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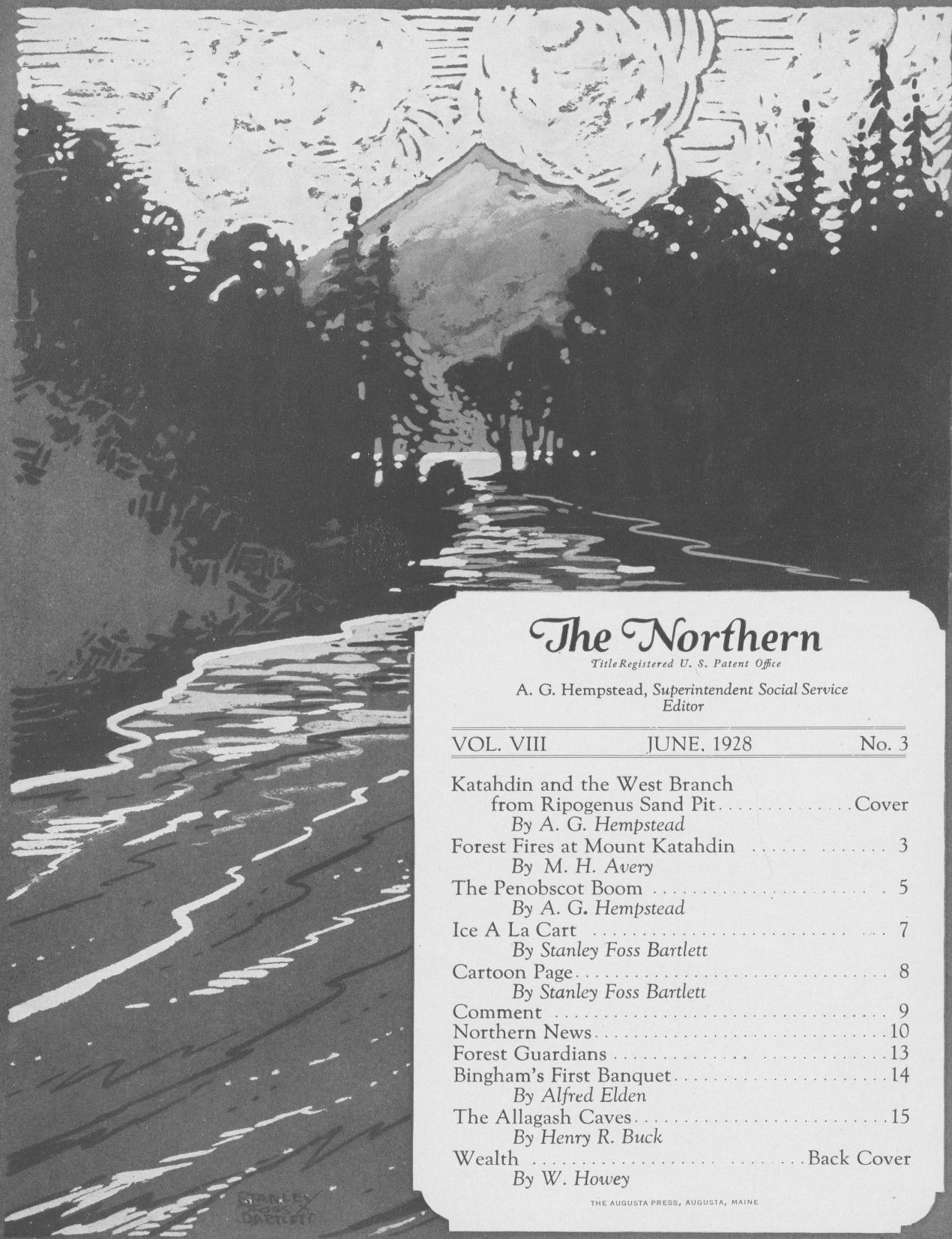
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*The*  
**Northern**  
*June 1928*







## The Northern

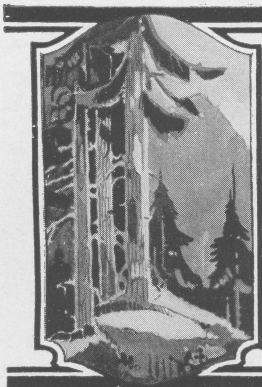
*Title Registered U. S. Patent Office*

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

VOL. VIII JUNE, 1928 No. 3

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THE AUGUSTA PRESS, AUGUSTA, MAINE



# The Northern

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SPRUCE WOOD DEPARTMENT



## Forest Fires at Mount Katahdin

By M. H. AVERY

WITH the exception of the misnamed but most destructive "Miramichi" fire in Piscataquis County in 1825, few of the really big forest fires in the state have exhibited any particular reverence for Katahdin. The region has been swept at least three times by fires of an appallingly destructive force.

The date of the earliest fire at Katahdin was revealed in a very unusual fashion. It appears<sup>1</sup> that F. J. Fiske of Mattawamkeag furnished the Forestry Department with information of the existence of a second growth of pine of about 200 square miles in area, south of Katahdin, from which it was concluded that this area had been burned over in 1795.

This deduction is corroborated in a very curious fashion quite unknown to the exponents of the theory. In the Maine State Library there is probably the only issue of the Bangor Democrat of the date of October 9, 1849, now in existence. This issue prints a letter from the Rev. Marcus R. Keep who had cut the first path to Katahdin from the East in 1846. In 1849 he was on his honeymoon and was taking the first party of ladies to reach the highest peaks of Katahdin. In referring to the slides on Avalanche Brook, the Rev. Mr. Keep says, "The last large one (East slide, a part of the "Keep Path")<sup>2</sup> seems to have been thirty years ago." He continues, "Five years previous to that, fire went over the country and destroyed the timber upon the whole southern portion of the mountain for ten or fifteen miles around, burning the

moss to the top of the first peak (Pamola) and half of the Basin." Thus the Rev. Mr. Keep's narrative confirms in a very interesting manner the demonstration that at about the close of the eighteenth century a large area south of Katahdin was burned over. A further substantiation is to be found in the following extract from Williamson's "History of Maine," Vol. 1, page 90: "Some years ago a fire from the valleys swept up the mountain on the southern and eastern sides, and rendered that section and other places blackburnt and quite barren except about the springs where vegetation has reset."

After the disastrous fires of 1903, S. N. Spring undertook<sup>3</sup> an investigation for the Forestry Department of the history of certain burned over tracts in the state. Near the Old City Camps in T. 4 R. 9, in an oasis left by the two Wassataquoik fires, were found indications that this area had been burned a long time ago. This evidence consisted of the occurrence of cleared stumps and logs here and there, much older than those left by the two recent fires and of the presence of popple and paper birch, forming an even-aged stand about seventy years old. As in 1837 an extensive fire had occurred in this region, burning over a number of townships to the east, this fire was attributed to that year. It was impossible to determine how much was burned by the 1837 fire as its limits were obliterated by the later fires but there were indications of this fire as far south as "Dacey Dam."

In 1884 came the first of the two

historic fires. "The fire started on June 29, at Norway Falls, about a mile below Old City Camp in Township 4, Range 9, by some fishermen who allowed a fire that they made for driving away mosquitoes to spread beyond control. It was a dry season and the slash left by the lumbermen the winter before, together with many trees which had been thrown by a violent storm on November 12, 1883, known in local history as the 'Maine cyclone,' made good fuel. June 29 was calm and the fire spread in all directions, but on the next day a very strong west wind came which for several days drove the fire before it. During that time it burned up to the southeast end of Traveller mountain, but did not burn the west end, and to the tops of Lunkasoos and the Wassataquoik range, but was unable to descend the ridges. Then continuing north of Lunkasoos, in the valley formed by that mountain and the Wassataquoik ridge, it reached but did not cross the east branch of the Penobscot River.

