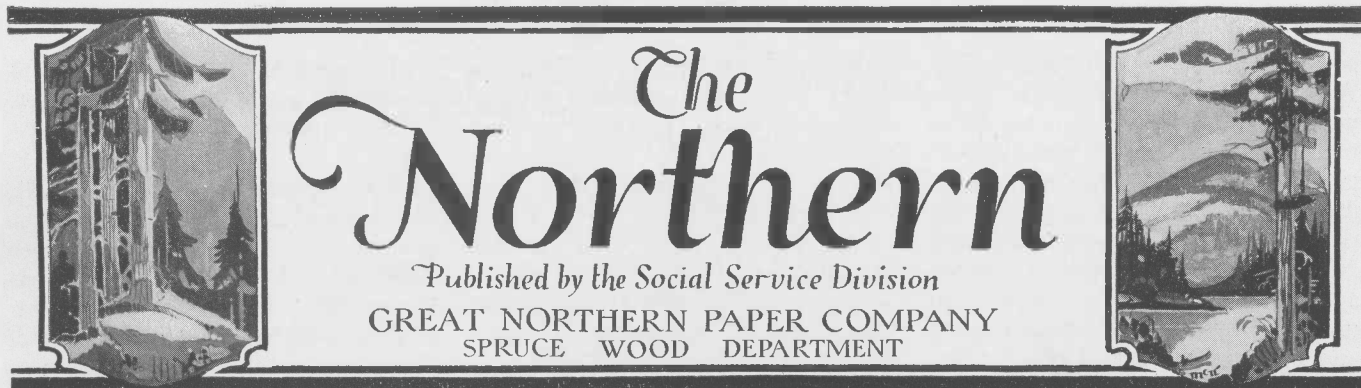
VOL. VIII MAY, 1928 NO. 2

Pulp Wood on the Kennebec	Cover
By Milford Baker	
Improvements on the West Branch of Penobscot River	3
By A. G. Hempstead	
Driving Shoes of Pollywog Stream	5
By John M. Morrison	
Cartoon Page	7
Picture Page	8
Comment Page	9
Northern News	10
Bangor Office Bowling Team	14
By Malcolm A. Pratt	
Greenville Historical Data	14
The Moosehead Amphibian	15
The Mother Watch	Back Cover
By Edgar A. Guest	

THE AUGUSTA PRESS, AUGUSTA, MAINE

Temple Hills

STANLEY
FORSYTH
BARTLETT



Improvements on the West Branch of the Penobscot River

The Penobscot Log Driving Company 1846-1903

By A. G. HEMPSTEAD

THE cost of small drives, the difficulties encountered in controlling the water to suit the needs of many drives, and other considerations, brought about the incorporation, in 1846, of a mutual organization to handle the drives for all operators landing logs on the West Branch of the Penobscot River from Chesuncook Dam to the point where the East Branch and the West Branch unite. This organization, the Penobscot Log Driving Company, delivered the logs to their destination, usually the Penobscot Boom above Old Town. All owners of logs to be landed on this section of the river were required to file with the clerk of the company, on or before the fifteenth day of May, a statement of the number of board feet and the marks thereon. Any person owning timberland or being engaged in particular lumber operations on the West Branch of the Penobscot or its tributaries was eligible to membership in the company. Every member owning timberland was entitled to one vote and each operator was allowed one vote for each six ox team engaged in hauling timber or logs on the West Branch or its tributaries. At a meeting held on February 12, 1866, it was voted "that a team of four horses be an equivalent of a six ox team entitling a person to a vote." The

following year the voting represented 471 horses and 47 oxen.

The cost of the drive was calculated and assessed among the log owners. Should a mistake be made in collecting too much, the balance was returned. It was strictly a mutual company. The good of the industry was considered and not personal profit. The drive was let or "bid off" each year. When the bids were too high to meet the approval of the directors, a Master Driver was hired to take charge and the company itself had the drive. This happened eighteen times in the first fifty years. The salary for the Master Driver was \$500 until the Civil War; then it was \$700 until 1868 when it went up to \$1000.

In the meeting of February 12, 1859, it was "voted that a clerk be appointed for the drive, who shall have charge of all property belonging to the company and keep an account of all labor performed, make all disbursements on the drive and make a report of all his doings to the directors, together with a schedule of the property remaining after the drive was closed." Though no complete record of the clerks is available it is known that Amos Bailey clerked for Aaron Babb for \$2.50 per day in 1860 and that Alden B. Weed received \$3.00 per day from John Ross in 1864.

The office of clerk and treasurer of the company was an important one. The service rendered by this officer deserves recording:

Charles H. Thaxter	1847-1854
George R. Smith	1854-1860
Abram Moore	1860-1864
Albert W. Paine	1864-1868
Abram Moore	1868-1889
T. S. Moore	
(brother of Abram)	1889-1897
George S. Chalmers	1897-1901
John H. Rice	1901-1903
Charles H. Adams	1903-Still in Office

Improving the River for Driving

When the P. L. D., as it is usually called, was organized, few improvements on the river had been made. There was a dam at the foot of Chesuncook Lake (built in 1834 by W. J. Johnston for the Chesuncook Company) and another at North Twin Lake, probably built about the same time. It was being replaced or rebuilt during the summer of 1846 when Thoreau visited it. James Jenkins presented the new company with a claim for the sum of \$167.65 for blowing rocks in Ripogenus in 1845 and 1846, so there had been some work of that kind.

In 1865, the sum of \$5,000 was raised for repairs on Chesuncook Dam made by John Town of Brewer. That year a committee, consisting of Gorham L. Boynton, Lysander Strickland and George W. Pickering, were directed to cause a dam to

GNPCO

Activity back of a very small idea will produce more than inactivity and the planning of genius—JAMES A. WORSHAM

be built across the "Rappogenus Dry Way" and the "West Arch." The next year \$5,000 was expended "in removing obstructions and deepening the channel for the purpose of improving the navigation of the river between Chesuncook Lake and Nicatou." In 1874 James L. Smart acted as agent for the company to repair Chesuncook Dam and gates and to blast rocks and make other improvements between said dam and Ambajeus Lake. Mr. Smart was employed again in 1878 to blast rocks in Ripogenus Falls. The dams were frequently repaired but a complete record of these repairs is not available.

The introduction of boom chains is probably recorded in the following vote of February 17, 1886, "that the company take 198 boom chains and pay the cost here, same purchased by contractors last year." A year later the company voted "to trade with E. E. Ring for boom chains."

An additional act which passed the legislature of 1883 gave the right to build dams at the outlet of Caucomgomoc Lake and Millinocket Lake.

The dam at the foot of Ripogenus Lake was authorized by the P. L. D. Company on August 24, 1887. John Ross was on the building committee and W. J. Johnston built it.

