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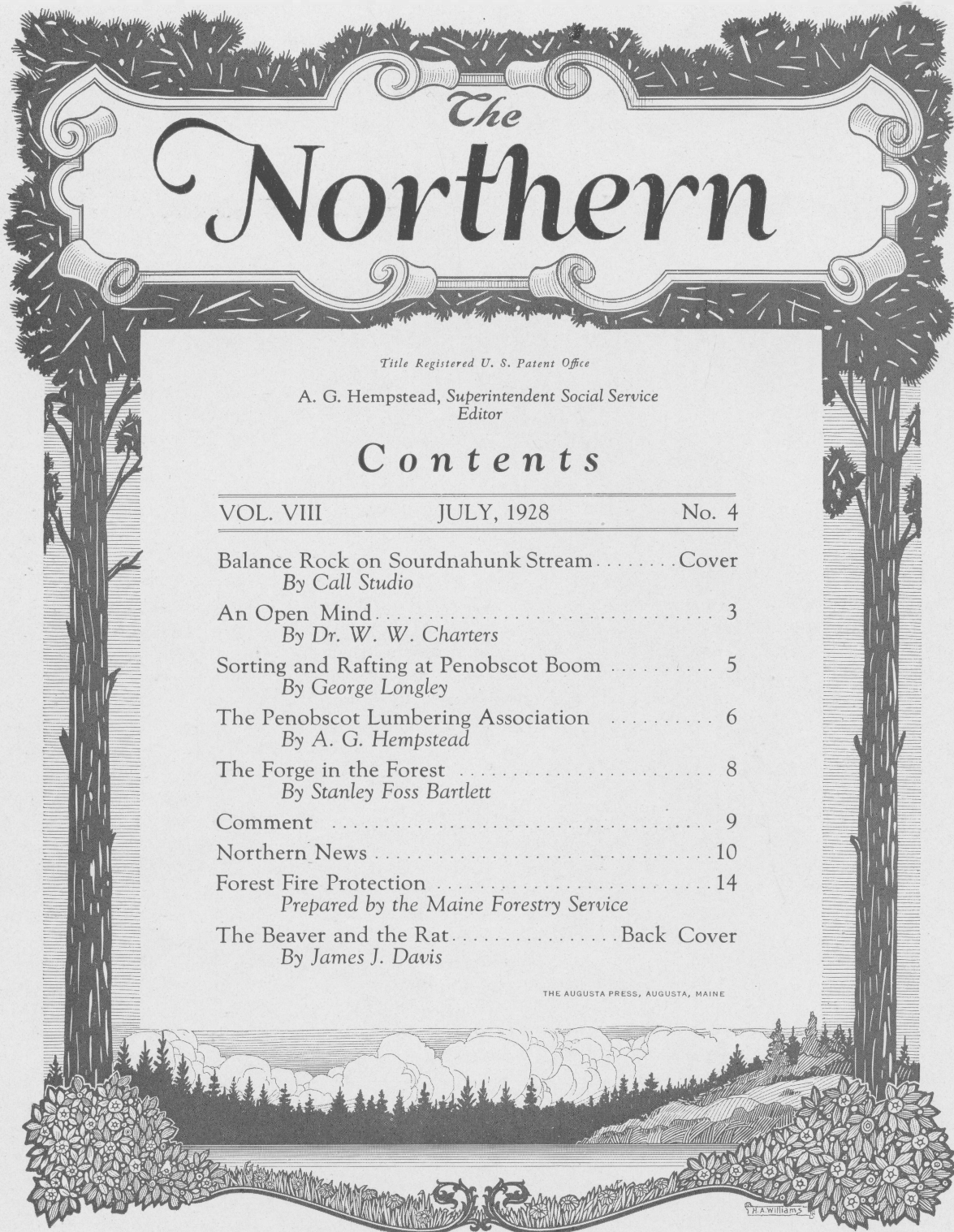


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The
Northern
July 1928



The **Northern**

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

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The Northern

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An Open Mind

By DR. W. W. CHARTERS, University of Pittsburgh

I realize, of course, that one may be so open-minded that he becomes no more than a blotting paper character—able to soak up ideas, but to make none of his own. Such a personality is not pleasing to me unless it is combined with the trait of forcefulness.

I am going to put my ideas into the form of five questions. These may serve as suggestions for developing an open mind.

In deciding how open-minded you are, the first question to consider is this:

(1) Do you ever change your mind when you get into an argument? I have friends who are afraid to change their minds when they have made a statement. They think their opponent will laugh at them. When they are getting the worst of the argument, they do not accept the good idea of their opponents. They proceed to get angry and say foolish things. But the open-minded man is quick to see the point of his opponent's position and to accept it. He says, "Why, that is a new idea. I hadn't thought of that!"

Two of my brightest friends, men eminent in their fields, are exceedingly charming in personality chiefly because they are so quick to grasp a new suggestion, and to acknowledge that it is new. Perhaps you say, "They can afford to do this because everybody knows that they are smart." But I say, "They are smart because they do this." They have

become eminent because they try to learn from everybody. They collect the toll from a thousand other brains.

Fear of losing dignity, fear that people will think we are not wise, and irritation at being found in the wrong are the factors that keep us from being open-minded. And yet how mistaken the attitude is! If we frankly say to a man, "That is a new idea which has not occurred to me before," he is made happy and we have made a friend. On the other hand, if we always say that there is nothing in what the other person says, or that we had already thought of it ourselves, the other person feels that we are ignorant or conceited, or both. How freely do you change your mind in an argument? What is your grade?

(2) Do the people who know you think you are set and obstinate? Do they know that when you have taken a position on anything, no argument can change you?

There is a type of person who prides himself on having a strong will and a massive determination, who likes to say, "I settled that a year ago. My mind is made up and I am not the kind to be changed by every shifting wind." Of course obstinacy is a weakness. No man is wise enough to foresee all the facts when he first makes up his mind. The wise man is the one who is quick to change his mind when he discovers new facts that were not apparent to guide him in forming his original opinion. How do you

grade yourself on obstinacy and set opinions? Are you about like the average of your friends, or are you more obstinate and set than they? Or, are you more open-minded?

(3) Another good way to test yourself is to ask yourself the question, "On how many important matters have I changed my attitude during the last five years?" For instance, has your attitude changed on bobbed hair, on women smoking cigarettes, on women in politics, on the extent to which one should use rouge and powder? Do you still think the younger generation is "going to the dogs?" As you consider this list and others, think how much you have changed your ideas in five years. If, in nearly every case, your ideas are the same, you are probably too set to be a pleasant companion, or an open-minded one.

(4) When a man differs from you, do you think he is wrong, or do you think that perhaps there may be something in his position? Are you quick to see his side?

Some of my acquaintances become angry with anyone who differs from them. Their minds close up. They think that this person is ignorant, "Doesn't know what he is talking about!" Yet it can be laid down as a fundamental principle that, when two intelligent men differ on a point, both are partly right. No intelligent man will differ from me unless he has some reason back of his belief. So why should I become

GNPCOM

We are not what we think we are, but what we think, we are



ditch if others do not agree with you?