"No attempt was made to control the fire, and it was checked only when rain came on July 3. How long it smouldered after that date is unknown. After July 3 no more direct damage was done."<sup>4</sup>

In all, 22,000 acres were burned in the 1884 fire. The Old City Camps built by Tracey and Love were laid in ashes but were rebuilt after the fire to continue their operations until 1891. On the Wassataquoik is found a sort of monument to these operators. A huge boulder at Mammoth Dam, on the Wassataquoik, bears the following legend

GNPCO

*A swearing parrot doesn't reason, that's why he swears—BILL JONES*



inscribed by a clerk of the Tracey and Love operations:

Tracey and Love  
commenced operations  
on Wassataquoik  
Oct. 16th, 1883

In 1903 came the Wassataquoik fire which is still referred to as the "Great Burn." This fire is supposed to have been started by a gang of men constructing a telephone line near Webster Lake, in T. 6 R. 9. The fire spread so rapidly before a northwest wind that Trout Brook presented an ineffective barrier. The destructiveness of this fire was due to the nature of the topography of the Katahdin region. A narrow valley, known as Pogy Notch, runs north and south from the large amphitheatre-like valley of T. 4 R. 9. Also having a general north and south direction is the narrow valley of the Wassataquoik South Branch. Furthermore these two narrow valleys—Pogy Notch and Wassataquoik South Branch—lie in a general north and south line so that the whole forms a kind of a flue, with narrow ends and broad central portion. The fire quickly burned over T. 6 R. 9, T. 5 R. 9 and T. 5 R. 8, which lie to the north of Katahdin. Observers at the Old City Camp had expected the fire to pass to the north and to travel east but when the fire was at its worst the wind was from the north and drove the fire at a terrific rate down through Pogy Valley. The fire had started on June 2nd. By June 9th, it was stopped mainly by the high slopes of the mountains, virgin forests and hardwood stands. More than 132 square miles or 84,480 acres were burned over. The fire had swept up through the slash on Russell Mountain up the North Branch of the Wassataquoik and as far south as Sandy Stream Pond. It had burned along the southern base of Pogy to "Big Pond," as "Wassataquoik Lake" was then and is sometimes now known. The west slopes of Turner were swept clean together with the area lying between it and the east slopes of Katahdin. The fire spread to the Penobscot East Branch and up Wassataquoik Stream, between the stream and the



Photo by A. G. Hempstead

#### Ripogenus Dam and Mount Katahdin

east slopes of Turner. The old Katahdin Pulp and Paper Company, which had commenced lumbering in 1901, lost its camps and equipment as a result of this fire, and after two more seasons ceased its operations.

Compared with its predecessors, the most recent fire at Katahdin, that of 1923, was of small consequence. It broke out at Basin Ponds but was speedily extinguished by the Great Northern Paper Company crew with the aid of a party from the Appalachian Mountain Club, who were camping in the Basin. The extent of the fire is distinguishable from the mountain.

Stories of terrific destructiveness of the Wassataquoik fires are still current. The writer has been told

how the dam keeper at the South Branch Ponds made his way down the outlet of the Ponds, accompanied by almost every species of animal found in the Maine woods, seeking refuge from the hurricane velocity of the fire. There are doubtlessly many other experiences during these fires of sufficient interest and value to be preserved in print.

1. "The Maine Forester," Vol. 1, No. 4, August 15, 1923.
2. The matter in parenthesis does not appear in the original and is added by way of explanation only.
3. "Report of the Forest Commissioner," Maine, 1904, pages 58-78. The report is illustrated by a map showing the area burned over by the fires of 1884 and 1903.
4. "Report of the Forest Commissioner," page 65.

GNPCO

*Every human being has this much in common with God, that he makes his own world—FORBES*

## The Penobscot Boom

By A. G. HEMPSTEAD

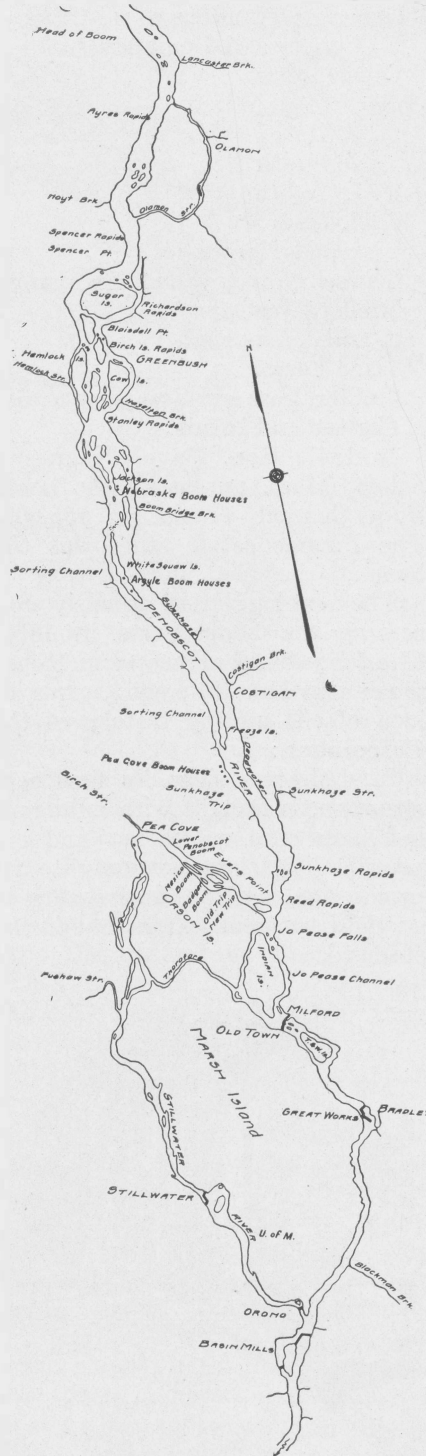
A charter to build a boom across the Penobscot River at Costigan's Island, "or at such other place as may be deemed most safe and convenient between Sunkhaze and Hemlock Island, so called," was granted by the legislature of 1825 to a group of eighteen men interested in lumbering on the river. As the names of these men probably constitute the earliest list of men engaged in the lumber industry on the Penobscot River it is well to record them:

Samuel Silsby	John P. Davis
Samuel Dudley	Amos Bailey
Andrew Godfrey	Budd Parsons
Daniel White	George Ring
Amos Roberts	David Ring
S. C. Burrill	Retire Frees
Joseph Treat	John Benoch, Jr.
John Benoch	Ira Wadleigh
George Read	Ebenezer Webster

"Before that time they had to go through the slow process of picking up their lumber, being obliged to keep crews and boats out day and night, building large fires upon the shores to make light upon the water, to enable them to see the logs as they went floating by in the darkness" (Sketches of the Town of Old Town, David Norton, 1881). The legislature of 1827 amended the charter to allow the corporation "to purchase, hold and possess any lands adjacent to the Boom already erected, or hereafter to be erected, not exceeding four hundred acres, with all such buildings as they may deem necessary, for the convenient management of the affairs of said corporation." That same year Rufus Dwinel purchased the franchise. (The boom was then located at Argyle.) In 1832 Mr. Dwinel procured a new charter and erected a boom at Pea Cove. The charter allowed a toll or boomage of thirty-eight cents per thousand board feet upon lumber boomed, rafted and secured, including the warps and wedges.

This time the charter read, "That said corporation may erect and maintain a Boom across the Stillwater branch of the Penobscot

River between Birch Stream and Eber's Point . . . . . and piers and side or branch Booms, where they may think it necessary,



between Hemlock Island and Orson Island, between Birch Stream and Pushaw Falls, and between Pea Cove and the outlet of the thoroughfare between Orson and Marsh Islands."

The following year Mr. Dwinel sold the franchise and property to General Samuel Veazie. The General found that Pea Cove Boom was not able to take care of the constantly increasing lumber business and, in the winter of 1836-7, erected a boom at Argyle.

The log owners, however, were not yet satisfied. In the Legislature of 1838 they secured an act additional to the charter, by which the Governor and Council were to appoint three men as a Boom Committee with authority that practically made them managers of the boom. The purpose was apparently to expedite the work at the boom. During the following five years General Veazie expended over \$11,000 for added construction under the direction of the boom committee. Ira Wadleigh, Amos M. Roberts, and Daniel White constituted the first committee. All three were numbered among the incorporators of the original boom in 1825. This committee is still appointed annually. The present committee (1928) is Charles H. Adams, Charles D. Whittier and Louis J. Freedman. It is now an annual custom for the directors of the Penobscot Lumbering Association to make recommendations to the Governor and Council of suitable persons for appointment to this committee.