In connection with the dams, it is interesting to note that at a meeting held on March 17, 1892, it was "voted that the treasurer be instructed to inquire about insurance on North Twin Dam and what it would cost." Certainly this was the first serious consideration of the subject of insuring dams on the Penobscot River.

Towing Boom on Lakes

The P. L. D. began taking logs from the head of Chesuncook Lake in 1856. The logs had to be boomed and brought down the lake by hand. That is, a crew rowed ahead with an anchor and dropped it. The rope attached was reeled in by means of a capstan on the head-works raft. In favorable weather the crew worked three days and three nights to warp

a boom down the lake. This was hard, slow and expensive work.

On February 11, 1869, we find the following record on the company's books showing that they were looking forward to a better day: "voted on motion of Hastings Strickland that a committee of five be chosen to consider the matter of placing steamboats on the Chesuncook and Lower Lakes for the purpose of lessening the expenses of the drive—and report to this company at a special meeting." Nothing resulted from this investigation for twenty years, (steamboats had been used for twenty years or more on Moosehead Lake, however.)

The next mention of this subject in the records is found under the date February 15, 1887, and reads as follows: "voted that the directors are hereby instructed and authorized to use all honorable means to defeat the bill of H. H. Page in relation to exclusive rights to navigation on the lower lakes." They were looking forward to having a boat of their own there.

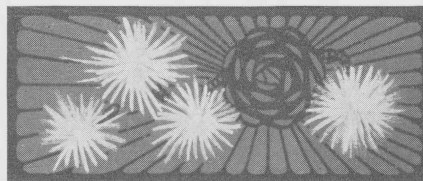
In 1889, W. H. Strickland, John Morrison, John Ross and Cornelius Murphy were appointed to inquire into the expense of building steamboats for Chesuncook and North Twin Lakes, and the size and power necessary for such boats. A boat named the John Ross was built at Northeast Carry in 1890 and run down the river to Chesuncook Lake. For its use the contractors, Cornelius Murphy and James L. Smart, paid \$2,000 in addition to the wages of the crew. The John Ross was replaced by the Ansel B. Smith which was built in 1902, the same engine being used in the new boat. The A. B. Smith continued in service on the lake until 1927.

On November 29, 1892, John Ross and F. W. Ayer were appointed a committee to decide in regard to

building a steamboat for use on the Lower Lakes. This was apparently built in 1893 and named the F. W. Ayer.

The operations of the P. L. D. above Shad Pond ceased with the chartering of the West Branch Driving and Reservoir Dam Company in 1903. In closing this chapter of improvements on this section of the river, it is fitting to reproduce as far as we are able, the names of the men who "had the drive":

- 1848 Aaron Babb
- 1849 E. Gullifer & O. A. Gilman Main Drive
Richard Hinman & I. J. Palmer from
Heater's below North Twin Dam, old
logs of 1848.
- 1850 Aaron Babb
- 1851 Jesse Wadleigh
- 1852 Samuel Braley
- 1853 Lysander Strickland
- 1854 George Smith
- 1855 Samuel Braley
- 1856 Unknown
- 1857 Aaron Babb
- 1858 Aaron Babb
- 1859 Aaron Babb
- 1860 Aaron Babb
- 1861 Aaron Babb
- 1862 Unknown
- 1863 Aaron Babb
- 1864 John Ross
- 1865 John Ross
- 1866 John Ross
- 1867 John Ross
- 1868 John Ross
- 1869 John Ross
- 1870 Hosea B. Maynard
- 1871 John Ross
- 1872 James L. Smart
- 1873 Henry Davis
- 1874 John Ross
- 1875 John Ross
- 1876 James L. Smart
- 1877 James L. Smart
- 1878 James L. Smart
- 1879 S. W. Hodgdon
- 1880 John Ross
- 1881 James L. Smart
- 1882 E. H. Hunting "for self and James
L. Smart"
- 1883 E. H. Hunting and John Ross
- 1884 E. H. Hunting and James L. Smart
and John Ross
- 1885 John Ross for self, E. H. Hunting and
James L. Smart
- 1886 E. H. Hunting
- 1887 Cornelius Murphy for John Ross,
James L. Smart and E. H. Hunting
- 1888 Cornelius Murphy
- 1889 Philo A. Strickland
- 1890 Cornelius Murphy and James L.
Smart
- 1891 Cornelius Murphy and James L.
Smart
- 1892 Charles W. White (Oldtown)
- 1893 Isaac A. Terrill
- 1894 Cornelius Murphy
- 1895 Cornelius Murphy
- 1896 Isaac A. Terrill
- 1897 Isaac A. Terrill
- 1898 H. F. Ross & Co.
- 1899 F. W. Ayer
- 1900 Fred A. Gilbert
- 1901 Fred A. Gilbert



GNPCO

Authority may be conferred upon you, but wisdom must be earned—CURTIS FOLKS

The Driving Shoes of Pollywog Stream

By JOHN M. MORRISON

POLLYWOG is a stream that all who have driven it know as "wicked." It is very swift, passing through deep gorges with many whirlpools, eddies and falls. In the days of long logs, drivers were at a great disadvantage in breaking jams, which were frequent here, unless they were accustomed to the peculiarities of the stream. It was dangerous business, due to the abrupt walls of the chasm, which made access to the key log very difficult and, should the jam haul, egress almost impossible.

On a hardwood tree beside the crooning waters of Pollywog Stream, down near the mouth of Bean Brook, hangs a pair of driving-boots. Here they have hung, day and night, summer and winter, ever since they were taken from the feet of unlucky "Brownie," in the spring of 1912 (or 1913). A pair of used driving-shoes, a simple, natural but pathetic memorial to a river-man who "died with his boots on."

Fate turns some grim whims at times and so it seemed in the case of the jam at Owl's Head during the drive of 1912 (1913). Pollywog Stream was bad and Owl's Head was the worst place in it. Clark, an Ellsworth man, who had been stationed to tend the wood at this point, was taken sick and was relieved of his post before the forming of this jam. This left George McGuire, who had charge of the drive, short-handed, there being much sickness in his crew; he was obliged to borrow a man to replace Clark from J. P. Lemieux, (Mouser), who was in charge of the dam sluicing just above the gorge. "Mouser" loaned J. P. Brown, or "Brownie," as his friends had nicknamed him. He was an excellent young river-man, about twenty-four years of age; a Canadian of French and Irish parentage. "Brownie" well understood the use of the pick-pole and peavey and it was his boast that there was no water quick enough to trip him



"Brownie's" Driving Shoes

up. McGuire realized that at Owl's Head the young driver would probably have an opportunity to exhibit his skill, and fearing the boy's desire to show his potency, questioned the advisability of detailing him to watch the stream at this hazardous place. But with reassurances that he could handle the station without any great danger, McGuire unwillingly allowed him to stay at Owl's Head.

others rushed upon it, they piled up higher and higher; a jam was formed! Dynamite was resorted to, but it missed and the gates of the dam were ordered closed. The jam was cut and straightened out on the falling water. The gates were again hoisted but the rush of water failed to dislodge the mass of logs. The water was turned about two-thirds on when "Brownie" and a companion, John Hutt, disregarding the warning of the foreman, took another charge of dynamite and descended to the crest of the jam from the high sides of the gorge. Their charge was effective and the great wall of entangled logs began to move; the pressure of water behind it was increasing and soon the whole jam was moving with a swiftness that the daring drivers had not considered. They started for the shore but became confused. "Brownie" grabbed a gill-poked log that had not moved; he hung on and appeared to be safe. Hutt was swept under the rushing, tumbling jam for twenty rods or more.