These, then, are the five points in developing open-mindedness:

(1) Don't be afraid to modify your position in an argument when your opponent makes a good point. Tell him it is a good point!

(2) Find out from your friends how set they think you are.

angry with him? Rather, I should be eager to see the strong points in his position. I know there must be something there or he would not take the position he does.

(5) In family conferences, or business conferences, do you lay down the law and fight for it or do you approach the conference table with the desire to get everybody's side of the question before you come to a decision? No man can lead a conference and get everybody with him unless he is a good listener. The good conference leader comes with his own plan but he is extremely quick to catch every good suggestion and weave it into his own. Any man who presents plans to a conference and has them come out unchanged is either a miracle man, whose plans are right (though such do not exist in fact), or he is an arbitrary driver of people, or he is surrounded by people who do not know how to criticize. The successful leader of men in business, or of the family in the home, is open-minded. How do you grade yourself at the conference table? Do you keep your mind open or do you become angry and fight to the last



Photos by A. G. Hempstead

Above—Lock Dam on Chamberlain Lake

Below—Squaw Mountain as seen from the Greenville-Monson Road

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Habit is a cable; we weave a thread of it every day, and at last we cannot break it—HORACE MANN

(3) Study yourself to see how much you have changed your mind in the last five years, on important matters. If you find little change, begin to worry.

(4) Whenever you talk to people

be quick to pick up new ideas. Don't think that because you do not agree they must be wrong—maybe you are.

(5) In the family and in business listen sympathetically to all the sides before you make up your mind.



Sorting and Rafting at Penobscot Boom

By GEORGE LONGLEY

THE Penobscot Log Driving Company delivered the logs of all operators into the Penobscot Boom to be sorted, rafted and turned over to their owners by the Penobscot Lumbering Association. The two main booms, Argyle and Nebraska, with Pea Cove Boom for emergency use, were strung across from islands to the main land. Sorting gaps allowed for the passage of logs. Each crew, interested in securing its own logs and rafting them, had a man standing on a log in mid-stream. He kept his position by grasping a rope which was stretched across the water, the ends being fastened to trees, one on the shore and the other on the island. Standing with one foot on a log and holding the check line, the man could read the marks on the logs or, if the mark was not up, he could roll the log with his free foot until he could see the mark. He allowed to pass all logs without the mark that he was interested in but when his mark came, he gave the log a vigorous kick toward shore where the rafting crew secured it. In the days when two hundred men were working at the boom these rafting crews filled the shore for nearly a mile.

The logs sent to the rafting men were made into rafts of about thirty logs. A hard wood wedge four inches long and about three-fourths of an inch square, sharpened at one end, was driven into the log by a wooden mallet. Half hitches were made around this wedge with raft-

ing rope or "rigging" and passed on to the wedge of the next log until the raft was completed. The raft was then taken out into the river and secured to a buoy.

In the 70's a man invented the "croched wedge," a sort of wooden staple, sawed out in the middle so that the rope was fastened to the log by having a croched wedge driven down over it. This did away with half hitches and reduced the amount of rafting rigging. The man who invented the wedge went to several of the lumbermen and tried to sell the right to make them but they refused to buy, saying it was not practical. However, after it was tried, they would never use any other. These wedges were made at Enfield and later at Costigan.

The rafting crew of two men and the one working the "trip" rotated their work as the one sorting had a hard job when many marks were running.

Twice a day the running crews would come up and take the rafts from the buoys to the shores lower down the river. No one had a right to land logs on these shores unless he owned the land or rented it. These shore privileges were valuable in the "palmy" days of the boom but are not worth much now. Here by the shore the logs were put into larger rafts, made up by joining the smaller ones, sometimes a thousand logs long. They were secured to the shore by big lines fastened to snubbing posts which were set in the

ground after the manner of fence posts.

Here the logs remained until the mill men came to look them over and to buy. As fast as they were purchased, a scale mark was put on with a scaling iron—the new mark of the new owner. Any logs that were overlooked by this scaler reverted to the original owner of the log mark. After the buyer's mark was put on, the logs were taken to the mills of the new owner at Old Town, Milford, Stillwater, Orono, Veazie, Bangor, Brewer or Hampden.

It is interesting to note that the owner of the logs had to pay the P. L. D. the Full Bigness Scale but he had to sell by the Straight and Sound Scale. Of course this was logical because it cost as much to drive a crooked or hollow log as a straight and sound one but the mill owner did not want to buy the imperfect lumber.

The Most Important Things

In a home, are not the furnishings but the things money cannot buy.

In religion, are not its doctrines but the things a man experiences for himself.

In a church, are not its sectarian peculiarities but the inner lives of its members.

In a school, are not its textbooks but the ideals of its teachers.

In a newspaper, are not the reports under big headlines but the items accorded scant mention.

In a book, are not the ideas expressed but the thoughts it inspires.

In politics, are not present promises but past performances.

In any man's success, are not his assets but the things he cannot bequeath to his children.

—Nuggets

A Smile

Nobody ever added up

The value of a smile;
We know how much a dollar's worth,
And how much is a mile;
We know the distance to the sun,
The size and weight of earth;
But no one here can tell us
Just how much a smile is worth.

GNPCO

An egoist is a man who talks so much you don't get a chance to strut your stuff



This picture was taken on the West Branch of the Penobscot at Debsconeag about twenty years ago by Mr. Talbot Aldrich of Boston. It was contributed by Mr. E. B. Draper

The Penobscot Lumbering Association

By A. G. HEMPSTEAD

THERE WAS CONSTANT FRICTION between the proprietor of the Penobscot Boom and the interests of the lumbermen making use of it. In fact, the Penobscot River has been more or less kept to the front in the legislature and courts until recently. The development of the Penobscot Log Driving Company (1847) as a mutual company naturally led to the idea of similar cooperation at the boom. This was brought about by the incorporation of the Penobscot Lumbering Association in 1854. In the act of incorporation, seventy-four men were named as members of the board of trustees. Their names are reproduced to show who were the operators and land owners at the time. "Any owner of lumber in the Penobscot river, or designed to come into the Penobscot Boom, may become a member by leaving with the Treasurer sufficient evidence of his being an owner of logs, and the amount thereof. Each

person, on becoming a member of the Association, shall be allowed one vote for every hundred thousand feet of lumber belonging to him as aforesaid" (Sec. 3 of charter). The following were named as the first board of Trustees:

Ebenezer Blunt
F. Adams
D. R. Stockwell
J. T. K. Hayward
R. Davis, Jr.
J. H. Bowler
H. E. Prentiss
A. Moor
N. H. Allen
John Libby
Winslow Staples
W. Jameson
M. Buck
E. S. Coe
Henry Spencer
J. B. Foster
E. Paulk
Daniel Lord
C. D. Jameson
J. S. Wheelwright
C. G. Sterns
Walter Brown
W. Gilman
Isaiah Stetson
J. Eddy
A. C. Buffum
E. Webster, Jr.

