

The University of Maine

DigitalCommons@UMaine

Great Northern Paper Company Records

Manuscripts

12-1927

The Northern, December, 1927

Great Northern Paper Company

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

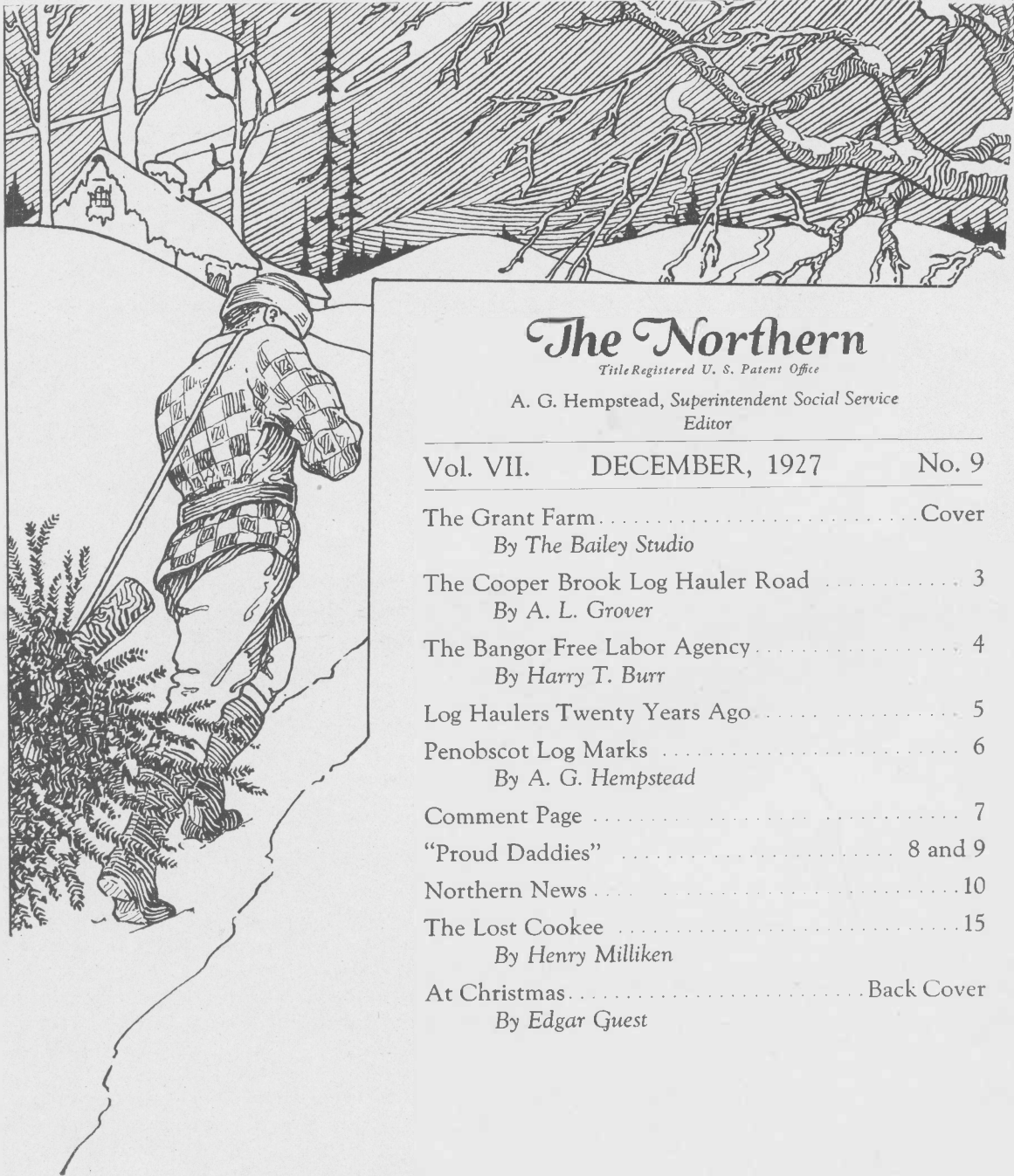


Part of the [Genealogy Commons](#), and the [United States History Commons](#)

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

The
Northern
December 1927





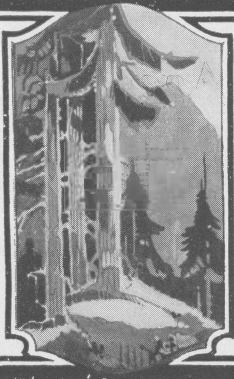
The Northern

Title Registered U. S. Patent Office

A. G. Hempstead, Superintendent Social Service
Editor

Vol. VII. DECEMBER, 1927 No. 9

The Grant Farm	Cover
<i>By The Bailey Studio</i>	
The Cooper Brook Log Hauler Road	3
<i>By A. L. Grover</i>	
The Bangor Free Labor Agency	4
<i>By Harry T. Burr</i>	
Log Haulers Twenty Years Ago	5
Penobscot Log Marks	6
<i>By A. G. Hempstead</i>	
Comment Page	7
"Proud Daddies"	8 and 9
Northern News	10
The Lost Cookee	15
<i>By Henry Milliken</i>	
At Christmas	Back Cover
<i>By Edgar Guest</i>	



The Northern

Published by the Social Service Division
GREAT NORTHERN PAPER COMPANY
SPRUCE WOOD DEPARTMENT



The Cooper Brook Log Hauler Road

How the road was reduced to a two per cent grade so that tractors can operate at maximum efficiency

By A. L. GROVER

A laborer on the Cooper Brook Operation recently asked a fellow workman: "Why is this called the Cooper Brook Operation?"