Pollywog Dam

Sluicing commenced, the logs rushed by faster and faster, one struck the shore and swung to the opposite bank; it gill-poked and

He later said that he believed himself to be lost and "Brownie" saved, but as luck would have it he was washed upon a shelf of the gorge

GNPCO

A mail carrier is not the only one who has to keep on delivering—JOHN M. SIDDALL

and came out unscratched. But, alas for "Brownie," a tossing log in the turbulent water below him dislodged his only hope and he was swept down with the jam.

Those on the shore realized the danger and the instant the jam hauled the black flag was displayed, the water being shut off at this signal. This drive was before the installation of the telephone system and communication was maintained by a code of colored flags. In a surprisingly short time information relative to the drive could be flagged from one station to another. Three flags of different colors were used. The showing of a red flag meant, "Danger! stop logs!"; black, "Shut off water;" white, displayed once, meant, "Let water come;" displayed twice meant, "Let logs come."

"Brownie's" body, badly crushed and with the clothes torn from it, was picked up about a mile below the jam by George McGuire and Bert McDonald. His boots were

hung, in the tree where they hang to this day, by his friend and companion, J. P. Lemieux, as a tribute to a bold but unfortunate riverman. "Brownie" was a member of the Maccabees and his insurance was payable to "Mouser" but this was turned over by "Mouser" to the young fellow's parents. His remains were taken by tote team and water by the way of Nahmakanta and Pemadumcook to Norcross, thence by rail to his home near Edmunston, New Brunswick.

The place where "Brownie" was drowned has claimed many drivers since this stream has been driven. Carved in the wall of the gorge at Owl's Head are at least five names of men who have lost their lives in these dangerous waters. The year before this tragedy occurred a man by the name of Bartlett from Winn, Maine, was drowned here. The year following the accident Mose Wadleigh, who drove the stream ahead of the Great Northern Paper Com-

pany, lost a colored driver here. He had gone in the gorge to cut the key log when the jam broke over him. At about this time Norman Sturgeon had a leg broken on the drive; he also had taken an axe down to cut away a key log. The jam let go and caught him but he was saved by Dan Clancy, the foreman.

The year of "Brownie's" death was hard on drivers for there was much sickness and many died of pneumonia in camp or after being carried out. Among those who succumbed were Jimmy Welsh and Pat. MacNeill, a brother of A. V. MacNeill. Those who had taken Pat. MacNeill to Greenville, where he died, had just returned when the accident occurred which claimed the life of J. P. Brown (Brownie).

Many of the men who were on the drive that year are still employed by the Great Northern Paper Company. Among them are George McGuire, Superintendent of the

(Continued on Page 15)

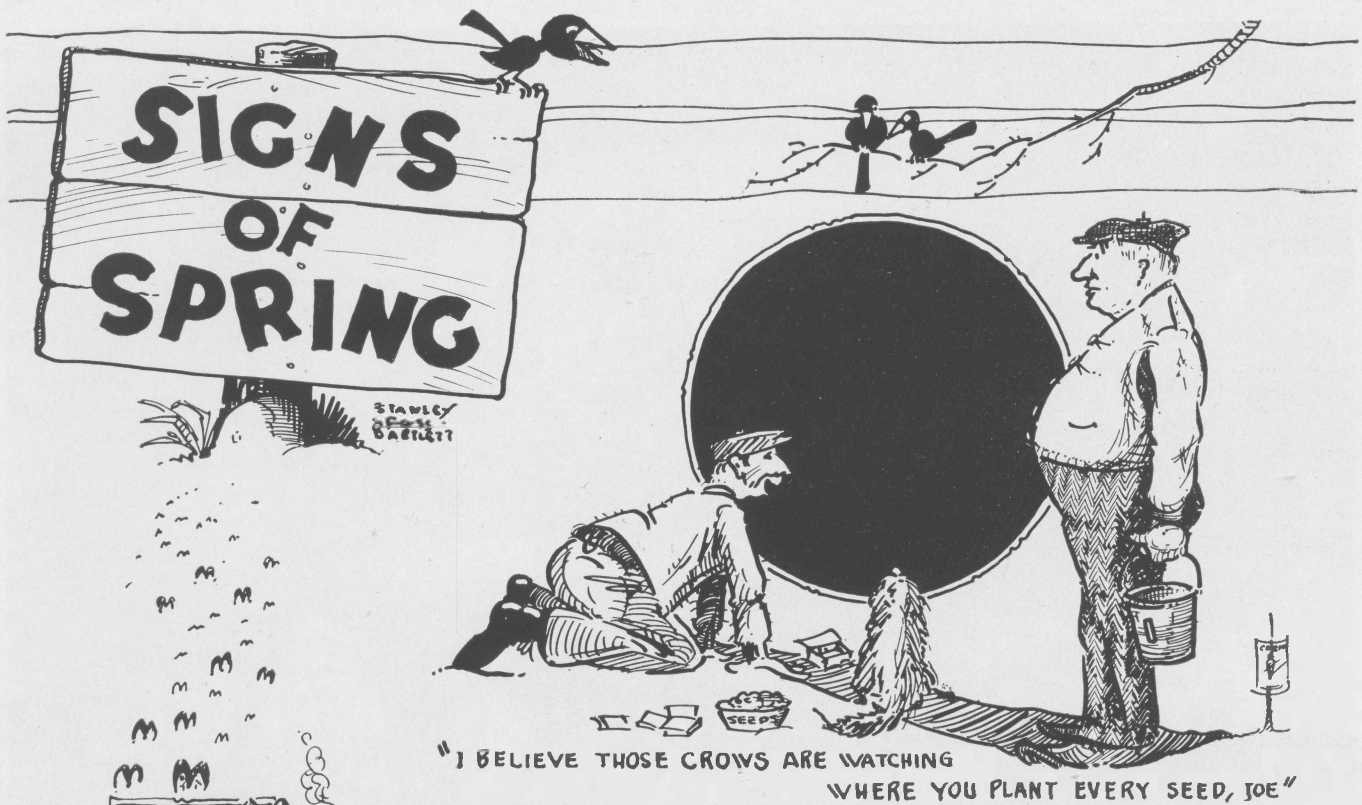


On the way to Greenville

Photo by A. G. Hempstead

GNPCO

The gods cannot help a man who loses opportunities—CHINESE PROVERB



THE BIRDS HEAD NORTH WITH W^m CLARKIN

CHARGE 2 BATTEAUS, 18 PICKEROONS, 7 PICK-POLES ETC., TO W.B.D. SEC. #1



GNPCOV

Some folks would rather blow their own horns than listen to Sousa's band



WALTER COLE & FAMILY ATOP BOARSTONE MT.