William H. Smith
William Soper
W. Henderson
C. E. Dole
W. H. McCrillis
Amos M. Roberts
C. S. Bragg
Jessie Wadleigh
James J. Norris
William A. Rowe
Thomas Ranney
James Lee
Phineas Foss
Nathaniel Swett
John T. Strickland
Hastings Strickland
James Thissell
James Webster
J. J. Colburn
John Winn
Seth Paine
Caleb Holyoke
Samuel P. Strickland
John Lane
Leonard Jones
Samuel Bailey
T. A. Reed

C. S. Clark
J. W. Palmer
Ezekiel Marsh
William S. Snow
Jonathan A. Cushing
S. W. Furber
Aaron Babb
Lorenzo Leadbetter
D. F. Leavitt
Paul D. Webster

William R. Hersey
Rufus Dwinel
S. F. Hersey
William R. Miller
Richard Libbey
Shepherd Boody
Harvey Reed
William Ramsdell
G. L. Boynton
S. J. Foster

The Association was given a lease for fifteen years. They obligated themselves to build all necessary new construction, make all repairs, pay all taxes, sort and raft the logs and pay to the owners of the boom ten cents per thousand board feet for all lumber passing through the boom. The fifth lease of fifteen years expires in January, 1929. In 1869 the royalty dropped to nine cents, in 1883 to seven and one-half cents and now is four cents.

At present Mr. James L. McNulty is president. Mr. Charles H. Adams, the clerk and treasurer, has held his office since 1896. Instead of the seventy-four members of the Board of Trustees of 1854, there are now only six directors to represent the present-day lumber interests which use the boom. There is one case of duplication even then and only three of the companies represented are active.

Virgil E. Tucker (Jordan Lumber Company).

W. V. Wentworth (Penobscot Chemical Fiber Company).

Joseph F. Gould (Penobscot Chemical Fiber Company).

Henry L. Barker (Barker Lumber Company).

J. O. Lynch (Eastern Manufacturing Company).

R. E. Mullaney (Orono Pulp and Paper Company).

The Boom in 1893

FOR NEARLY FORTY YEARS the records show no serious difficulty at the boom. In the early 90's, however, dissatisfaction developed. A petition, dated June 19, 1893, signed by White and Crane, C. F. Palmer, M. L. Emerson, Hinch and Kelley, F. W. Ayer and Company, requested the Boom Committee, annually appointed by the Governor and Council, to investigate the equipment and manage-

GNPCOR

It's better to lose smilingly than to win whiningly—FORBES

ment of the boom. Lysander Strickland and W. E. Palmer made the report. Hon. Joseph L. Smith, the third member of the Committee, was ill and unable to assist.

Their report to the clerk of the Penobscot Lumbering Association gives a picture of the operations at the boom at its height. They recommended:

That you rebuild one pier in Greenbush, build a new pier at the head of Jackson Island, and examine thoroughly all the booms from Greenbush to Pea Cove and wherever decayed or sunken sticks are found, remove such and replace with suitable sticks.

Rebuild one of the jam piers at Argyle, build a new pier just below Sunkhaze trip, rebuild three piers in Sunkhaze, rebuild three piers in Mexico, and renew the blockings under the sleeping house at Argyle.

Some of these recommendations were made two years ago and no attention has been given them; we now insist that all be made before next spring.

Nebraska

At this boom Mr. Hinckley has charge; a large number of able bodied men, one hundred and twenty (120) are at work. But little rafting has been done at this place, but with the present force they expect to make a good report—all logs are stopped at this place.

Argyle

Mr. Mann is in charge of this boom with one hundred and twenty men (120) and is using more shore and length of boom in rafting than ever was used before.

Last six and a half days (6½) rafting, averaged five hundred and sixty-nine thousand feet (569,000); logs averaged one hundred and nine feet; logs rafted in May averaged one hundred and seventeen (117); all logs stopped here.

Pea Cove

Mr. Chapman has control of this crew of one hundred and sixty men and boys (160), and is using all the river shores that is usually used and more of Birch Stream than ever was used in sorting and rafting the numerous marks that came through the boom.

We also told them (the contractors) of the importance of crowding the logs through the booms, as the saw mills were short of spruce logs and many were out of logs, which they promised to do, but the large number of marks and the unusually large quantity of cedar and pulp stock made it impossible to raft spruce faster.

Rafting

THE RAFTING OF LOGS has been put up for bid. The two contractors whose names have been most prominent since 1884 to the present are Charles M. White and S. J. Bussell as the following data shows:

1884 Daniel Lunt, Charles M. White and J. Fred Webster.

1885 Walter E. Palmer.

1886 Webster and White.

1887 Charles M. White, E. and J. Fred Webster.

1888 Charles M. White E. and J. Fred Webster.

1889 Charles M. White, E. and J. Fred Webster.

1890 Charles M. White, E. and J. Fred Webster.

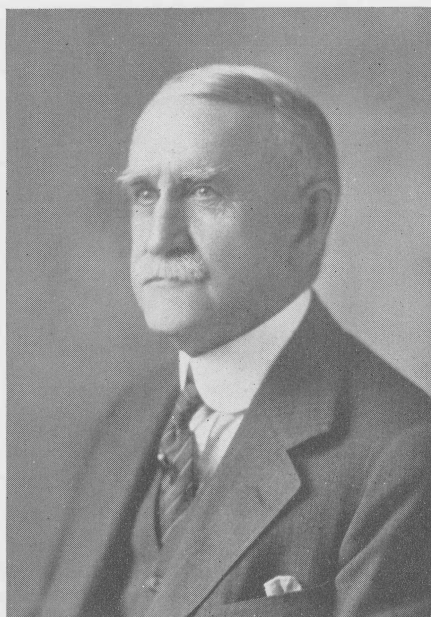
1891 C. A. Lowe and J. B. Bussell.

1892 Charles M. White.

1893 Samuel Lowe, John B. Bussell and Isaiah W. Bussell.

1894—1906 Charles M. White.

For the season of 1907 Mr. White was paid a salary to take charge of the rafting. From that time on to the present, 1908-1928, Mr. S. J.



Mr. Charles H. Adams, clerk and treasurer of the following Penobscot River organizations (the date indicates the year he assumed office)

Penobscot Lumbering Association 1896
Mattawamkeag Log Driving Co. 1897
Penobscot Log Driving Co. 1903
Passadumkeag Log Driving Co. 1906
Penobscot River Dam and Imp. Co. 1913
Stillwater Log Driving Co. 1913
Penobscot E. B. Log Driving Co. 1919

Bussell has represented the Association and taken charge of the rafting. During this period the change from long logs to four foot wood has been made by the pulp and paper companies. The wood destined for the mills higher up the river of course does not come to the boom and Bangor has ceased to be the lumber market of the world as it once was.

Mr. Charles H. Adams has compiled the figures of the rafting of long logs for the last twenty years indicating the average size of logs rafted.