"Because it is nowhere near Cooper Brook," was the reply.

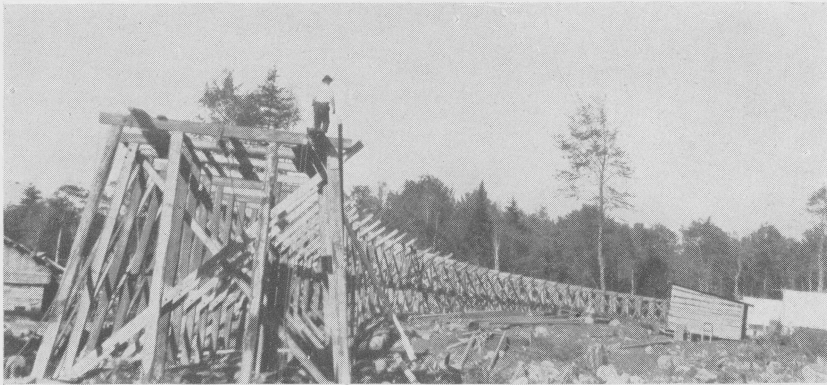
It may be a surprise to many readers of *The Northern* to learn that the Cooper Brook Operation is not on Cooper

Brook but in another river valley.

The Cooper Brook valley is a part of the watershed of the West Branch of the Penobscot. It empties into Lower Joe Merry Lake which in turn flows into Pemadumcook Lake. Therefore, wood landed on the Joe Merry Lakes is easily driven to Millinocket.

The East Branch Pleasant River, which is Piscataquis waters, is the next river valley south of Cooper Brook. Wood driven down the East Branch Pleasant River finds its way to the Penobscot at Howland far below the Millinocket Mills.

The whole idea, therefore, of the Cooper Brook Operation is to cut wood in the valley of the East Branch Pleasant River, take it north over the divide, land it in Upper Joe Merry Lake and then



The trestle now under construction is 1250 feet long and 25 feet high at the highest point

drive it to Millinocket. The "pinch" in the operation comes in hauling the wood over the divide, or height-of-land.

Last winter the first attempt to do this was made. Lombard steam log-haulers were used on a twelve to thirteen mile haul. The "pinch," already spoken of, was on $1\frac{1}{2}$ miles of road from the bank of East Branch Pleasant River to Little Joe Merry Pond—the latter being West Branch Penobscot waters.

The road used last winter was hastily built on the natural surface of the ground. This made up-hill grades as steep as seven and eight per cent.

Since two per cent is the steepest grade on which Lombard steam tractors can operate at maximum efficiency, it is evident why the

Great Northern Paper Company was willing to spend many thousands of dollars to reduce these grades.

In order to develop this grade under two per cent, it was necessary to make heavy cuts and fills and build a long trestle.

A new road was laid out by the Department of Forest Engineering. The right-of-way was

cut and excavation begun last May under the supervision of George McPherson.

About June 1, the work of excavation was taken over by the Hughes Construction Company of Bangor. They brought a steam shovel and twenty horses to the job—the Great Northern Paper Company furnishing the remainder of the equipment. When this work is completed, more than 47,000 cubic yards of dirt and rocks will have been moved. Of this amount, 30,000 cubic yards is in one cut at the height-of-land. This cut will be 27 feet deep at the highest point of the hill.

The Cooper Brook Trestle, so called, (remember this is not across Cooper Brook but miles from it), is being built across the valley of a small brook. The upper end of this

GNPCOM

A backslider's path is filled with splinters

trestle joins the lower end of the big cut, above referred to, at the height-of-land.

The trestle, which is about 1250 feet long and 25 feet high at the highest point, is being built by Roy MacGregor with Joe McLean as the construction foreman.

At the time of this writing (November 10, 1927) it is a question whether or not the big cut at the top of the hill can be completed down to the required grade of 1.7% in time for the coming winter's haul. It will, however, be near enough completion so that it will

The Bangor Free Labor Agency at 68 Exchange St., has recently renovated its quarters and leased the store next door at 72 Exchange St. There they have opened rest rooms for working men. These rooms are painted in white enamel throughout, and have steam heat, polished hardwood floors, the latest in electric lighting fixtures, and are equipped with all conveniences for the comfort of those who occupy them. There are fifty comfortable oak chairs, tables with reading matter such as

newspapers and magazines, and writing tables supplied with stationery at all times. The wash room has lavatories, hot and cold water, soap and towels. There is also a room for baggage.

All working men are cordially invited to use these facilities which are provided especially for their comfort.