The legislature of 1842 authorized an investigation of the Penobscot Boom Corporation by three competent and disinterested men to be appointed by the Governor and Council. This committee was to survey the erections and property and report the actual cost, depreciation, present value, annual expenditures, risks, losses and receipts. The corporation was to employ a clerk, acceptable to the boom committee, who should be sworn to keep accurate and detailed record of the income and expenditures for the ensuing year.

GNPCOR

*Economy has frequently nothing whatever to do with the amount of money being spent, but with the wisdom used in spending it—HENRY FORD*

The record of this investigation by Joseph Sewell, "Jn'o" Lee and Charles E. Bartlett gives a very accurate description of the boom of 1842.

Since 1833 the present proprietor has erected the chief works and buildings, and procured the lands and privileges, and purchased the boats and implements, that now compose the property of the corporation, and constitute its strength, security and convenience.

The boom rests upon thirty-seven piers of cribbed work, with seventy-two sunken piers and rocks, having buoys attached; the piers being loaded with stone. In the piers are nine hundred and twenty thousand one hundred and eighty-two feet of timber, (board measure) and in the boom sticks and yokes, three hundred and twenty-one thousand four hundred and forty-six feet. The boom sticks are secured to the piers, and connected with each other with shackles, straps and links of iron. The weight of iron upon the boom, is one hundred thousand nine hundred and twenty-six pounds. The stone filling the piers comprises sixteen hundred and five and three-fourths cords. For the use of the main boom, there is a house and office, and for the use of the boom at Argyle, a dwelling-house and barn. The length of the boom as now used, is sixteen thousand four hundred and seventy-five feet; four thousand nine hundred and forty-one feet of which compose the main boom on the right bank of the Stillwater branch of the Penobscot, at Old Town; and eleven thousand five hundred and thirty-four feet, the boom at Sunkhaze and Argyle.

The quantity of timber received into and rafted from the boom within the last ten years, is as follows:

In 1832 .....	24,831,040 feet
In 1833 .....	27,404,396 feet
In 1834 .....	9,180,101 feet
In 1835 .....	82,172,387 feet
In 1836 .....	44,620,195 feet
In 1837 .....	54,785,591 feet
In 1838 .....	57,198,728 feet
In 1839 .....	51,171,445 feet
In 1840 .....	36,907,238 feet
In 1841 .....	49,209,413 feet

Average quantity for ten years, 43,748,053 feet.

There were secured in the boom, and delivered under rigging, the present season, 74,331,000 feet. The last season was favorable for lumbering operations in the woods, and the spring of 1842, very much so for running logs on the Penobscot and its branches, and the extensive operations of this year, have probably produced a larger quantity than may be expected again in any one year. The quantity to come may not be estimated at more than forty-four million, that will pass through this boom annually, for the coming ten years.

From the records of the clerk, David Norton of Old Town, we find there were 160 accounts to be settled that year. Several accounts were charged against operators like Oliver Frost. There were only five drives containing more than two million feet and sixteen drives more than

one million feet. The whole 160 totaled nearly seventy-five million feet.

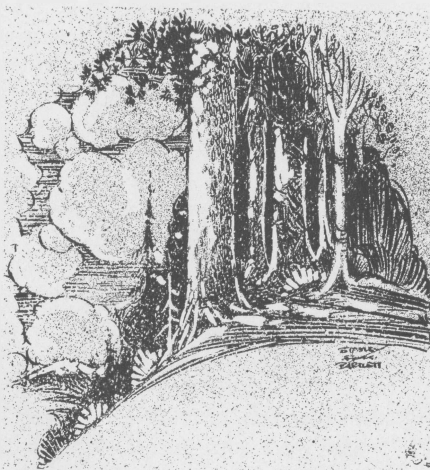
Many of the men who owned logs rafted that year have left their names in the north country. Mountains, lakes and brooks were named for these pioneers. Looking over the list we find the following names that are now landmarks up-river:

C. Cooper and Company  
Oliver Frost  
Jewett and Marsh  
C. E. Dole  
Isaac Smith  
T. J. Grant  
F. A. Read  
Fisk and Norcross  
Thissel, Longley and Company  
Richard Webster  
J. and J. Wadleigh  
Isaac Farrar  
Gulifer, Foss and Company  
Carlton and Ingals

In 1847, Hon. David Pingree of Salem, Mass. purchased the boom from General Veazie for \$55,000. The Pingree estate still owns the boom.

The next legislation seriously concerning the boom came in 1854. The following sentence from House Document No. 29, page 2, gives an idea of the stormy history of the Corporation:

"Its history, since its first construction, is fraught with numerous instances of troublesome and expensive litigation, not only to its proprietors, and to the lumbermen on the Penobscot waters, but to the state also."



From the same document comes the following:

"Of its importance to the great lumbering interest carried on upon the Penobscot River, and its numerous tributaries and great lakes, equaling in amount, the present season, by estimation, about two and one half million of dollars, there is but one opinion. It is identical with the lumbering interest; and so far as the undersigned have been able to ascertain the sentiments of men engaged in the lumbering business, from the testimony before your committee, there appears to be no desire that a toll be established below a point which shall yield to its present highly respectable proprietors a liberal compensation for their investment."

Among the records filed at this time is a detailed account of the property and equipment. From it we learn there were 23 piers at the Argyle Boom, 3 piers at Freeze Island Boom, 6 piers at Sunkhaze Rips Shear Boom and 34 piers at the Main Boom. This report was signed by Rufus Davenport, David Gatchell and Mark Pettingill.

The result of the dispute over toll in which the boom owner desired fifty-three cents per thousand feet and the lumbermen fought to make it fifty cents, led in this legislature (1854) to the incorporation of the Penobscot Lumbering Association, representing the lumbering interest and to the amending of the charter of the Penobscot Boom Corporation allowing it to rent the boom and all its property to the new association. From that time to the present this arrangement has continued. The fifth lease of fifteen years expires in January 1929.

Writing in 1879, David Norton made this comment on the arrangement of 1854, "Although it has cost the lumbermen more to raft the lumber than the established price, they are disposed to carry on the boom, as they escape what to them seemed an unjust authority or supervision over their property—the boom owners rafting or neglecting to raft the logs, without regard to the interest of the lumber owners."

WENPCOM

*The only difference between stumbling blocks and stepping stones is the way you use them—THE WELDER*



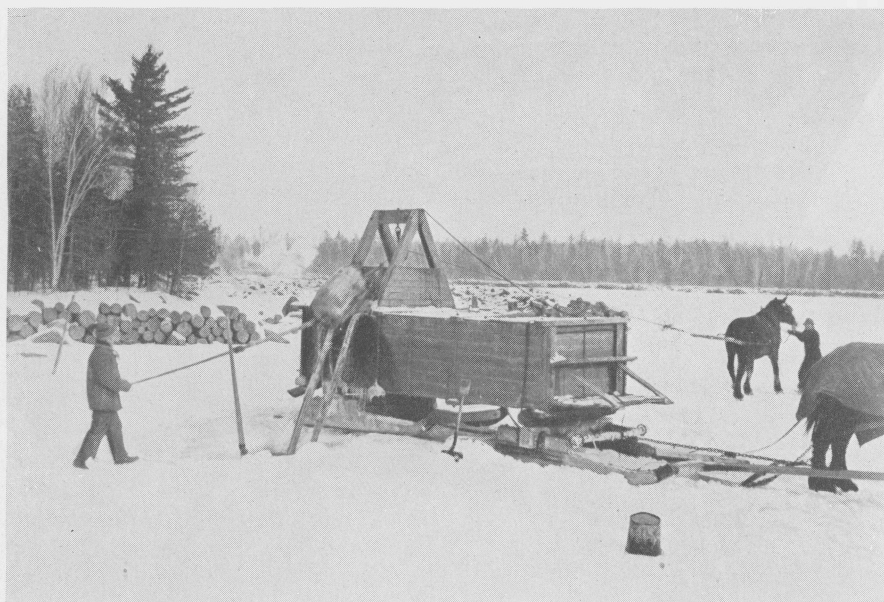


Photo by D. Maher

Slosh! and the slopping, dripping barrel slides up the way to the hole in the top of the cart

## Ice A La Cart

By STANLEY FOSS BARTLETT

**A**LTHOUGH a first cousin of the world-renowned water-wagon, the water-cart or tank of the winter lumbering woods is as unsung as the night watchman of a huge manufacturing plant or the humble sweeper of coachès at a railroad terminal and many another necessary and faithful but prosaic cog in the wheel of any big working plan.