	Pieces	Feet	Av.
1909	1,728,318	131,165,370	75.8
1910	1,772,721	135,928,940	76.6
1911	1,450,384	108,798,740	75.
1912	1,594,550	114,346,450	71.7
1913	1,744,186	113,391,470	65.
1914	1,377,511	94,539,700	68.6
1915	1,810,165	105,086,730	58.
1916	1,278,992	80,161,410	62.7
1917	938,212	52,111,000	55.5
1918	703,881	42,905,640	60.9
1919	897,177	46,322,700	51.6
1920	864,501	51,509,350	59.5
1921	674,877	42,312,650	62.7
1922	737,143	40,783,010	55.3
1923	253,149	16,882,910	66.7
1924	447,468	25,917,270	57.9
1925	133,022	8,447,870	63.5
1926	66,008	4,597,600	69.6
1927	33,284	3,239,320	97.3

Totals 18,505,549 1,218,448,130 65.84
Ft. per log
Logs per thousand 15.18

The legislature of 1921 gave the Association authority to handle four-foot pulpwood. Any owner of pulpwood may become a member of the Association on terms similar to those of log owners with one vote for every two hundred cords of pulpwood belonging to him. The pulpwood is secured in bag booms instead of being rafted by warp and wedges. The charges for handling pulpwood include the expense or direct cost of handling the wood plus its proportional share of the overhead of operating the Association.

It is of interest to the employees of the Great Northern Paper Company to note that Vice President Fred A. Gilbert was a scaler at the Boom from 1884-1892 and that he was a director of the Association from 1900 to 1903.

Who Loves the Rain

Who loves the rain
And loves his home,
And looks on life with quiet eyes,
Him will I follow through the storm;
And at his hearth-fire keep me warm;
Nor hell nor heaven shall that soul
surprise,
Who loves the rain,
And loves his home,
And looks on life with quiet eyes.

GNPCOR

The man who tries to dodge his duties usually finds the detour rougher than the road

The Forge in the Forest

By STANLEY FOSS BARTLETT

THE sun has set for the craftsman of the old school and the shadow of a huge, efficient machine lies across his task, but in most large producing businesses there still remains some little work which requires the touch of a human hand and heart. A woods operation is no exception to this, and when we near its depot camp and see the thin blue smoke rising above the spruces, anytime between daylight and darkness, we are pretty sure to hear the ringing, musical clang of the woods anvil. It really is musical; for though guitars may be for the gondolas of Venice, ukuleles for the whispering palms and sparkling waters of Hawaii, and tom-toms for the sacred sun dances of Samoa, no music could be more in harmony with a big busy logging operation than the strong echoing toil-song of the anvil.

At this woods camp in a small log cabin, we see, standing by the anvil, what might be an animated bronze memorial to craftsmanship, with the glow of scarlet steel in the flame-fountain of the forge upon his features—the blacksmith. Probably he is a man past middle age in years, for the young fellows who used to enter the trade are now working in garages or selling bonds. As the field for the blacksmith's trade has narrowed, the variety of his duties has increased, for tractors and log-haulers have replaced horses to some extent in the woods, and the blacksmith's work has changed as far as is possible to meet the modern demand. With a surprisingly small amount of material and equipment this man of iron can make almost anything. When a woods operation first opens in the fall and camps are being built, there is hardly a limit to the items of hardware this master metal worker may be expected to produce from his hammer, anvil and meagre supply of huge bar iron. There is always enough for the blacksmith to do. Stoves crack on cold nights when

they are red hot from a fire of pitchy pine; cant-dogs come in with broken handles, dull points and hooks; axes with stubs of handles and bits nicked by protesting spruce knots, lie in a pile on the floor of the "shop;" sled bunks and runners call for heavy and durable work; there may be an order for a duplicate for some part of a snorting, lunging tractor; there is the regular amount of horse-shoeing to be done without loss of time, and miscellaneous iron work on a variety of equipment always waiting. The blacksmith usually has lots of friends for in the first place he is a philosopher—perhaps as rough, but as strong and certain, as the toil from which he gleams his thoughts. Advice, understanding, sympathy and courage can at all times be had in the light of the breathing forge. Then, almost everyone, including the boss, has more or less business at the blacksmith shop, for the clerk may want a wangen-box hasp; the bull-cook a bucket-bail or a wedge; the cook a plate-holder; the toter a whiffle-tree iron; and of course everyone wants a knife blade made from an old file. Besides, where is the man that does not enjoy sitting by and watching the sparks fly from the work of the master of metals?

I suppose fire has fascinated man ever since the first spark flew from the old Greek god's chariot wheel—at least it is said that fire came to earth in this manner. And I imagine that as the ancient "smithies" toiled on the shields, armor and weapons of the crusaders there were knights without quests, and other visitors, who lingered in the changing glow of the metals that were being shaped and tempered so carefully, for the time might come when a tiny flaw would be a life and death matter. Then there was, and is, always the lesson of striking while the iron is hot. So, turning from the forge, we can but admire those who create something useful for mankind.

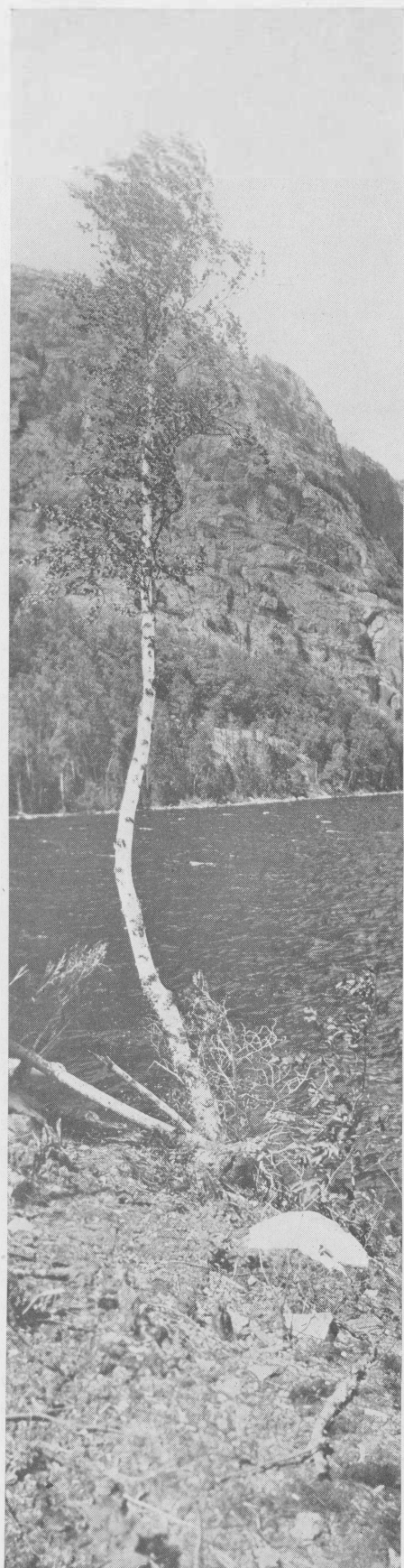
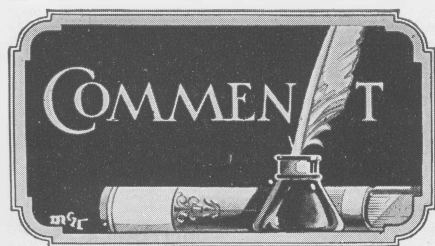


Photo by Baker Studio

GNPCOM

Think only of yourself and others will soon forget you



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

An Investment Program

WE read Hem and Amy with more or less disgust but the fact that we never fail to see what they are doing shows that we are more interested than we care to admit. Hem seems about to be taken in again by the same swindlers who once before got away with his money. This is true to life. We are told that promoters of swindles will pay more for a list of "suckers" who have already been cheated than they will for a list of people with money to invest. Thus this comic strip in our daily papers is quite as truthful as it is humorous. "Hope springs eternal" in the gambler's heart; he always thinks that his luck will change.