MOOSEHEAD



A.L. MISHIO, A.O. NUGENT
& M.P. HILL



S.W. MORIN, EN ROUTE



MALCOLM & "BERT"
PRATT



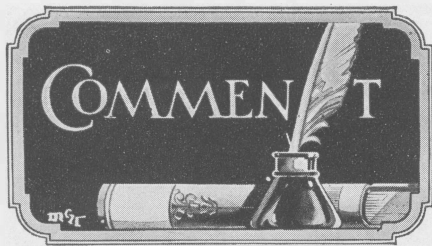
N.A. SMITH



"THE DRIVE IS ON"

GNPCOR

"Flattery is like cologne water, tew be smelt ob, not swallowed"—JOHN BILLINGS



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

A Prisoner's Reflection

Since Vernon Dalhart's rendering of "The Prisoner's Song" came into the woods four years ago its tune has been whistled, hummed and sung. Long after the general public had worn it out, its mournful melody lingered in the woods. There is a spell cast over the thoughtful person by this weird lament. We have felt the same strain in letters recently received from a woodsman who is now behind the bars. Fifteen years of prison confinement on half a dozen convictions have led to reflection worthy of our consideration. He has written his conclusion in an essay on jealousy. It is well illustrated by Bill Jones' picture "Don't envy the successful man."

Most of the unhappiness of life comes from selfishness. Jealousy and envy are the outcropping of selfishness and this fellow has discovered it for himself. He writes that just now he finds himself in the densest virgin forest he ever saw with lots of windfalls and boulders in the way but he hopes to find his way at last to the Depot Camp.

The essay is reproduced as it was written, spelling only corrected; the errors are those of a man whose education has been limited, but whose thinking and mode of expression are individual.

An Essay on Jealousy

By A Prisoner

Jealousy—what a peculiar thing it is—with some people it is a disease that is forever gnawing at their hearts and souls—with others it is just a passing headache.

Some men have a way to express the symptoms of jealousy whenever

an opportunity to do so comes their way; they seem to take delight in expressing it in its ugliest form. And sometimes that is when someone else carries off the Banner which they themselves did not have enough courage to carry.

If some well-meaning man tries to forge ahead, and in his well calculated way obtains a little glory, which he has honestly earned, or, if a man tries honestly to better his condition in life or the condition of his fellow men, it is a sure thing that some one afflicted by the cancer of jealousy will get up and shout at the top of his voice, or, whisper at the lowest pitch of his voice, as the case may be, for some jealous people are lower in grades than others and they will say, "See that man? He is stuck up, he is no good!" Or they will whimper, "How come, that fellow got a raise in pay?" Or, "How come he got that swell job so quick? He must be a pet to the boss! He's got a pull."

It is these same jealous block-heads that make life almost unbearable for those who honestly strive to get ahead. The determined one cares not for what these jealous people might say and he does not lose his time, standing at the corners of the streets, gossiping about this and that one's shortcomings for his determination to make good is strong and his vision

is broad; ahead he sees his duty and does it cheerfully, regardless of what it may cost him.

But the jealous yaps look for their glory in the wise-cracks they can make—in the feeble kicks and knocks they can heap on the head of the successful.

The jealous one is cock-sure of himself and goes on in life cursing and knocking; he struts in among the cheap crowd that hang around the pool room or at the corner of Main and Broad Street. He hangs around that bunch of men that like to stand by and jeer and throw bouquets of cheap slander at the successful man who silently goes by minding his own business. As this silent man goes on about his affairs and hears these yaps wasting their breath, he shrugs his shoulders and says to himself:

By the way the jack-asses
Are braying to-day,
Methinks, they must eat
Very poor hay.

And while these jealous ones jeer him and curse him, envying his well earned success, they stand at the corner wondering, "How come?" and, "What for?" The silent, successful man goes marching on and finally reaches his well earned goal—Success, Love and Happiness.

Resolutions

April 3, 1928.

Whereas: An all wise Providence has taken from us one of our charter members, and

Whereas: Joseph A. F. Nevins was an esteemed citizen, honored and respected by all who knew him, be it

Resolved: That we, as members of the Chamber of Commerce of Millinocket, express our deepest sympathy for his widow in this her sad hour of sorrow, and be it further

Resolved: That a copy of these resolutions be sent to Mrs. Nevins, a copy sent to "The Northern" for publication, and a copy spread upon our records.

W. M. Marr	} Committee on Resolutions
C. S. Bryant	
Harry E. Reed	

Millinocket Chamber of Commerce.

DON'T ENVY THE SUCCESSFUL MAN



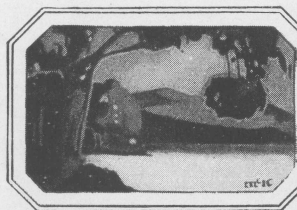
Learn his methods!
Give him competition!

Yours from experience.
Bill Jones

© THE FREEDMAN-ILLUSTRATED CO. CHICAGO, ILL.

GNPCOM

He that falls in love with himself will have no rivals—POOR RICHARD



Northern News



Cooper Brook Operation

J. H. Whitehead, Correspondent

Cooper Brook Depot was a scene of activity during the latter part of March. Crews were breaking up and men were returning to their homes.

H. D. Burr's camp was the first to close. The camps of Joe Guy, Owen Brothers and Parks & Hall followed soon after.

Henderson's camp at Church Pond was the last to break up. Henry Milliken, who was clerking there, has returned to Surry. We understand that he expects to flood the market with potatoes—or maybe it is blueberries.

Leroy Lowe has left the Landing camp, for home, and William Worcester is filling his position at present.

B Pond Storehouse and the Half-way Camp are now closed and J. H. Whitehead, who held sway at these two points, has been assisting J. A. Marceau, Paul Paquet and Raymond Fernald with the inventories at the depot.

Paul already has one eye on the calendar and the other one cast in the direction of Beauceville.

Mr. and Mrs. Elden Hobart have left for their home in Milford. "Speck" was left in the loving care of the office force.

Mr. G. B. Burr, our genial superintendent, has joined his wife in Bangor to take a much deserved rest.

Frank Parker is cooking here at the depot now. Frank certainly knows his yeggs by the way he decorates the mahogany. Albert Melansen of Nova Scotia is his able assistant.

Albert Blanchard is doing the toting to the several camps now open.

Chester Hilton, the round-house foreman, is dolling up his pets, steamers No. 1, 2, 3 and 4. We think that he is trying to find some show in which to enter them.