Mounted on woods-sleds, drawn by two horses and manned by a crew of two woodsmen, none too pleased with their lot of the night detail, the water-tank slips out of camp in the frosty dusk when the rest of the operation is settling down for a good night's rest.

At a nearby water-hole cut through the ice of pond or stream, the water-cart comes to a standstill. The crew detaches one of the horses and hitches him to a long rope which runs through a pulley on a framework over a hole in the top of the tank; a barrel is attached to the end of the rope near the pulley. A runway of two poles is leaned from the hole in the ice to the opening in the big tank and the monotonous job in the sparkling cold moonlight

begins. Plop! slides the barrel down the poles into the water-hole; thump, thump, as the striker of the crew pushes the barrel under the water with a long pole which is attached to the bottom of it. "Aye, aye," he yells to the driver of the horse on the other end of the rope. Slosh! and the slopping, dripping barrel slides up the way to the hole in the top of the cart. "Whoa," shouts the driver; the striker shoves up on the stick attached to the barrel and the water runs into the cart. Then the man at the reins turns his steed back toward the tank, the rope goes slack and the barrel slips back to the water-hole; and so on until capacity is reached.

The horse is put back beside his mate, the crew climbs atop the heaving throne of Neptune and the water-cart swings on to the hauling road. The striker dismounts with an axe to knock out the two wooden plugs which stop holes in the rear of the tank-body just over the sled-runner tracks in the road. Out come the plugs followed by streams of water which spread as they leave the little metal trough at each hole.

Along the hauling road slops the water-cart at a moderate rate of speed, the sprays of water freezing almost as soon as they strike the smooth runner ruts of the snow road, for water-carts are abroad only on very cold nights. Onward until empty, then back to the filling-station and so on until the assigned mileage has been iced.

When the early dawn breaks and the teams with sleds loaded high with wood come out on the hauling road, they find it glare ice where the sleds slide easily along from the cutting yards to the landing with as much wood as can be made to stay on.

Early in the season, before hauling begins seriously, the water-tank operates at any time, night or day, when it is freezing weather. For, building a road-bed of solid ice from bottom to top as the snows come means a maximum number of days' use of this winter road; and when the spring sun drops warm lances into the softening blanket of snow in the spruce woods, and several hundreds of cords of cut and piled wood still lie on the yards, every hauling day means money to the operator.

So, like many other back-stage effect producers, the water-cart itself receives little glory. For about three hundred days of the year it sits among the weeds of a deserted woods operation, as ugly and useless-appearing as a condemned boiler. Like an insurance policy, umbrella or soldier, it is appreciated to the same extent as the water that used to be in the traditional well that went dry.

Of late, on operations where log-haulers and tractors are used for hauling the wood, the water-tank has a greater capacity and slides along behind a barking tractor. And at the water-hole it is filled by a gasoline engine and pump.

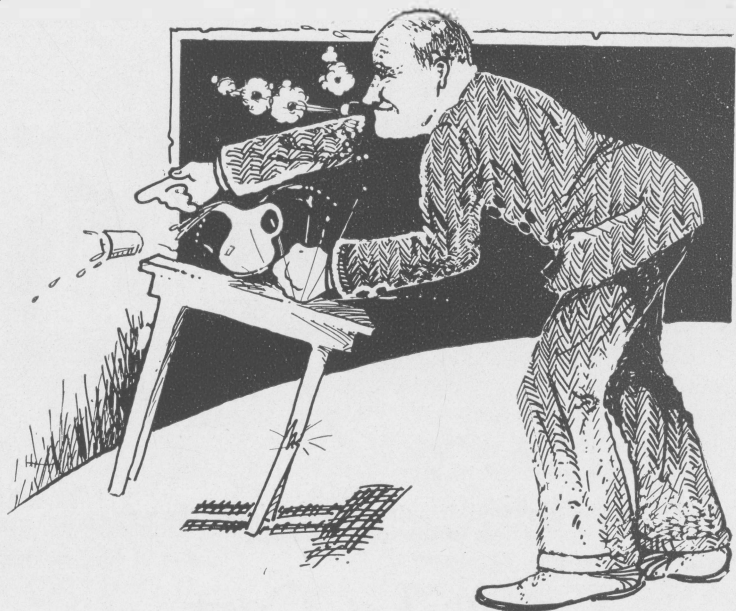
### A Correction

It has come to our attention that the date of the drive on Pollywog stream referred to in the article on page 5 last month should have been 1907 instead of 1912 or 13.

GNPCO

When the well is dry, we know the worth of water—POOR RICHARD

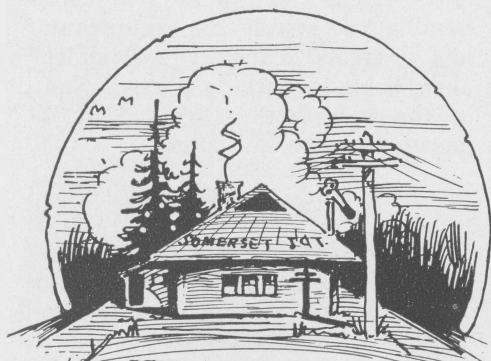
# WE HAVE WITH US



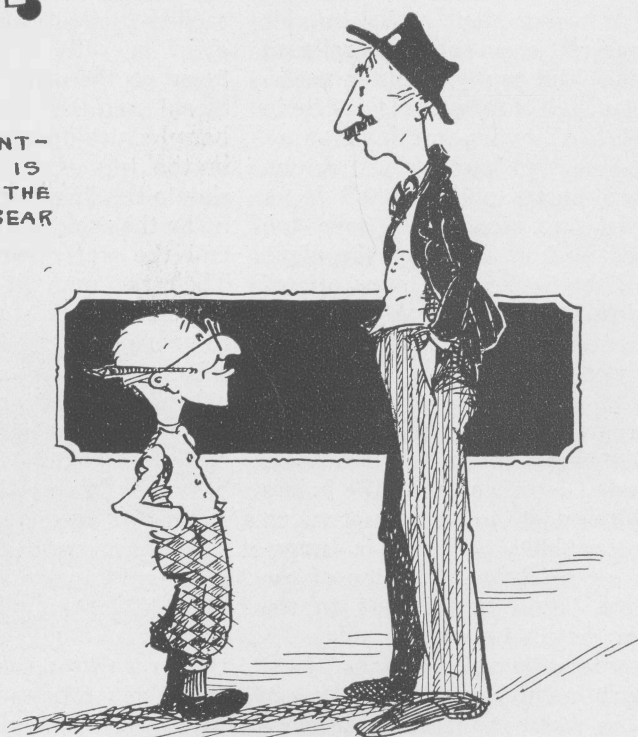
"GENTLEMEN, I HAVE LEARNED FROM LONG EXPERIENCE IN TOTING THAT IT TAKES MORE THAN GAS AND AIR TO RUN AN AUTO-MOBILE--- THE SAME IS TRUE IN POLITICS---"



ROOMING GRANT-FARM HORSES IS TAME WORK FOR THE UMBAZOOKSKUS BEAR TRAINER.



AUREVOIR, TILL MOOSEHEAD FREEZES OVER AGAIN!



STANLEY  
FESS  
DRETTIT

"WHAT KIND OF A WINTER DID YOU HAVE HERE, JOE?"  
"THE BEST, JIM."

GNPCOV

The best way out of a difficulty is through it—FORBES



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

### Rural Life in Maine

**R**URAL LIFE IN MAINE is the title of a new book from the pen of Reverend Henry E. Dunnack, Librarian of the Maine State Library. Mr. Dunnack has produced a volume that compels the attention of Maine people. His voice has been heard up and down the length and breadth of Maine by so many citizens that few who read his book can fail to feel his personality behind it and many as they read it can almost hear him deliver it as an address.