In the words of Bill Jones, "A scheme is not a business proposition. There is a difference. Don't mistake chance for opportunity." A high rate of interest is a sure sign of chance and the higher the rate the greater the chance of losing your capital.

A good program of investment for the average man has been recommended by conservative business men as follows:

1. Own your home.
2. Carry life insurance.
3. Have a surplus in the savings bank.
4. Buy conservative bonds.

With this foundation, a man can afford to buy stock, provided he does not merely follow his own "hunches" or "tips" from friends who are not in a position to know the real situation of the market.

We have heard that recently millions of dollars have been withdrawn from New York banks by

inexperienced investors who wish to play the stock market which has been on an unprecedented rampage of late. No one knows where it will end but the small investor is likely to come in late and hold on too long with disastrous results.

Speaking of speculation, Prof. F. W. Taussig of Harvard says: "Unquestionably, the 'outside' speculators, or the 'public,' like all amateur gamblers, are losers as a class; and most of them are in the long run losers individually. The shrewd and experienced professional dealers know better than they the probable course of prices, sell to them and buy from them to advantage, and on the whole make money from them. Occasionally an able or lucky person makes a hit, and carries off a large share of plunder from a successful operation on the Exchange. This then acts on the imagination of others like a great prize won in a lottery. The chances that the speculative public will lose are almost as great as the chances that the purchasers of lottery tickets as a whole will lose; they amount virtually to a certainty."

If all our misfortunes were laid in one heap, whence every one must take an equal portion, most people would be content to take their own and depart.

—Socrates

**Don't
MISTAKE CHANCE
for OPPORTUNITY**



**A scheme is not a
business proposition**



*There is a difference
Bill Jones*

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GNPCOR



Employer: "Does he know anything about electricity?"

Employee: "No, he even wonders what kind of a nut belongs on a thunderbolt."

"We need brains in this business, young man."

"You needn't tell me that, sir. Your business shows it."

The owner of a small store whose premises had been burned met a friend.

"A terrible affair! I am ruined, I am ruined: I just stood there helpless, watching it burn. My face got white, white, white,—white as your shirt."

Then looking at his friend's shirt, he added, "Whiter."

"Wheah you-all bin?"

"Lookin' foah work."

"Man! man! Yoah cu'osity' goanna git you into trouble yit."

Grandma: "Doesn't that little boy swear terribly?"

Little Grandson: "Yes'm, he sure do. He don't put no expression in it at all."

A lot of radio sets are of the "Railroad Type"—they whistle at every station.

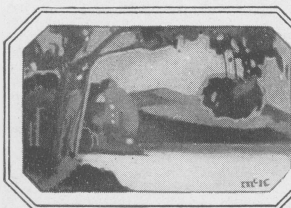
How fur is it to the land of content? Dat depends on how you feel. Ef you thinks you is dar, den dar you is; en' if you don't—den it's ten miles furdur on!

"Everything comes to him who waits."

But here is one that's slicker, The man who goes after what he wants,

Gets it a darn sight quicker.

It is often the last key on the bunch that opens the lock



Northern News



Aroostook District

J. L. Clark, Correspondent

On April 30, Wilbur Erskine, with a crew of seven, commenced work building a new conveyor at Portage Lake. The crew boarded in the town of Portage. The work was finished June 11.

There will be between five and six thousand cords to be taken out of Portage Lake and loaded on cars.

There is also some wood to come out at Monticello to be loaded on cars. Charles Reed with a small crew has been repairing the old conveyor.

Wilbur Erskine and his crew are now at Sheridan doing some repair work on the conveyor there.



Grant Farm

J. E. Ramsey, Correspondent

The crops at the Grant Farm are all planted, nearly ten acres of potatoes, seven acres of oats and a large garden of miscellaneous vegetables.

The telephone crew has moved to Northeast Carry where they will build a new line from Northeast Carry to Burbank.

"Squeak" Emery is now working with the telephone linemen and Leon Mishio is taking his place at the switchboard.

During the month we were pleased to have with us, for a short visit, four school teachers from East Millinocket, Miss L. B. Grant, Miss Mary Carlin, Miss Anne Mooney, Miss Evelyn Staples.

Mr. Bruce McDonald and family were visitors at the farm.

Mr. D. A. Mudge and Mr. Wm. Hilton made us a short visit during the month. Mr. Mudge makes us a visit each year and we all enjoy having him with us. We would like to see Mr. Hilton more often.

Mr. John Lunn is seriously contemplating joining the "Flying Squadron." John is going to buy a motorcycle for the sole purpose of showing the boys how to climb Sias Hill on high, and also to give the fair sex a ride in the side-car occasionally.

Nearly all the horses have been shipped from the farm to their summer pastures. There are nearly one hundred at Gero Island and about ninety at Sourdnahunk.

The Grant Farm Road Repair Crew, consisting of Wm. Clarkin, James Cudmore, a five ton truck and a road scraper, are now located at the Grant Farm.

Along the B & A Railroad

R. W. Johnson, Correspondent

More peeled wood is being purchased along the B. & A. than for several years.

Mr. Frank W. Ball, ex-Secretary of State, who has been travelling with Mr. Johnson for the past year, is looking after the territory south of Millinocket and has placed several large contracts.

Mr. Johnson is looking after the territory north of Millinocket. Contracts have been placed with E. J. Briggs, Caribou; C. G. Richardson, Patten; Geo. Kneeland, Sherman Station, and Ray Daggett, Island Falls.

Delmont Emerson of Island Falls has an operation for peeled wood on his land in Moro and Hersey. George Kneeland is operating the Cassidy land in Silver Ridge.

The stack of wood piled on the river bank last year just above

Van Buren, consisting of 14,000 cords, is being peeled and loaded by F. E. Rivard & E. P. Nadeau of St. Leonards under the supervision of Mr. Johnson. The wood is being draw-shaved. A unique method of loading is being used. A double track narrow gauge railroad has been laid nearly around the pile and the wood is being moved from the pile to the car doors on roller bearing cars. Two horses haul enough wood to load ten or more cars daily.



Chesuncook Dam

J. H. Mortell, Correspondent

Very little work is being done at the dam this summer and the crew about the place is small. About eight men are putting up a building to cover the West Branch No. 2 when she is hauled out in the fall.

John Morrison stopped here for a day on his way to Chamberlain Lake District, where he is checking up some equipment.

Roy Macgregor's crew passed through here on the way out. The season's work has been completed there.