Charles Holden is back for a short visit.

N. A. Carr is building a camp. Joe Guy is taking charge and Frank Wilson of New York is cooking for them.

George Willette, who is watching camp in this vicinity, reports bear as being scarce at the present time.

Joe Guy has moved his crew to Church Pond to prepare for the Cooper Brook drive.

Albert Stone and crew have returned to Old Town.

Don Brean has recently arrived from Bangor. He is going to clean brush in the right of way between the depot and Kokadjo. Win Ryder is pilot of Truck No. 7 which is to be used on this job.

Archer Grover and Lloyd Houghton have been in this vicinity doing some work for the Division of Forest Engineering. They were assisted by Einar Larson, who has since returned to Brownville to exercise his Ford in the summer's big parade.

A. G. Faulkner, the hospitable landlord of Building No. 568, has gone to Greenville to complete his hauling reports. He gave us the following information:

Amount of wood landed at Joe-Merry Lake	29,494 cords
Approximate average miles hauled	12.60 miles
Average load (7 sleds)	75 cords
Largest load (17 sleds)	185 cords
Amount of coal consumed	752 tons
Amount of road hay used	50 tons
There were 100 working days for the log-haulers and crews.	

Among our visitors of the month were L. G. White, N. A. Smith and L. O'Connell.

Paul Paquet can't seem to understand how the New York Rangers trimmed the Montreal Maroons for the Stanley Cup. Stockin the hockey game has taken a decided drop with him since that notable event.

Our baseball equipment has arrived from Greenville and by draft-

ing the whole crew a team can be collected.

Pittston Farm

M. P. Hill, Correspondent

The rising water in the South Branch, together with an ice jam that piled ice into high peaks, caused some damage to the road and threatened the bridge which spans the river near Pittston Farm. A small section of the road was washed out and the pasture just beyond the bridge was under water. The road has been repaired sufficiently to allow cars to pass over and the water has receded to the normal pitch so that there is no immediate danger of more damage being wrought.

John M. Morrison, who spent some time at the Ten Mile taking inventories, is with us in the office assisting here. Mr. Clark, who was here during the time that inventories were at their height, has left and gone to Millinocket to take inventories there and at the Rice Farm.

Mrs. Gertrude Hertz is supervising the housework at the boarding house during the absence of her sister, Mrs. Ordway, who is visiting in Boston. Mr. and Mrs. J. P. Curtin are also new to Pittston. Mrs. Curtin is working in the dining room and Mr. Curtin is doing general work about the house.

We have been asked to say a word in favor of a movement sponsored by Bill Harrington. He is trying to interest capital in establishing a gasoline filling station in the vicinity of Deer Island for the convenience of automobile travelers in winter.

Walter Zemont has been stopping here while doing some work at the Twenty Mile.

The horses which are being pastured here all show signs of good treatment through the winter.

GNPCOV

Some folks' idea of saving up for a rainy day is to borrow a neighbor's umbrella — TROTTY VECK

Seboomook

S. W. Morin, Correspondent

Miss Doris Dunton, our table girl, is taking a vacation. During her absence, Mrs. Chase is acting in that capacity.

John R. Lunn, who has been assisting with the clerical work in the storehouse, has been transferred to Grant Farm.

Activity has been renewed with the annual spring drives. Charles Glaster has the Caucomgomoc Drive and preparations for it are well under way. Charles Ramsdell is clerking and at the present writing there are about fifteen men on the job. Lee "Happy" McCullough was the first on the job, coming the latter part of March.

"Steve" Ranney is taking charge for A. V. MacNeill on the Main River Drive this year and has also begun his work. Connie Burke arrived to cook and many other familiar faces are welcomed in the vicinity after the season's absence.

After gazing on the field of ice in Moosehead for the past five months, we are quite likely to turn the course of conversation from higher levels to "When will the ice go out?" The opening of the lake will mark the end of winter, so it is only natural that our enthusiasm runs high.

Bob Moore is at Caucomgomoc Lake installing a new engine in Motor Boat No. 27.

Frank Sirois is now located at Seboomook Dam watching dam.

Rockwood

Hugh Desmond, Correspondent

The Rockwood Hall which has been out of commission for some time has been repaired and is now ready for use. The people of Rockwood have missed the use of the hall and will welcome back the social functions formerly held there.

Clarence Sargent's arrival in Rockwood was welcomed by the members of the K-P Toting. The roads this spring are quite poor as was to be expected and the K-P Road Repairs crew has already started work in reconditioning them.

Miss Daisy Cameron, who has

been employed at the Forty Mile at different times, is now helping Mrs. Murphy in the boarding house.

Louis Murphy and Alphonse Bertrand hiked from Ellis Brook Depot to Caucomgomoc (on snowshoes) arriving on April 6. They were lost and slept out one night. Louis is visiting his parents at Rockwood now.

Mr. and Mrs. J. E. Sargent have returned from Madison and have opened their cottage on the hill.

Miss Yvonne Evoy, cook at Kineo Boarding House, has returned to her home in Quebec.

The maple syrup and sugar season is in full swing. Over thirty different parties of Canadian sugar makers have gone into the woods in the North Branch country.

Mrs. Angus Morey and daughter Mary are visiting relatives in Shirley.

Forty Mile

D. P. Dunton, Correspondent

"Bill" Lane was a welcome visitor here at the Forty Mile. During the time that he was stopping here he visited the dams in the vicinity regulating the gates and the supply of water which rose considerably during the spring thaw. He reports that Mrs. Lane's health is very good. She is living in Benton, Maine, where they have a home and have spent the winter.

Marie Ann Deraps is doing housework here assisting Mrs. Dunton.

We are sorry to learn of the illness of Bill Harris while in Bangor. He was called there by the sickness of his mother and while in Bangor was taken ill himself. He spent some time in the hospital but is considerably better now.

The usual spring traffic has about ceased. Up to the present time we have been accommodating men and horses in varied numbers, all homeward bound.

Frank Sirois was a recent visitor, making a trip into Penobscot Lake.

Joe Mecure, "Briscoe," who has been in Madison most of the winter, passed through here on his way home. After a brief stay there he returned to Hurricane Dam where he is stationed, watching dam.

Grant Farm

J. E. Ramsey, Correspondent

The few warm days during the first of April made a vast difference around the Grant Farm. The snow is about gone and everywhere are indications of spring.

"Joe" Herrient has started his summer's work at gardening, having planted his hot-bed which is progressing rapidly.

John Mortell and Charles Powers have been helping with the inventories at the farm. Johnny has gone to Chesuncook Dam and Charles has gone to Ripogenus Dam to clerk the West Branch Drive.

Travel on the ice has been exceptionally good on Chesuncook Lake this spring. "Bob" Eddy has been hauling the mail by truck and car, and supplies and equipment have been delivered to operations at the head of the lake this way.