The editor read the book without the thought of making a review of it, underlining striking passages and interesting facts. We reprint some of the underscored sections:

"..... the constant emigration of the ambitious, intelligent youth. They have left Maine because there was no chance to improve their economic condition at home, no opportunity to invest their genius. They cite great religious leaders, Cyrus Hamlin of the Congregational Church, great merchants, like Jordan, founder of Jordan and Marsh, Washburn, the flour king, and Hartford, founder of the Atlantic and Pacific stores; great inventors, like the Maxims and Shaw; great industrial leaders, like Coffin of the General Electric, Tripp of the Westinghouse, and Ingalls of the Big Four; great engineers, like Stevens, builder of the Panama Canal; great publishers, like Putnam, Ginn, Curtis, and Munsey; great authors, like Robinson, Millay, Davis, and Hawes. Who can estimate the loss to Maine in the going away of these master minds?"

"In Maine we are training less

than two per cent for agriculture which occupies twenty-five per cent of workers. Under our present plan, nine thousand five hundred seventy-five pupils are enrolled in courses that will lead them to college, enough in four years to fill every one of the seven thousand two hundred twelve professional positions in the state!"

"Maine, which is capable of feeding the rest of New England, is not producing enough food to supply all of her population. The State Grange with its fifty-six thousand members has a wonderful opportunity to develop Maine agriculture..... It is an astounding fact that a state which is universally conceded to be agricultural, has less than ten per cent of its total population actively engaged in operating or managing farms and only twenty-five per cent living on farms."

"There were 1300 doctors listed in Maine in 1905, and only 937 listed in 1926; of this number 466 were located in cities, leaving 471 to care for more than sixty per cent of the population. There were only 230 towns with doctors listed; this would indicate that there were 271 towns and plantations in which no doctor was a resident."

"The average salary in 1915 for elementary teachers was \$374.56; for secondary teachers, \$733.22. In 1927 it was \$847.69 for elementary teachers and \$1,506.75 for secondary teachers..... forty-five per cent of the money raised by the state for education goes to the rural schools which has fifty-six per cent of the pupils."

"Only one person in seven in Maine attends church. There are 199,642 families in Maine; of this number 95,652 are not connected with any church."

### Elevation of Mt. Katahdin

**A** copy of the Journal of the Maine Association of Engineers for April, 1928, has been read by the editor with interest and appreciation.

We reprint the following para-

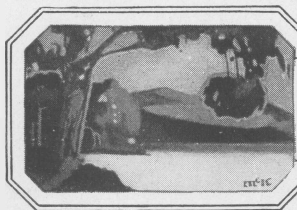
graph on the elevation of Mount Katahdin from the article, Topographic Mapping in Maine, presented at the annual meeting by M. R. Stackpole, Associate Hydraulic Engineer, Water Resources Branch, U. S. Geological Survey:

"As the top of Mt. Katahdin is the highest point in Maine, you will perhaps be interested to know that a new elevation for this point has been obtained. Several figures have been used for this mountain but the earliest one I know of was that obtained in the early seventies by Dr. M. C. Fernald, then President of the Maine State College, now the University of Maine. He made two determinations by using spherical triangles; one from Orono to Katahdin to Houlton and to Orono, and the other from Orono to Katahdin to Lincoln and back to Orono. The mean of these two triangles gave the elevation of the top of the mountain as 5266 feet above sea level. Then in 1906, while the survey of the West Branch of the Penobscot River was in progress, another determination was made. This was not one of the objects of the river survey but it was found that it could be done from the survey line without a great deal of extra work, and the elevation was determined by observations of the Azimuth and Vertical angle to a chosen point on the mountain from several of the regular transit points on the line of the survey. The average elevation obtained then was 5273 feet, or seven feet higher than Dr. Fernald's figure. This latter figure has been in general use for the past twenty years. During the past field season, while the Mt. Katahdin quadrangle was being surveyed, a line of spirit levels was run to the top of the mountain and the result was 5268 feet above sea level. So far as I know, this latter determination is the only one based entirely on spirit levels. So we now have our third elevation for Katahdin; first, 5266; second 5273; and third, 5268; all within seven feet. It is now believed that we have the exact elevation of the top of the mountain."

GNPCOR

*To squander money, merchandise or time is to take the shortest road to woe and want—ROGER W. BABSON*





## Northern News



### Forty Mile

M. P. Hill, Correspondent

The ice in Penobscot Lake has gone out and the anglers in this section are looking forward to the spring fishing.

The twelfth day of May greeted us with hail and snow squalls.

Bill Lane is a regular boarder with us now, watching the dams in this section.

Deer are very friendly, several of them coming to the edge of the garden near the stables.

Preparations are being made for the early planting of the gardens, and the flower beds are being uncovered.

A unique creation in the form of a miniature house made of maple sugar was the object of much interest at 40 Mile. These houses are moulded at some of the sugar camps in the neighborhood of Hurricane.

### Cooper Brook Operation

Raymond Fernald, Correspondent

The last of the work for Cooper Brook Operation was completed on May 17; the depot camp will be turned over to Pete Morin who is to watch camp during the summer. For several days a lot of cleaning up has been done and the usual scene of activity has become somewhat quieter. All of the log haulers are stored here and the yards and buildings left in order.

Frank Parker is now cooking on the drive at Joe Merry.

Superintendent Burr has turned his attention to Cooper Brook drive, which handles the wood cut at Church Pond. Joe Guy is taking charge of this drive which, at the time of writing, is nearly completed.

Seven hundred and forty-three boom logs, which were cut here for

Joe Merry Drive, are now in readiness.

Joe Marceau is to clerk the drive. Raymond Fernald, who has been assisting with the clerical work through the winter, is leaving for a short vacation.

Nat Carr arrived with a Ford truck to act as fire patrolman in this vicinity for the State Forestry Department.

Mr. Sargent has a crew at Yoke Pond in the old depot camps, doing some work on the roads there. Elmer Ricker is clerking.

Paul Paquet, who has returned from his vacation spent at his home in St. George, P. Q., is clerking the work being done by Don Brean. They expect to finish cleaning the brush along the road some time the latter part of May.

Archer Grover, Lloyd Houghton and Elden Hobart visited here during the month and spent some time on the works.

### Norcross

George Price, Correspondent

Spring activities have been in full swing as usual at Norcross. Tom Leet and crew have been busy getting the different boats in condition for the summer.

The West Branch No. 1 was launched on May first; we expect to launch the F. W. Ayer any day now.

The ice went out of the lower lakes on May 10, seventeen days later than last year.

The West Branch No. 1 made her first trip to the head of Ambajejus Lake on Saturday, May 12, towing some boom up to Joe Turcott.

Jack Doyle and Gus Arsenault are with Joe Turcott again this spring at the head of Ambajejus, booming out; George Anderson is cooking at Ambajejus boom house, after being away from there for

ten years; George looks younger than he did six years ago; William Furlong, Sam Pictou and Andrew King, make up Joe's crew.

Henry Pelky is with us at Norcross after being away from here for a number of years, over at Chesuncook Dam; in years gone by, Henry has put in a lot of time at Norcross.

The old so-called "Perkins Mill" at Perkins Siding, one of the old land-marks around the lower lakes, burned down on the night of April 30.

Regarding the item in last month's *Northern* on the West Branch Drive, Charles Hale informs us that one of the old time clerks was Johnny Holms, who clerked for a number of years and afterwards was drowned on Pine Stream Falls. Incidentally, Charles wants to be remembered to all his old friends; Charles is feeling fine, up and around.

The water has been very high in the lower lakes this spring, registering a little better than a full head at North Twin Dam, with six full gates, one log sluice gate and a small sluice gate up on May 12 and 13.

Mr. and Mrs. W. F. Spencer are both feeling very well this spring. Spencer is quite a radio fan; he keeps us in touch with the more distant points. We follow the aviators from country to country, and hear from London once in a while. Sam Budreau and Henry Pelky listened to the crew of the Bremen talk the other evening, also Mr. Junkers, the designer of the plane, who, they said, was a very interesting and forceful speaker.

Tom Leet has a crew picking up wood in the Elbow.

Stanley Gaudet is cooking at the North Twin Dam Boom house.

About all the old regular crew

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*A great command of language enables one to keep still*—TROTTEY VECK

are on hand at Norcross, Sam Budreau, Eugene Phillip, Bob Sawyer, Sam Harford, Phil Goodin, Alex Levesque, John Fowler, Ulric Cyr, Frank Ray, Albert LeBlanc, Frank Doucette, Lille Boynton.

Recent callers at Norcross looking us over have been, George McGuire, N. A. Smith, O. A. Harkness and R. V. Canders.