Ed Inman who has the Umbazookskus Drive came down the lake this month.

Alex Gunn has moved his family to Chesuncook for the summer.

William Harrington has visited Gero Island a few times since the horses have been pastured there. Ninety-six horses were taken up to Gero Island by means of a scow.

GNPCO

If you want your dreams to come true, don't over-sleep

Greenville

D. M. Pearson, Correspondent

Friends of H. I. Rollins were sorry to learn of his defeat in the primary election for the nomination of representative to the legislature. Mr. Rollins lost by a small margin. A certain measure of success was felt, however, in that he carried his own town.

Mr. and Mrs. F. E. Pearson, the parents of Don Pearson, are spending a vacation in Greenville. During the time of their stay they visited the Rockwood side of the lake stopping over night at Pittston Farm.

Mr. and Mrs. Stanley Bartlett have returned from their vacation spent in Bethel.

The laying of the corner stone in the new Masonic building was performed with ceremony on June 9. The construction work is going ahead rapidly.

The moving picture, Reginald Denney in "On Your Toes" shown during June, was the last picture of the season.

Mrs. F. E. Hempstead of New London, Conn., visited her son, A. G. Hempstead, the last week of May.



Forty Mile

A. B. Chaplin, Correspondent

Mr. and Mrs. N. A. Murphy are taking a vacation; they are visiting their son Adrian at Lily Bay and relatives in Lewiston. During their absence, the Ten Mile Plant is closed and Mr. and Mrs. A. B. Chaplin are managing the Forty Mile.

Things are quiet here between seasons when there is very little travel on the roads.

Hurricane Drive has gone down and Freemont Hatch is following the rear down the North Branch to Pittston as in past years.

Visitors here this month include Mr. and Mrs. George W. Gower and also Dr. and Mrs. F. O. Sawyer, all of Skowhegan. They spent a week here enjoying the fishing.

Supt. Bruce McDonald with Mrs. McDonald and their daughter Helen stopped here over night.

John L. Clark who is substituting for Maurice Hill has been attending to the clerical work here.

The live stock here has been increased by the birth of a calf on June 20.

Seboomook Dam

J. E. Mea, Correspondent

Work is going ahead fast on the drive owing to the abundance of water this spring. The rear has gone through Hurricane Dam and is expected to be at Pittston about June 24. There is a full head of water on Seboomook Dam and it is necessary to keep some of the gates open to take care of the over supply.

When the gates are down, fishing is good below the dam. A. V. Mac Neill manages to keep a full creel.

This year the gate is not kept closed. Several parties have crossed the dam headed for fishing in the Caucomgomoc district.

In all probability the rear will go through the dam the first week in July.

Forest Commissioner Neil L. Violette and Mr. C. R. Tillotson of the United States Forest Service visited in this district.

Don Dressel has started active patrolling on the roads and is making headquarters with George Gruhn.

Mr. MacNeill reports that George Cassidy and Roy Macgregor have each shot a bear. We have not gotten the returns from any of Charlie Ramsdell's exploits in the Caucomgomoc district.

Word has been received of the marriage of Nelson C. Smith of Orono. Mr. Smith was married to Miss Lulu Gillespie, May 28, at Sherman Station. Mr. Smith, who at one time was employed by the Great Northern Paper Company, is now connected with the L. M. Sullivan Company of Bangor.

Caucomgomoc Drive under C. H. Glaster is expected to be through about the middle of July. The crew is now at Poland Pond. When the drive reaches Caucomgomoc Dam it will be taken to the head of Chesuncook Lake by George Gunn. Danny Sexton is cooking on the drive and Jack Heskett is cookeeing. Joe Henderson is piloting the motor boat and Phil Bradeen who visited that section reports that Joe is gaining his bearings rapidly.



Seboomook

S. W. Morin, Correspondent

C. M. Conant has occupied the Dudley cottage during the month of June.

Mrs. Chase took a trip to Greenville and Bangor.

Tom Vinitner has left the farm to go to his home in Jackman. His place is being taken by Edward A. Herrick of Bangor.

Jack Haselton and Ray Mercereau are with Mr. Wardwell this year. Mr. Wardwell stayed at his place in Seboomook for a few days the first part of June and is expected to return around the first of July. John Finnegan is doing general work around the buildings; Mrs. Johnson is expected to arrive the last of June to do the cooking as usual.

Mr. Packard and his party are regular callers at the storehouse, especially at mail time.

Mr. Moon and Mr. Cratty of the Penobscot Exchange in Bangor visited here during the time that they were at their camp through the month.

Mrs. Lena Shaw has returned to assume her duties at the boarding house after having been down river on her vacation.

ENPCOR

Many a live wire would be a dead one were it not for his connections

Frank Gagnon has left the employ of the company for the summer; Leo Boutin is driving the jitney from Seboomook.

The water has not gotten warm enough yet to permit any bathing in the lake but it is expected that some courageous person will soon don a bathing suit and dive from the stern of the Twilight while she is lying at the wharf.

Alphonse Bertrand took a trip to Old Town recently.



Pittston Farm

Henry Ordway, Correspondent

Rev. M. S. Hill of Auburn, Maine, formerly superintendent of the Social Service Division, stopped here on his recent fishing trip. Mr. Hill was accompanied by Ernest J. Hill of Portland, Earl Clusky and George Estes of Auburn.

Dr. and Mrs. P. H. Hess of Pawtucket, R. I., made an extended visit at the farm during their spring fishing trip.

Mr. Frank Arnold and party of friends from Needham Heights, Mass., spent a few days at Pittston Farm recently.

Maurice Hill is having his vacation and is spending the time at his home in Rockland, Me. His clerical duties are being performed by Mr. John Clark.

The crops were planted rather late this season because of the heavy and constant rains during the month of May. Eleven acres of potatoes were planted and also eleven acres of oats as well as a small vegetable garden.

L. A. Mishio is down river on his annual vacation. In his absence Dave Potter is tending the lines.

Fred Peterson has purchased a new Essex sedan.

William Harrington visited here recently. We learn that he has purchased a new Essex sedan.

Clarence Sargent who is stopping at the farm is another member of the new Essex club.

Joe Plude who has been working on the farm since the Rice Farm closed has purchased a Chrysler.

Perley Willey attended a sick cow at the farm this month.

Telephone Crew

F. H. Schoppe, Correspondent

The telephone crew is working on a job known as Five Islands-Northeast Carry Telephone Line. This work consists of running a metallic line from Burbank to Northeast Carry over the new road. Formerly the line ran through the woods which made patrolling difficult.

In the crew are Harry Ryan, foreman, Jack Flynn, Bill Holmes, Pat Tremblay, Maynard (Squeak) Emery and Mike McDonald.

Supt. H. A. Bowe is also active in the work.

The crew is making headquarters at Penobscot Farm.

Mrs. Tremblay is staying at Northeast Carry.

The work is progressing rapidly. At present there is no wire strung but the work of setting the poles is about half done.

The Paquets have planted a garden at Penobscot Farm and hope to serve fresh vegetables on their tables later in the season.