Harry Bowe is back once more and everyone is glad to see the improvement in his health. He was sick most of the winter but is gaining rapidly now.

Two moving pictures were shown here during the month which brought enjoyment to all. The movies are more than welcome at this time of year. Nearly everyone has a touch of spring fever from the monotony of a long winter and these pictures offer a welcome diversion from the routine.

Wilfred Bartlett and E. M. McDonald have completed the inside painting of the boarding house.

There are seventy-four horses here at present.

Walter Gary is spending his Easter vacation with his parents here at Grant Farm. This is Walter's second year at Hebron Academy.

Grant Farm Toting

F. A. Murphy, Correspondent

Second Roach Farm, as a unit of Grant Farm Toting, was closed on April 6. There is no more regular traffic to Cooper Brook Operation over this road. Henry Madore is now in Greenville.

Easter Sunday at Lily Bay was

GNPCO

The eight-hour-day self-made millionaire has yet to be born—FORBES

spent in the gentle art of rowing a boat and wading hip high in water. The brook went on a rampage and staged a miniature Vermont flood, caused by the ice jamming in the brook, and making two very nice washouts across the road up through the field. After the boys from Grant Farm arrived with the dynamite, they made short work of the piled up ice and in this way cleared the flow of water.

Bill Clarkin has arrived and will have the roads in tip-top shape in a very short while. He already has a crew of five men and a Ford dump truck driven by Gilbert Voutour. Bill has a premonition that he may lose his road carts this summer, in which case we would have to find a new name for "Charlottetown."

Grant Farm Toting is marking time, there being no one on the payroll at this time. Phil Cody is taking his vacation. Asa Thibodeau is home getting ready for summer. We saw him with a rake doing the regular spring cleaning stunt in his front door yard. Charles Finlay is taking a rest after working on the road repairs for a short while. Stanley Morrell is now in Detroit and it is reported that he is driving a truck there.

Joseph McPhee of the Auditing Department was at Lily Bay for a few days checking the Grant Farm Toting inventories. Joe made use of the cafeteria while here and incidentally showed us a new way of getting shut out in checkers.

Bruce McDonald made us a few short calls during the month.

Greenville Shop

J. B. Pratt, Correspondent

A canvas top is being put on a fire patrol truck to make a jitney for use in the Millinocket district. Its capacity will be six people in addition to the driver.

We are also building a boat of the boom jumper type which has a 32 foot water line and 8 foot beam. It will be equipped with a 40 H. P. Fairbanks-Morse Diesel Engine and will have a cabin. It is expected that this boat will be completed about the first of May. When it is

done it will be tested in Moosehead Lake, taken to Lily Bay and shipped overland to Chesuncook Lake.

The "Casey Jones" is undergoing an overhauling here.

Fred Stait and Charles Severance took two Ford dump trucks to Rockwood on the ice, recently, for the Kineo Road Repairs and brought back a Franklin Demi Coupe.

Howard MacFadden is back with us again, after taking a trip to Philadelphia to have his eyes treated.

The shop yard is drying up fast and it won't be long before we will be able to use baseball bats and gloves and balls.

George Gagnon injured his wrist while cranking a car and had to go to Bangor to have an X-Ray taken.

We have a wide range on the guessing on the ice this year.

The Best tractor and snow plow that was shipped from here to Bangor in the spring of 1927 arrived back here on April 12.

Monticello Conveyor

R. G. Lothrop, Correspondent

C. M. Reed has a crew of men here repairing the conveyor. W. J. Johnston and Frank Dufore came from the Kineo side of the lake with him. Stanley Porter is cooking.

Ben and Donald Stackhouse, Perry Miller and Bert Bulley, all of whom roamed this country in the old days, are on the job also.

Chesuncook Dam

J. H. Mortell, Correspondent

The arrival of a small crew on April 2 marked the opening of the Chesuncook Dam house for the summer and fall. Work commenced following the preparations of getting the house in readiness. Jack Marshall of the Greenville Shop attended to the pumps and general plumbing. Ronald MacDonald returned to his station as cook. Nelson Ingalls is about the yard in the capacity of foreman and John Mortell is clerking.

The saw mill, which has been idle for some time, is running again with Jim Hayes at the throttle. Lumber is being turned out for the scow which is to be repaired.

Alex Gunn and Tom Shields are working on the boats, making ready for the boating season.

Alec Cormier is here as Chief Fire Warden for this district. He is relieving William Hodgins who was transferred to Northeast Carry.

Among the crew stopping here are James McGuire, Weldon Kenney, Dick Leonhardt and Frank Pratt.

Greenville

D. M. Pearson, Correspondent

Some much needed repairs are being made on the road from the Village to the Junction. In order to do a thorough piece of work, it has been necessary to tear the road up which is a temporary inconvenience to people using automobiles.

S. W. Morin, Frank Gagnon and Walter Dunn were in Greenville for Easter.

The roads, which have suffered a set-back due to the coming out of the frost are no longer to be neglected. Everyone who has found it necessary to travel over the roads at this time of year has anxiously awaited the arrival of Bill Clarkin. His entrance to the region was made about the middle of April, after which he lost no time in assuming the duties of repairing the roads.

The first sign of spring was greeted with the sudden urge to "Play Ball." Several requests have reached here for baseball material which we hope will be used to train the two noble nines for the coming field day exhibition.

We are glad to hear that Fred McInnis, who had the misfortune to break his leg this winter, is improving and now has the use of his leg again.

Charles Crossman has severed his connections with the company and is now in Detroit where he has a brother.

Blair Farm

William Harrington, Correspondent

We now have 109 horses which have been returned from Cooper Brook Operation.

Feeders working here are Charles Tweedie, Gilbert Seavey, Bert

GNPCOV

Life offers a worthwhile prize to us all, but like all other valuable prizes it has to be won with some temporary self sacrifice—GRENFELL

Marion, Ted Perry and John Lannon.

Everett Page has returned to Kingfield where he is teaching school.

The cook is kept busy with a full crew and the visitors, which are numerous.

Carl Hughes, William Herivitz, Frank Worthen and M. L. French have been here looking over culled horses.

East Millinocket

L. R. Groves, Correspondent

The East Millinocket Mill Official Family has received another shake-up due to the appointment of Fred W. Mears to the Millinocket Mill as assistant to Superintendent Hume. Frank Pearson, Jr. succeeds him at East Millinocket Mill, and Frank McKail comes to us as Assistant to Alonzo Stevens, Foreman of Steam.

Increased production in the Machine Room having moved some poetically inclined member of the paper machine crew to try his hand at blank verse, we have received an anonymous communication touching upon the beauty of labor and the rewards incident thereto. As soon as this literary gem shall have been decoded, we anticipate the pleasure of regaling the boys with its contents; but thus far the subject matter is of mysterious quality and its origin evidently wrapped in fog. However, wind and weather permitting, we will succeed with the translation.