## Seboomook

S. W. Morin Correspondent

"When will the ice go out?" is no longer a thing of discussion. The arrival of "The Twilight," piloted by Cliff Sawyer, was heralded at the Seboomook wharf on Tuesday May 15. On May 5, Clifford Burton had been seen riding a bicycle on the ice here but the timely appearance of warm weather and clear skies opened the lake for the summer.

Paul Smith, who has been at Rockwood during the winter, has been transferred to Seboomook to work in the office and storehouse. This change was due to the opening of the lake which transfers the bulk of the Northern traffic from Rockwood to Seboomook.

During the time that Mrs. Day was on her vacation, Mrs. William Chase did the cooking. Mr. Day has returned with Mrs. Day and is working about the farm.

Among the new arrivals at Seboomook is A. L. Bertrand who was located temporarily at Seboomook Dam, awaiting the arrival of John E. Mea who is to clerk the Main River Drive. "Johny" arrived safely after a vacation from his winter's work at Ellis Brook.

E. E. Ricker attended the movies at the farm house this month. He was at Seboomook Dam at the time taking inventories.

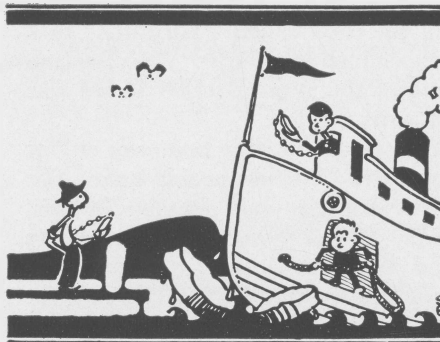
Ed Sweeney is again with us; he has the position of light plant and water pump operator.

Lafe Jellison of Bangor is now telephone operator at Seboomook. Leon Michio accompanied by Elmo Roberts, who has been transferred to Lily Bay, made their departure on May 10. Leon is going to take a short vacation after which he is

intending to go to the Grant Farm to take over the switch board there.

Ray Mercereau has been here for some time working on the "Little W" getting it in readiness for the summer.

As the spring fishing season opens, we miss Mr. Schenck who used to make his annual visit to this region at this time.



## The Ice is Out

"One thirty-three," the Captain shouted, as the deck hand swung his nautical lariat that hitched the first boat to Kineo wharf on May 12. Then the ice was "out."

Arthur MacFadden of the Greenville Shop and Beecher E. Dunn of the Bangor office had both thought it would be out three minutes sooner but that was not "too bad." Mr. Dunn showed particularly good judgment at long range as he has not seen the lake all winter. Ten dollar checks were immediately dispatched to these prize winners.

## Lily Bay

F. A. Murphy, Correspondent

The first boat at Lily Bay arrived on May 14; this marks the opening of the Lily Bay season, without the usual fixings.

Bill Clarkin is installed in the road carts, and for the time being Dick McKenna is cooking. Frank Malone replaced Gilbert Votour on one of the Ford dumping trucks.

Elmo Roberts has returned to Lily Bay from Seboomook office, and is commuting between Lily Bay and Greenville.

Traffic through Lily Bay has picked up remarkably this spring;

cars loaded with fishermen and their dunnage are going through daily.

Fred Morrill of the Road Repairs was forced to receive treatment for asthma at the Dean Hospital.

For Grant Farm Toting, Charles Finley is driving the Gas truck, and Phil Cody is back on the job with his big five ton truck.

## Grant Farm

J. E. Ramsey, Correspondent

There are many evidences of spring around the Grant Farm. "Joe" Herrient is back from his vacation and is busily engaged in preparing the ground for his garden. The farm crew is rapidly breaking up the ground for the potato crop.

Harry Ryan is back on his old job as telephone foreman. With his crew he is busy repairing the various lines in this vicinity.

"Bob" Eddy has discontinued carrying the Chesuncook mail as the ice is out of Chesuncook Lake.

John R. Lunn is assisting with the Clerical work at the Grant Farm. He was formerly stationed at Seboomook.

"Bill" Clarkin and his road crew have moved to the Road Carts at Lily Bay.

Mrs. Harry Bowe and daughter and Miss Bragdon were recent week-end visitors at the farm.

## Joe Merry Drive

R. M. Fernald, Correspondent

The high southeast winds cleared the upper Joe Merry of ice on May 9, the last piece disappearing in the night; with its going the drive began in earnest.

Albert Stone is foreman while Bill Fortin reigns in the cook-shack ably assisted by Mack Fournier. They run a "swell" place as everything is spick and span even to the cats, of which we have nine!

Burton Bryce is the pilot of Boat No. 29 with Archie Blair as helper; there is some action when the two pull together! Chas. McLeod will run another boat at Middle Jo.

The hugh pile of pulp at the conveyer has nearly disappeared, filling the cove with wood six feet high

GNPCOV

Vain-glory flowereth, but beareth no fruit—POOR RICHARD

which is held back by two booms while another boom retains five thousand cords at the mouth of Johnson's Brook.

The first boom was towed across on the morning of May 10. It contained about three thousand cords. The boys quickly sluiced this wood and they are now bagging a larger one from the base of the pile.

G. B. Burr passed through here recently on his way to Middle Joe Merry and Church Pond where he has another drive.

Ray Fernald is keeping time at this camp for a short time.

A large mud-turtle was captured by the boys in the brook behind the camp and now resides by a pool in the front yard. He measures nearly twenty inches in length.

### Main River Drive

J. E. Mea, Correspondent

The boom house at Seboomook Dam opened about the middle of April.

Joseph McLean is tending the gates. A full head of water, 28.6 feet, has been held all the time up to the present.

So far there has been only about four hours' sluicing. This is to keep from flooding Lobster Lake and prevent that drive from going into the Main River.

Steve Ranney is walking boss for Supt. A. V. MacNeill.

Forest Henderson, of Kennebec fame, is taking charge at Beaver Brook.

So far there are only twenty-two men on the drive from Pittston to Chesuncook. Among them are: John (Connie) Burke, cooking at Beaver Brook, Marvin Allen, cooking at Seboomook Dam and Isaac Butterfield, cooking at Lobster Lake.

L. G. Smith is running motor boat No. 17 on Lobster Lake Drive, George McKeen is tending the trip at Lobster. Others well known include Jesse Storey, Fred Ladd, Sedric Scott, Joseph and Ray McDonald, Thomas Clayburn and Isaac Butler.

George Gruhn, district Supervisor of the Maine Forestry Service, and his family are located at their

camp near by and occasionally favor us with a call.

Walter O'Connell drops in to do his duty and have a lunch.

"Take'er" is lustily yelled at 4 A. M.

### Ripogenus Dam

C. W. Powers, Correspondent

The ice left Chesuncook Lake on Sunday, May 15. The next morning the cook called "Turn out" at 4 o'clock instead of 5.30. Thus Section One of the West Branch Drive was officially started.

Alfred Ramsey is booming out at the head of Chesuncook Lake. His crew consists of Dave Nadeau, cook, Mike White, Clinton Betts and Wallace Tanner. Sylvia Voutour is operating Motor Boat No. 7.

The W. B. Boat No. 2 was launched on May 15. Her crew is made up of the following men: W. T. Getchell, Captain, James Cornish and Jim Hayes, Engineers, Frank Hall, Cook, Angus Miller, Mate, H. Getchell and Thos. Foster, Deck Hands.

Ed. (P.I.) Wood has charge of sluicing at Ripogenus Dam. Ed. Dolan is cooking.

Barney McLellan is doing the sluicing at Sourdnahunk Dam. Joe Munzerolle is chef.

Other familiar faces are Dennis Flannigan, Arthur Pineo, Arthur Thompson and Wallace Tanner.



Earl Matthews will operate the new crude oil boat built at Greenville shop for Supt. Geo. McGuire.

### Greenville Shop

J. B. Pratt, Correspondent

William Larrabee is leaving to go to Madison, N. J. where he has employment.

William Hilton and F. W. Ball were recent callers at the shop.

The new boat, built at the shop last winter, was launched in Moosehead Lake on May 17.

Arthur MacFadden was the lucky one at the shop this year in the guessing on when the ice would leave the lake.