Yoke Pond

E. E. Ricker, Correspondent

A crew, under the supervision of J. E. Sargent, is stopping in the Yoke Pond camps working on the road between Cooper Brook Depot and Second Roach Farm.

P. E. Purcell, the foreman, is assisted by Thomas Eagan. Bill Mitchell is the cook. He is assisted by Tom Kelley and Mike Gorman. There are several other old timers appearing on the payroll—"Bill" Appleby of Cuxabaxis fame, John Ross, Ellis Stevens, John Butkus, Howard Belyea, Louis Fisher, Andrew Vanadestine, Charles Steele, Mike Baldwin, Mike Bowers, John McQuarrie, Adolph Levon, Tom Clayburn, Pat Kelley, and last but not least (Happy) Lee McCullough.

"Hap" just returned from a trip through Canada and reports that everything is O. K.

Fred Stait and Win Ryder are driving the Ford trucks.

Visitors during the month were A. V. MacNeill, H. C. Willey, Mr. and Mrs. A. G. Hempstead, Lloyd Houghton, Archie Grover, Elden Hobart and Frank Daly.

Don Pearson with Hoot Gibson and later with Reginald Denney was welcomed by all.

Edgar Woodard, a U. of M. student, who is to work for L. G. White this summer arrived here June 18.

The Cooper Brook Log Hauler Road waging was opened at the Trestle camp on June 19 by Carl Hughes. This job is being clerked by Harold Whitehead. The work of reducing the grade beyond the trestle will be in full swing.



Rockwood

Hugh Desmond, Correspondent

A crew of building movers from Bangor under the supervision of J. E. Sargent have moved cottage No. 25 at Kineo, formerly used as an office, from the Northern hill to a lot in the village owned by Crawford Johnson. Mr. Johnson recently purchased the cottage from the company and will remodel it into a home for himself.

On Friday evening, June 1, a surprise party was held at the Kineo Boarding House for Mr. and Mrs. N. A. Murphy on the occasion of their leaving Rockwood to take over the management of the company's Forty Mile Boarding House. A large gathering of friends and neighbors was present; cards and refreshments were enjoyed. During the evening Mr. Joseph Murch presented Mr. and Mrs. Murphy with a floor lamp, the gift of their

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I owe all my success in life to having been always a quarter of an hour beforehand—LORD NELSON

friends and fellow employees as a reminder of the esteem and affection in which Mr. and Mrs. Murphy are universally held, and to express the general wish that they will continue to enjoy health, happiness and prosperity in their new assignment.

Mr. and Mrs. Perley Willey of Rice Farm have taken over the supervision of Kineo Boarding House, succeeding Mr. and Mrs. N. A. Murphy. We extend best wishes to Mr. and Mrs. Willey.

The Ten Mile Plant is closed temporarily while Mr. and Mrs. Chaplin are at the Forty Mile.

Mr. and Mrs. Murphy wish to express, through the columns of "The Northern," their thanks and appreciation to all those who had a share in giving them the beautiful floor lamp on the occasion of their leaving Kineo.

Mr. and Mrs. A. R. Cochrane are entertaining their son John and family.

The United States Fisheries have a railroad car in Maine which recently stopped in Rockwood to leave fish to stock Moosehead Lake. The fish came in galvanized buckets about 1500 small fish to each bucket; fifty-two buckets were left to be deposited in the streams which flow into the lake. The fish were all trout.

Ripogenus Dam

C. W. Powers, Correspondent

Although head winds have been prevalent the past month 11 booms have been closed at the Main River, 15 booms towed to Ripogenus Lake and 14 booms sluiced through Ripogenus Dam.

Supt. and Mrs. McGuire are occupying the Rip Dam Cottage.

C. P. Gunn is operating C. O. No. 32 which was built at Greenville Shop this spring. Electric lights have recently been installed on this boat.

On May 30th Miss Wortman closed a very successful term of school at Rip Dam. Closing exercises were held at the McInnis Cottage. The program consisted of speaking, dialogues, piano solos

and duets. Refreshments were served by Mrs. McInnis.

Barney and Joe are still holding down Sourdnahunk Dam. We note Barney has received a new stock of Kickapoo Sagwa medicine. 'Taint Joe's cooking, Barney just "overloads."

Mrs. Geo. McGuire recently spent a few days in Bangor with her mother, who has been in failing health the past few months.

We have had the following business callers this month: A. V. MacNeill, L. G. White, Bruce MacDonald, H. A. Bowe, N. A. Smith, John Morrison, Wm. Harrington and Louis Boyle.

Monticello

R. G. Lothrop, Correspondent

Extensive repairs have been made on the conveyer at Monticello that is used in loading wood cut on Township C Range 2 and in that vicinity.

C. M. Reed has had charge of this repair work. He has had a crew of about 20 men on this job most of the time. The conveyer will soon be ready for service.

When the work on the conveyer is finished the conveyer will be turned over to Mr. Geo. E. Greenlaw of Masardis, Maine, who has contracted the loading of this last cut.

There are about 5500 cords to be taken out this year. This wood will be shipped to the Millinocket Mill.

The crew on the conveyer repair work are men who have all worked for the company for years.

P. J. Murdock and Emil Leavitt are cruising on Township C R 2.

F. L. Brown has the supervision of wood cut and loaded in this vicinity.

R. V. Canders is the boy everyone is glad to see on every Thursday for that is our pay day.

B. E. Perry and Maurice Lauglais, who were at Cooper Brook all last winter, are spending some time with us.

Frank Foster is back with the big engine that furnishes the power for running the conveyer.

Harry Way, formerly of Grindstone, has done the blacksmith work on this job.

We have with us one man from Greenville, E. M. (Ed) McPheters, and one man from Dover-Foxcroft, W. J. (Bill) Johnston.

Stanley Porter of Houlton is our chef.

Weather Report

F. W. Allen, Observer

May 15 to June 15, 1928

Total precipitation	6.28 inches
Number of clear days	3
Maximum temperature	80° June 13 & 14
Minimum temperature	32° May 17
Prevailing wind	S E
Greatest velocity recorded, 15 mi. per hour	8 P. M. June 15
Total wind movement	4179 miles

An Epitaph

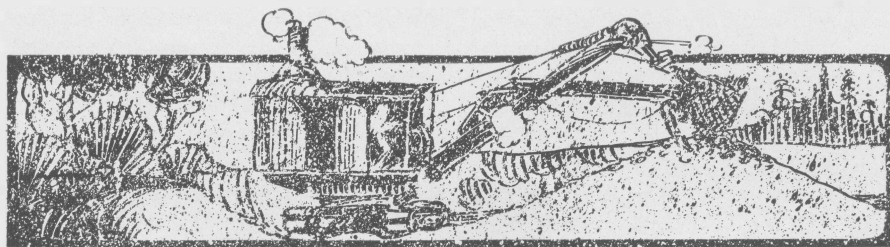
"Think what a man ought to be, and he was that," was the inscription which Dr. M. S. Rice found on an old gravestone in a little churchyard in England.

"I didn't see you in church last Sunday."

"I noticed you didn't, I took up the collection."