We are glad to see Walter Munroe with us again, after a severe illness of pneumonia.

The annual Boy Scout drive is now on. East Millinocket has two troops, who will appreciate the generous response of the public. All are interested in the boys—they are our one best crop—and one that will respond to cultivation. Then let's give them a hand, for the citizen of tomorrow is worthy of the consideration of today.

L. R. Groves, who purchased the residence of Fred W. Mears, is now experiencing all the delights of family moving.

Robert McLeod is now the proud father of a little son, and is receiving the congratulations of his many friends.

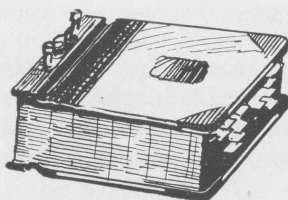
East Millinocket householders are busily engaged in making their residences reflect the results of steady work and good pay. Life in the country has its compensations, one of which is plenty of good fish bait at all times; and the hand that plants a flower helps to beautify the world.

Weather Report

F. W. Allen, Observer

March 15 to April 15, 1928

Total precipitation	2.75 inches
	including 14¾ in. snow
Number of clear days	8
Maximum temperature April 6	73°
Minimum temperature Mar. 24	4°
Prevailing wind	N W
Greatest velocity recorded	24 miles
	8 P. M. April 19
Total wind movement	6903 miles
Season's snow fall to date	94 inches
Snow on level Mar. 26	23 inches
	Last measurement of season
Thickness of ice on Moosehead Lake	34.5 inches
	Last measurement of season



Brain Food—

See the forest on these hills,
Destined for the paper-mills:

Pause amid these woodland scenes—
Here are future magazines.

There a sturdy giant falls:
That will be the new *McCall's*

—Here's some timber for a dry jest
In *The Literary Digest*.

See that pine against the sky?
That is *Harper's* for July.

See that hemlock in the canyon?
That's the *Woman's Home Companion*.

—There's a fellow cutting spruce:
Let us ask him, for whose use.
What! It's for the *Mercury*?
Woodman, woodman, spare that tree!

—Norman R. Jaffray, in *Life*.



Lindbergh's Advantage

"Listen," remarked the exasperated driver over his shoulder, "Lindbergh got to Paris without any advice from the back seat!"

—*The American Mutual Magazine*

All But—

At a refugee camp in Mississippi an old Negro was asked by the Red Cross nurse, Margaret C. Kennedy, what he had lost in the flood. "All I got," he replied, "'cept God, the itch and a bad cold."

—*The Survey*

Cruelty to Animals

"Hello," called a feminine voice over the telephone, "is this the Humane Society?"

"Yes," replied the official in charge.

"Well—there's a book agent sitting out here in a tree teasing my dog."

A Success Secret

Madam deStael, the most popular woman socially of her time, said that her success rested upon two phrases: When a caller entered, she exclaimed, "At last!" When a caller departed, she exclaimed, "So soon?"

Exasperated business men might find these phrases useful in greeting their stenographers.

Samples

Porter: "Where yo trunks, suh?"

Salesman: "I use no trunks."

Porter: "But I thought you was one of dese travelin' salesmen."

Salesman: "I am, but I sell brains, understand? I sell brains."

Porter: "Excuse me, Boss, but youse de first travelin' fella dat's been heah who ain't carryin' no samples."

—Trumbull Cheer

GNPCO

Speed Maniac: The driver who makes you do sixty miles an hour in order to get ahead of him—NUGGETS



Photo by D. Maher

Left to right—M. A. Pratt, E. E. Brown, F. H. Glidden, W. D. Newman,
H. C. Willey, Capt., H. W. Wright

Bangor Office Bowling Team

By MALCOLM A. PRATT

FOLLOWING is a table showing the records of the Bangor Office Bowling team in the City League this past winter. Our team held first place in their division throughout the season, being challenged by only one team, that of the Orono Pulp and Paper Company but they did not come nearer than 3 points at any time.

In the final roll-off with the leaders of the two other divisions of the league, our team started off strong giving their opponents something to think about. At the end of the second match the score stood M. C. R. R. & Hydro Electrics tied with 17 points each and G. N. P. Co. with 14. In the 3rd and last roll the G. N. team slumped badly, leaving an open field for the Maine Centrals and Hydro Electrics, who finished 1st and 2nd respectively. The final score was M. C. R. R. 28; Hydro Electrics 26; G. N. P. Co. 18.

Player	Strings Rolled	Pinfall	Aver.	Strikes No.	%	High Single	High 3-String
E. E. Brown	57	5111	89.7	16	.281	124	296
W. D. Newman	60	4993	83.2	11	.183	110	292
M. A. Pratt	63	6006	95.3	21	.333	120	324
F. H. Glidden	63	5778	91.7	14	.222	122	318
H. C. Willey	56	5216	93.1	18	.321	136	310
H. W. Wright	7	578	82.6	1	.143	91	243
L. G. White	3	261	87.0			96	261
E. F. Jones	1	79	79.0				
L. E. Houghton	5	441	88.2			106	283
Team Totals	315	28,463	90.3	81	.257	517	1446

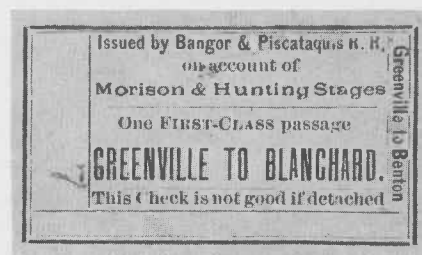
GNPCO

Many of us spend half our time wishing for things we could have if we didn't spend half our time just wishing—NUGGETS

Greenville Historical Data

It was the hope of Mr. James E. Bigney of Greenville to see a history of his town written. He collected historical material with this aim in mind. The following data is taken from his collection by his widow, Mrs. Evelyn Bigney:

The Scammon Family came to Greenville in January	1831
Edmund Scammon built Farm House	1832
First Seboomook House built	1835
Jeremiah Varney house built	1838
Ice left Moosehead Lake April 26	1840
Hildreth House (old red house) built	1845
Shaw store(Gower) built	1845
B. S. Bigney house built	1846
Steamer Amphitrite built	1846
Ice left Moosehead Lake April 24th	1846
Seboomook House burned	1848
Seboomook House Ell rebuilt	1848
Seboomook Main House rebuilt	1849
Steamer Moosehead built	1849-1850
Steamer Fairy of the Lake built	1858
Union Church built	1859
Henry Hildreth House (Frank Willers) built	1860
J. H. Eveleth's store built	1869
Greenville Town Hall built	1869
Steamer Governor Coburn built	1871
Steamer Twilight hauled from Bath in fall of	1871
James Robinson House built	1874
Ice left Moosehead Lake, May 26	1878
D. T. Sanders' store built	1878
Bangor & Piscataquis Railroad opened in June	1884
Canadian Pacific Railway opened	1888