There has been purchased for the shop a new Lincoln Stable Arc Welder, 400 ampere size, powered with a 4-cylinder motor. This welder has been mounted on a 4-wheel army trailer and boxed. The features of this machine are many. Being portable and able to generate its own power, it can be taken anywhere. Welding can be done more rapidly and with better results than with acetylene. Since a small amount of heat is generated, this weld does not cause the distortion and strain that usually come when acetylene is used.

The White gasoline truck is on the road again filling the storage tanks up the line.

Isaac Ells, our night watchman, has been transferred for the summer to the day force, working in the yard crew.

### Greenville

D. M. Pearson, Correspondent

Aided by the strong arms and the advice of many, Mr. Hempstead has built a small cement pool on the back lawn at his residence.

On May 13 a tragedy occurred on Moosehead Lake which took the lives of ten men. The party was made up of men all of whom were prominent citizens of Brockton, Mass. They were being piloted by Sam Budden, of Greenville, and were on their way to Spinney's Camp near Rockwood. The only survivor, Captain Lays, a middle-aged man of the Brockton police force,

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*Life is not a goblet to be drained. It is a measure to be filled—A. T. HADLEY*



swam some distance to shore. The interest of everyone was focused around the scene where the boat was thought to have disappeared and every effort was bent to recover the bodies. Two aeroplanes visited here, one of which brought reporters from Massachusetts newspapers. The other plane was sent to carry the body of the police chief to Brockton.

H. I. Rollins has moved into his new home on West Street and is doing some work on the grounds surrounding the house.

Mr. and Mrs. Stanley Bartlett are spending their vacation in and around Bethel.

Work on the new Masonic building, the gift of Hon. A. A. Crafts, has been started.

Mr. Hempstead recently learned of honors for the family of Wm. St. J. Murray. Mr. Murray's sons, Joseph M. and William S., delivered papers on different phases of cancer research at Washington, D. C. before the American Association for Cancer Research, April 13. The Murphys graduated from the University of Maine and went to the University of Michigan when President C. C. Little left Maine to become head of that institution. They did their research under his direction and were honored by being invited to deliver papers with Dr. Little at Washington. "Bill" gets his Ph.D. this year. Both boys worked up-river during their college vacations and have many friends who will be interested in this good news.

## Weather Report

F. W. Allen, Observer

April 15 to May 15, 1928

Total precipitation	2.77 inches
including	22 $\frac{3}{4}$ in. snow
Number of clear days	8
Maximum temperature	May 10 75°
Minimum temperature	April 16 15°
Prevailing wind	N W
Greatest velocity recorded, 20 mi. per hour	8 A. M. April 16
	8 P. M. May 12
Total wind movement	6005 miles
Season's snowfall to date	116 $\frac{3}{4}$ inches
Last snowfall recorded	April 28

## Rockwood

Hugh Desmond, Correspondent

Paul Smith of the clerical force has been transferred from Kineo Storehouse to Seboomook for the summer.

William Hilton and Joseph Mullen made a flying trip to Seboomook Lake and St. John R. R. on May 15. It is expected that work will start on the railroad at once.

Mr. Cochrane has just completed making one hundred sides of heavy work harness at the Kineo Harness Shop.

The roads on this side of the lake are drying out in good shape and are now in good average condition.



## Forest Guardians

For the season of 1928 the Great Northern Paper Company has discontinued the practice of having its own fire patrolmen. All of the service of this nature will be carried on by the Maine Forest Service. The district in which is most of the timberland in which the Great Northern Paper Company is interested comes under the supervision of George Gruhn; following is the personnel:

### MOOSEHEAD DISTRICT

#### CHIEF WARDEN:

Frank P. Conley, Greenville Jct.; Tel. 105-13.

#### WATCHMEN:

C. E. Berry, Dover-Foxcroft; Tel. Rockwood 17-1; Mt. Kineo, Day's Academy.  
C. H. Leland, Greenville Jct.; Tel. Greenville 29-21; Squaw Mt., Twp. Big Squaw.

Edward J. Conley, Kokadjo; Tel. Greenville 906-12; No. 4 Mt. Twp. A. R. 13.  
Woodbury Gerrish, Greenville Jct.; Tel. Wadleigh Mt., Twp. 1, R. 12.

#### DEPUTY WARDENS:

George Libby, Greenville Jct.; Gore A, Ranges 13 & 14; A. R. 14, W. E. L. S., Piscataquis County.

John Richards, Kokadjo; A. R. 12; A. R. 13, (Frenchtown); A. R. 14 (Lily Bay);

Al MacNeill made the trip from Kineo to Seboomook Dam in his Stutz coupe on May 16.

Several carloads of hay and oats have been hauled to Seboomook and Pittston for the use of the horses that are springing out at those places.

The camp at 20 Mile is open for the use of the road repair crew. Clarence Sargent is foreman, Roy Lowe, clerk, and Angus Gillis, cook.

All the drives in this section are well under way, and many of the smaller brook drives are already out into the main river.

Mr. and Mrs. Annis Bridges returned to Caucomgomoc Lake in the interest of Mr. Wheatland.

1, R. 14 (Blake & Spencer Bay Tracts) Piscataquis County.

M. J. Marr, Tarratine; 1, R. 7, B. K. P. W. K. R. (Sapling Town); 2, R. 6, B. K. P., E. K. R. (Big Squaw).

Bert Burn, Bangor, Moosehead district. Albert Gaudet, Rockwood; Rockwood Strip; Tomhegan.

A. J. Wilson, Moosehead; 2, R. 6, B. K. P., E. K. R.; Sapling Town.

Aaron Capen, Deer Island; Deer Island; Sugar Island.

Jesse Burns, Kokadjo; S 1/2 A, R. 12.

Peter Goodine, Greenville Jct.; 2, R. 6, B. K. P., E. K. P. (Big Squaw); 3, R. 5, B. K. P., E. K. R. (Little Squaw).

O. R. Fahey, Rockwood; Tomhegan; Brassua; Day's Academy Grant; E. Middlesex Canal Grant.

N. R. Carr, Katahdin Iron Works; 5, R. 9; 6, R. 9, N. W. P.; A & B, R. 11; A, R. 12; E, Bowdoin College Grant.

#### PATROLMEN:

E. G. Stevens, Lily Bay; 1, R. 14 (Blake & Spencer Bay Tracts); Day's Academy Grant.

John Bridge, Greenville; Twp. Gore 2, R. 13 & 14, W. E. L. S.; A, R. 14 (Lily Bay), W. E. L. S.; Piscataquis County.

John Murray, Greenville Jct.; Twp. No. 3, R. 5, B. K. P., E. K. R. (Little Squaw); 2, R. 6, B. K. P., E. K. R. (Big Squaw), Piscataquis County.

Joseph Clark, Greenville Jct.; Road from Greenville to Kokadjo & 2nd Roach Pond.

Allen McDougall, Kokadjo; Lily Bay; No. 1/2 A, R. 12.

GNPCO

The power of a steam engine doesn't lie in its whistle or the steam it blows off—FORBES

## SEBOOMOOK DISTRICT

## CHIEF WARDEN:

Wm. J. Hodgins, North East Carry;  
Tel. Seboomook.

## WATCHMEN:

David E. Browne, Gardiner; Tel. Grant  
Farm; Green Mt., Twp. 4, R. 8.

Edw. Thibodeau, N. E. Carry, Tel.  
Grant Farm; Little Russell Mt., Twp.  
5, R. 16.

Roy L. Bickford, Skowhegan; Tel. Grant  
Farm; Nulhedus Mt., Twp. 4, R. 17.

## DEPUTY WARDENS:

Samuel Reed McPheters, Rockwood;  
Seboomook District.

A. L. Gaudet, Rockwood, Seboomook  
District.

A. L. Michaud, Rockwood; Seboomook  
District.

## PATROLMAN:

Donald Dressel, Bangor; Seboomook  
District.

## CHESUNCOOK DISTRICT

## CHIEF WARDEN:

Alex Cormier, Chesuncook; Tel. Grant  
Farm.

## WATCHMEN:

Earl F. Keller, West Washington; Tel.  
Grant Farm 2; Spencer Mt., X, R. 14.

H. L. Richardson, Lee; Tel. Ripogenus;  
Soubunge Mt., Twp. 4, R. 11.

..... Tel. Ripogenus; Double-  
top Mt., Twp. 3, R. 10. (Emergency)

## PATROLMEN:

Leonard Smith, Chesuncook; Chesun-  
cook District.