Salesman: "This book will do half your work."

Customer: "Give me two, quick."



GNPCOR

When people live to themselves they usually in the end get left to themselves

Forest Fire Protection

Prepared by the Maine Forestry Service

THE idea of the Maine Forestry District originated from a proposed plan of several land owners to protect their lands from forest fires. The plan was as follows: "In 1903, the State appropriated \$10,000 for the purpose of guarding forest property, in order to prevent fires as much as possible. The land owners realized that this fund was very insignificant in times of extreme drought. Many of them employed men at their own expense to patrol their property, but each realized that he was as likely to suffer from fires spreading from other lands that were unguarded, as from fires within his own lines; consequently, the plan was conceived of raising a much larger fund by each of the land owners contributing pro rata according to his acreage. It was found that some land owners would not enter such an agreement and therefore the whole scheme fell through."

In 1908 the State suffered an enormous loss by forest fires, and again the idea of getting forest fire protection was revived. The land owners were advised that the only way that all land owners could be compelled to protect their property would be through an act of legislature. So in 1909, the so-called Maine Forestry District law was passed. By it an administrative district was formed comprising all unorganized towns and all of the plantations which are wholly taxed as Wild Lands, and the responsibility for fire protection in this District was placed squarely upon the Forest Commissioner. Specific provision was made for the Forest Commissioner to sub-divide this area, and for him to appoint chief fire wardens, deputy fire wardens, lookout watchmen, and patrolmen, and for him to construct lookout towers and telephone lines and to purchase tools as he deems it necessary for adequate fire protection. Most important of all, the fire protection work was placed on a stable and more ade-

quate financial basis by a special tax, to be used for fire protection purposes only on all land included in the Forestry District. No other State in the Union has organized its fire protection work along the lines of the Maine Forestry District, which is thus in a class by itself. The system is unique in that the funds for fire protection purposes are virtually contributed by the timberland owners.

The Forestry District has a total area of nearly 10,000,000 acres. It is estimated that approximately 9,000,000 acres of this total area is forest land. During the past twenty years there have been an average of 88 fires per year covering an average area of 21,639 acres and doing an annual damage of \$118,820. The average area burned each year amounts to 0.35 of one per cent of the total forest area of the District—not a bad record when the inflammable character of the forests, their continuity, and their relative inaccessibility are considered.

The Forestry District is now divided into twenty-nine sub-districts, each of which is in charge of a chief forest fire warden.

Under the chief wardens come the lookout watchmen, patrolmen, and other deputy wardens who work only when called upon. The chief wardens are for the most part thoroughly seasoned woodsmen of wide experience, and are the backbone of the fire protective system. They are subject only to instructions from the Forest Commissioner, and are in complete charge of the activities in their respective districts. These include the planning, organization, and execution of the work, and the supervision of the personnel. They are employed only during the fire season.

Deputy warden is the official title applied to watchmen, patrolmen, and other assistants to chief wardens. In the latter group are included primarily those who are not regularly employed, but who

work from time to time on such specific jobs as may be assigned to them by chief wardens. They have authority to summon assistance and to take charge of fire-fighting pending the arrival of the chief warden.

There are now 68 lookout towers in the Forestry District, 55 of which are of steel construction. Each of these is equipped with a telephone, a pair of binoculars, and a panoramic map which is of assistance to the watchmen in locating fires. *Lookout watchmen are the eyes of the service.* Upon their effectiveness in locating and reporting fires promptly depends to a large extent the success of the fire protection work. The job is not an easy one. They must know the country thoroughly and must be absolutely dependable. During dry spells they must be on the lookout day in and day out from early morning until dusk. During wet spells there is always work to be done at the tower, at the camp, on the telephone line, or on trails. Moreover, lookout stations are frequently in remote and comparatively inaccessible locations, and the work is apt to become lonely and monotonous. While college men are occasionally employed for the work, they are usually handicapped by lack of knowledge of the surrounding country. They are apt to find the work tiresome before the end of the season, and are frequently not available as early or as late as their services are needed. For these reasons local men are more often employed. Regular patrolmen are used only where there is unusual fire hazard, as along well traveled roads, fishing streams, lakes, and in old cuttings.

The duties of the entire field force of the Forestry District may be summarized under the two heads of fire prevention and fire suppression. In no field is it more true than in forest protection that "an ounce of prevention is worth a pound of cure." The fire that never starts does no damage. One of the war-

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All of us possess vast stores of energy on which we never draw except in a crisis

den's most important duties, therefore, is to keep fire from starting. Fire warning signs are posted freely. A bright yellow background with black letters have been adopted as the standard colors. Another good means of fire prevention is the preparation of public camp sites, which help to prevent travelers from building fires promiscuously and in unsafe places. Not only are travelers inclined to use such sites, voluntarily, but if they are well distributed and conveniently placed we can very properly insist on their doing so. Camp sites are thoroughly cleared of inflammable material, equipped with stone fireplaces, and pleasantly located near good drinking water. In every case their character is clearly indicated by posting the Department's "Camp Site" sign. There are at present 80 of these camp sites and more are being built each year.

Next to preventing forest fires from starting, the most important job of the field force is to put out every fire that does start as soon as possible and without undue expense. To do this means that the force must be so organized and equipped as to respond almost instantaneously when notified of a fire. Time and organization are the important elements of fire-fighting. In its early stages one man may be able to handle a fire that a few hours later could not be controlled by a hundred men. Every chief fire warden is expected to have his plans laid beforehand as to just how he will meet any situation that may arise. He must know where and in what numbers men may be secured, those who can be relied upon to act as foremen, how supplies and equipment may be obtained, how a fire in any given situation can be most quickly

reached, and how natural features, such as roads, streams, and ridges, may be taken advantage of in fire-fighting. The work is hard and some times dangerous, and can be handled effectively only by men of experience. If additional help is needed, local residents are used whenever possible and city labor employed only as a last resort. Special emphasis is laid on maintaining an adequate patrol after every fire until sure that it is completely out. Many of our most disastrous fires have been caused by leaving the burned-over area before the first fire had been absolutely extinguished.

Besides the 68 lookout towers, the District owns 1500 miles of telephone lines, 90 camps, 13 motor boats, 18 automobiles, fire trucks, 33 portable fire pumps and enough fire-fighting tools to equip 10,000 men.



Little Niagara on Sourdnhunk Stream

Photo by The Call Studio

GNPCO

Don't let ambition kill your scruples—FORBES

The Beaver and the Rat

By JAMES J. DAVIS

THE beaver is a builder and the rat is a destroyer; yet they both belong to the rodent race. The beaver harvests his food in the summer, he builds a house and stores that food for the winter. The rat sneaks to the food stores of others; he eats what he wants and ruins the rest and then runs and hides in his hole. He lives in the builder's house, but he is not a builder. He undermines that house; he is a rat.

Some men are by nature beavers, and some are rats; yet they all belong to the human race.

A civilization rises when the beaver-men outnumber the rat-men. When the rat-men get the upper hand the civilization falls. Then the rats turn and eat one another and that is the end. Beware of breeding rats in America.