A stage ticket from the collection of the late Fred Bigney of Greenville

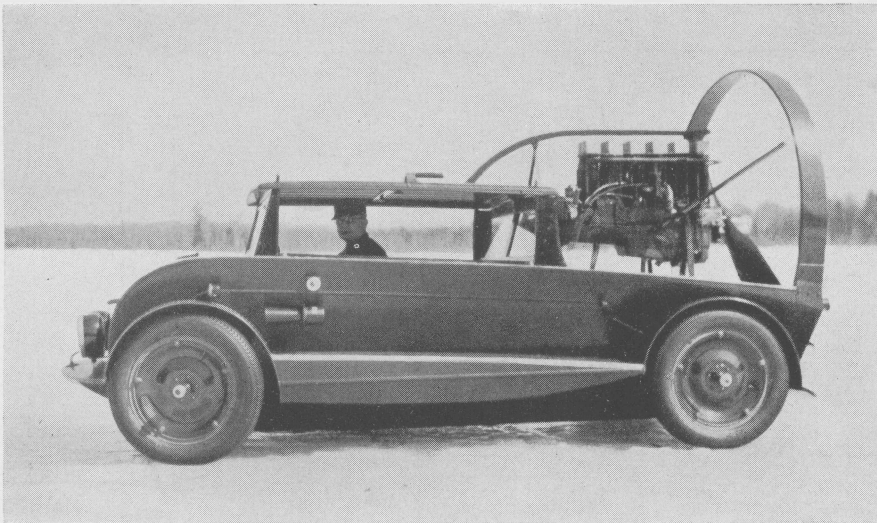
If a man does not keep pace with his companions, perhaps it is because he hears a different drummer. Let him step to the music which he hears, however measured or far away.

—Thoreau

A Hindu Proverb

Six evils must be overcome in this world by a man who desires prosperity:

Sleep, Sloth, Fear, Anger, Idleness and Procrastination.



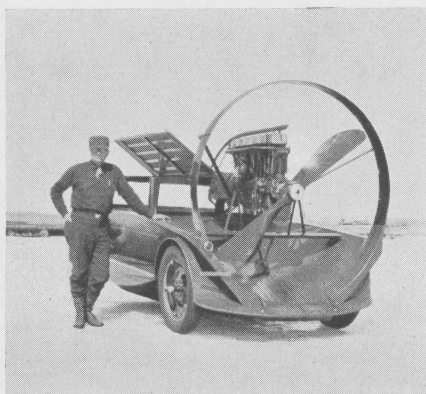
The Moosehead Amphibian

Moosehead Lake has been used as a medium of travel by all kinds of crafts and vehicles. Undoubtedly the first was the birch-bark canoe. Then came the batteau and log raft of early lumber days. In time, steamboats and other power boats came into use. In winter, horses and oxen took the loads of provisions across the lake on the ice. Of late years, trucks and tractors have been used when ice conditions have been favorable and automobiles have been the pleasure vehicles.

New developments for travel on the lake are in progress. At Seboomook, Mr. A. J. Burton mounted an aeroplane body on runners, using an engine equipped with an aeroplane propellor as motive power. This has been in operation for a year or two. Similar devices have been experimented with at Greenville and at Rockwood. The most outstanding vehicle is to be found at East Outlet. It was built by Mr. George A. McLaughlin, of Bangor, with the backing of Mr. A. J. Wilson, proprietor of the East Outlet House. This new development in transportation is amphibious. It can run on land and in the water interchangeably. It can call at the front door of a house to receive passengers, drive down the road and, without any change in

equipment, drive over-board, go up the lake like a motor-boat, drive ashore and deliver its passengers anywhere that an automobile could go.

The body is somewhat like that of a sea-sled and is made of wood. It is equipped with a 72 horse power air-cooled engine with an aeroplane propellor to drive it under all circumstances. It is mounted upon four disc automobile wheels, which run free, that is, there is no power applied to them although the brakes are on the wheels. On ice or land, the steering is done as in any automobile; in the water, the steering is done in the same manner, the front disc wheels acting as rudders. Pon-



Mr. George A. McLaughlin
and a rear view of his invention

toons or air-chambers are used where ordinarily the running-boards of an automobile are attached. While driving on ice, a speed of 75 miles an hour can be easily attained. As long as the engine is kept running fast, sharp turns can be made without skidding; if the propellor is stopped, the result is the same as with an automobile. In water, a speed of about 17 miles an hour is expected. For travel on the ice, this vehicle is unique in that it can swim across any open water that may be encountered in a way unknown to automobiles. One of the winter sports of the near future will be to ride in this Moosehead amphibian.

A. G. H.

If you want to be rich

Give!

If you want to be poor

Grasp!

If you want abundance

Scatter!

If you want to be needy

Hoard!

—Anon

The Driving Shoes of Pollywog Stream

(Continued from Page 6)

West Branch Drive, J. P. Lemieux, now at Heron Lake Dam, Sterling Dymond of Kineo, John Patterson and Dan McDonald.

Others, not with this company at the present time are: Paul Cyr, Joe Hashie, Paul Vassar, Pat Whalen (the cook), John Peters (now dead), Goodie Leet, John Hutt, now the superintendent of a machine shop in Massachusetts, Remi Willettes, now a window decorator with Jordan Marsh Company in Boston and Bert McDonald, who is employed by the Canadian Pacific Railway at McAdam Junction, New Brunswick.

So goes the story of a daredevil river-man's memorial, humble and unique; his worn driving-boots hung on a tree on Pollywog Stream; away from the eyes of the world, seen only by those who can best appreciate it.

GNPCOR

The acid test of loyalty is adversity—BILL JONES

The Mother Watch

By EDGAR A. GUEST

She never closed her eyes in sleep till we were all in bed ;
On party nights till we came home she often sat and read.
We little thought about it then, when we were young and gay,
How much the mother worried when we children were away.
We only knew she never slept when we were out at night,
And that she waited just to know that we'd come home all right.

Why, sometimes when we'd stayed away till one or two or three,
It seemed to us that mother heard the turning of the key ;
For always when we stepped inside she'd call and we'd reply,
But we were all too young back then to understand just why,
Until the last one had returned she always kept a light,
For mother couldn't sleep until she'd kissed us all good night.

She had to know that we were safe before she went to rest ;
She seemed to fear the world might harm the ones she loved the best.
And once she said : "When you are grown to women and to men,
Perhaps I'll sleep the whole night through ; I may be different then."
And so it seemed that night and day we knew a mother's care—
That always when we got back home we'd find her waiting there.

Then came the night that we were called to gather round her bed :
"The children all are with you now," the kindly doctor said.
And in her eyes there gleamed again the old-time tender light
That told she had been waiting just to know we were all right.
She smiled the old-familiar smile, and prayed to God to keep
Us safe from harm throughout the years, and then she went to sleep.