Frank Cowan, Chesuncook; Chesuncook  
District.

## CHAMBERLAIN DISTRICT

## CHIEF WARDEN:

Wm. A. Dubay, Old Town; Tel. Tram-  
way.

## WATCHMEN:

E. V. Ranco, Chesuncook, Tel. Tramway;  
Soper Mt., Twp. 8, R. 12.

Robert Farrell, Chesuncook; Tel. Tram-  
way; Allagash Mt., Twp. 7, R. 14.

## DEPUTY WARDENS:

Wm. Fifield, Chesuncook; Chamberlain  
District.

Ed. Ronco, Chesuncook; Chamberlain  
District.

David Hanna, Chamberlain Farm, Che-  
suncook; Chamberlain District.

James Clarkson, Chamberlain Farm,  
Chesuncook; 9, R. 14.

Jacob McEachern, Chesuncook; Cham-  
berlain District.

## PATROLMAN:

Wm. Farrell, Chesuncook, Chamberlain  
District.

## LINEMAN:

Newman Gubtil, Milo.

## A Toast

Friendship—may differences of opin-  
ion only cement it.

## Real Charity

A bone to the dog is not charity.  
Charity is the bone shared with the  
dog when you are just as hungry as  
the dog.

—Jack London

## Bingham's First Banquet

By ALFRED ELDEN

IN the town of Bingham, Maine, Levi Goodrich built, in 1822, the first tavern in that section and the only one for many years to accommodate the traveling public and woodsmen going to and from the lumber camps near the headwaters of the Kennebec River. Today, after more than 100 years, this tavern still exists as the Bingham Hotel.

Sidney T. Goodrich, an old resident of Bingham, recalls many joyous occasions at the old tavern in those days when toasts were drunk in something more potent than mineral water. A story of Bingham's first banquet, held at the early hostelry, which Mr. Goodrich heard his father frequently relate, he sets forth as follows:

"In the fall of 1828, when Andrew Jackson was elected president, political enthusiasm ran high here in the little village of Bingham among the Democrats. They decided to celebrate the occasion with a public banquet at the tavern and magnanimously asked the Whigs to join them. Long tables were set in the dining hall and the finest viands the county afforded were prepared.

"At the appointed hour the guests seated themselves, the Democrats on one side of the tables, the Whigs on the other. Everything moved along pleasantly, glasses were tipped

to frequent toasts, and all hands were happy with the exception of one good old Methodist class leader. He was a Whig and it irritated him to see the Democrats celebrating their victory.

"He thought he saw in the jovial spirit shown by everyone a good chance to check their enthusiasm. When he was called upon for a toast, he arose and in a loud voice, said, 'Andrew Jackson, our next President. The 109th Psalm, 8th verse.' Knowing the good man's religious predilection, the assembled banqueters assumed his Biblical quotation to be complimentary, and drank the toast with gusto.

"Later on in the evening, however, one shrewd Democrat, whose wits had evidently been sharpened rather than dulled by numerous libations of good old New England rum, took it upon himself to look up the passage referred to in the Psalms. He found it was where David was talking to God about one of his enemies and prayed, 'Let his days be few; and let another take his office.'

"When the Democratic leader discovered the nature of the toast that had been drunk, he flew into a rage and leaning across the table struck the heretical Methodist, who promptly returned the blow. For a few moments there was a lively time until cooler heads parted the combatants. But the incident brought to a close Bingham's first banquet."



GNPCOM

Mind your own business and in time you'll have a business of your own to mind—TROTTEY VECK



On the South Branch at Pittston

Photo by D. Maher

## The Allagash Caves

By HENRY R. BUCK

OUR canoes had hugged the west shore of Chamberlain for an hour and when the threatening storm broke it was not so much luck as good judgment that landed our five fishermen at a vacant sporting camp. We rushed the duffel on to the veranda, turned the canoes bottom up on the beach and then sat snug and dry as we listened to the roar of the rain on the roof, and watched the grey sheets of it sift between us and the white farm buildings across the lake. A fire was made, lanterns lighted and johny cake baked before we "sports" had our beds ready. After a square meal, "so blamed square there warn't no corners to it," we smoked and talked—the leisurely, reminiscent gossip of city fishermen "going in" to known country with proved and trusted guides, old friends.

"What trips have you been on since we were in last? How is the water on upper St. John this year? In what lakes are the 'big ones' biting? How many parties have fished Haymock?" Question followed question in quick succession.

"Is it true that there are two camps on the lake?"

"Why, yes," came the answer, "I worked for Libby three weeks this spring. We made him two nice cabins. Whip sawed out the planks and carried the stove in from Mun-sungan. Lugged in a kicker, too."

Everyone knows everyone else in the big woods and likes him, mostly, but if he doesn't, he is swift to say so. There is a delightful honesty about such talks around the evening fire and in the right atmosphere one gets accurate history as surely as a "tenderfoot" gets bear stories.

"Did you ever go up to the Allagash caves?" I asked.

Up spoke John, "Why, I was there when they found them!"

We all settled ourselves for a good story as John B. Michaud of Greenville, lumberman, canoe artist, and camp proprietor, but cook above everything, whether for a whole camp of hungry logging hands or for four or five jolly fishermen, began his tale:

"I was choppin' for Tim Lawler that winter. He had a camp on

Mud Pond stream about where you landed to look at that State camping place, you remember, on the west shore two thirds of the way down, and he had two camps on Allagash brook. 'Twas in the spring, March or April. Must have been thirty years ago.

"Me and Norris Buckley had just dropped a big spruce and I went up to top it out and I seen the entrance to these caves, and I thought it was a bear den. I could see the frost on the bushes where the warm air come up out of the hole. I called Norris and he come up and looked too and we said by—it *was* a bear den. We went down in the hole a ways, but we didn't have no light—how? Oh, we cut a little spruce and left the branches 'bout a foot long and dropped it down the hole maybe a dozen or fifteen feet to the first room. That's as far as we went then because we didn't have no light.

"When we got back to camp that night we told about this bear den we'd found and there was a good deal of talk about it. So Sunday Tim took a lantern and three or four men and Norris Buckley and I went along too and we went down into the cave. There was three rooms, oh, as much as 50 feet across. The first room was full o' bats—big bunches of 'em hangin' on the roof. We went in quite a ways—maybe we was a hundred feet down at the far end. We cut trees to go down 10 or 15 feet from one room to the other and we looked all through it good. There was one place in the third room where a crack went in deeper and I've heard somebody went into a fourth room, but Tim was too big to get through. He was a big man and he wouldn't never let anybody call him 'Mister.' If he gave an order and somebody asked him about it and said Mister Lawler, he'd say 'You double starred blank asterisk, don't you know my name's Tim?'

"No, there warn't no bear. We had our rifles the second time and we hoped we'd get some good bear meat but it warn't a bear den after all."

GNPCOR

*One of the worst misers in the world is the man who keeps counting his troubles because he's afraid he might lose one—TROT TY VECK*





# Wealth

*By W. Howey*

Not by the size of their houses or lands,  
Or their golden coin in the bank;  
The number of servants who come at their call,  
And not by their titles or rank;  
Not by their acres of waving grain,  
Or their animals prized in the pen;  
Not by the riches of forest or mine,  
Do I reckon the wealth of men.

I brand them poor though they roll in gold,  
And the things that gold can buy,  
If they have no friend, and their heart be lone,  
If they love not earth and sky;  
Though they live in state and travel far,  
On means they did not earn;  
If the strength of life be spent to gain,  
Just things that fire can burn;  
If they feel no pulsing of tender love;  
In good causes take no part;  
If sweet content crown not their brow,  
And they have not peace at heart.

I count men's wealth by their will to serve,  
And their power to fill the plan;  
Who deepen the joy of many hearts,  
And bring new joys to man;  
By the number of friends who know them true;  
Who are true to them in turn;  
By the worth of the interests they make their own;  
By all riches that cannot burn.

I measure them rich by the love they gain;  
By their longing when they roam,  
For the smiles and kisses awaiting them,  
In that happy place called home;  
By the way they can play with a little child;  
For the times they look above;  
The honor they draw from the snowy crown,  
And depth in their heart of love;  
For what they know of the world's best thought;  
Who love the sky and the sod;  
By the joy they find in their daily toil,  
And the depth of their peace with God.