These rest rooms and the employment service are supported and conducted by the Great Northern Paper Co. They are free to the public. Here employers of labor may find help without charge, and working men may secure positions free.

The first employment service of the Great Northern Paper Co., located at 76 Washington St., was opened on July 2, 1907, in a small room. It has expanded to the spacious quarters described above, and includes also the Portland Free Labor Agency at 88 Middle St., Portland, where the same courtesy and service is given to all.

An invitation is especially extended to all employees of the Company to visit these quarters while in the city.



Interior views of the Bangor Free Labor Agency, 68 Exchange Street

be necessary to "double" for only a few hundred feet over the top of the hill where last winter two tractors were required to haul a load 1½ miles.

Wood will be carried over this road for several years to come; this warrants the heavy construction that is being made on this 1½ miles of road.



Photos by D. Maher

GNPCO

So many of us fear to appear ridiculous that we are afraid to appear natural—HOMER ST. GAUDENS

Log Haulers Twenty Years Ago

An Interview with O. A. Harkness



The Log Hauler taking water at the Russell Stream Depot Camp

WINTER brings the log haulers to the front again in our woods operations. Mr. Grover has given an account of the building of a log hauler road in the Cooper Brook region and later we hope to have an account of the work there this winter. An interview with Mr. O. A. Harkness, who wrote the article on the Eagle Lake Tramway, brought forth the information that log haulers were used in that vicinity twenty years ago. Mr. Harkness at the time was Master Mechanic for the operations of the Eastern Manufacturing Company.

In 1907, it was decided to try out the Lombard Steam Log Haulers on Township 9 Range 14, where John E. Kelley had an operation. A twelve mile log hauler road was built from this town to the mouth of Little Allagash Stream at the head of Chamberlain Lake. During the first winter, three machines were used and later four were put into service. An operation on Woodman Brook required another log hauler which landed the logs at Lock Dam on Chamberlain Lake. In all, they were used here for about six years.

The steam log haulers would not stand so much rough usage then as

those that are built today. Many of the parts were then made of cast iron which would break very easily in frosty weather, and weather can be frosty up Chamberlain way! These parts are now all made of manganese steel which is not easily broken. As a result, the log hauler of today is a much more durable machine.

Because of the location of the logs, T9 R14, it was cheaper to haul

the wood to Chamberlain Lake than to land it in Eagle Lake and send it over on the Tramway. The Tramway was discontinued because the operators were interested in other towns that were not in the right location for the wood to be handled by it. The last year of the Tramway's operations was also the first year for log haulers in this region.

Log haulers were new then and brought much of novelty to the woods. There was the pumping station at 9-14 Depot Camp on Russell Brook with a centrifugal steam pump having a 4" discharge pipe, by which the log hauler was filled when it came in. It was also used to fill the sprinkler, which was 32 feet long, 12 feet wide, and high enough to contain 13,000 gallons of water. This was mounted on runners and drawn by a steam log hauler operating usually at night. There were three inch holes in the rear of the tank with plugs that could be removed to permit the water to fall into the runner tracks.

This operation was in the days of the long logs as the pictures show.

(Continued on Page 15)



A Log Hauler Dispatcher of twenty years ago

GNPCOR

It doesn't pay to be "stuck up." The peacock of today may be only a feather duster tomorrow

Penobscot Log Marks

By A. G. HEMPSTEAD

THE change from long logs to short logs has greatly modified river driving. As the handling of four foot stuff does not require the skill that is necessary for long logs, the art of river driving has largely been lost.

The number of men required is only a small fraction of those formerly needed.

One of the other changes which has come in river driving is in the marking of logs. When long logs were driven down the Penobscot River in quantities, they were marked with an axe, usually by the yard man at the landing. The cut had to be made through the bark into the wood itself and at both ends of the log, which was rolled over before the second mark was put on so that in the water the mark on one end or the other would be visible. If the logs were unusually long, they were sometimes marked in the middle as an extra precaution. This would make it impossible for another party to cut off the marked ends and put on a new mark. In the case of tops of trees, which taper and are not very large anyway, the mark was put only in the middle.

With the passing of long logs for pulpwood, the old elaborate log marking has largely disappeared and a quicker method has been devised. The Great Northern Paper Company, for instance, adopt-

↗ twenty	◇ diamond	↑ anchor
/ girdle	∇ cat's head	⊕ double-anchor
* star-girdle	⋯ rabbit's track	girdle
⊔ hat	# long-forty	< lazy-v
↑ dart	⊗ square-forty	⊗ reel
↑ double-dart	notch	⤴ crow's foot

Some of the most common log-mark characters used on the Penobscot River

ed the stamp hammer using the letters GN. In some respects, it is not unlike a branding iron, yet it has more of the characteristics of a hammer; it might be called a cold stamp. A blow of the hammer on the smooth sawn butt of a log leaves the impress of the owner's mark. Some operators use a brush instead of the stamp hammer, painting on the butt of the logs some simple mark such as a cross or a circle.

Unmarked or "prize" logs would make an interesting subject for research. Under some circumstances all unmarked logs are considered the property of the log driving corporation. Under other circumstances, they are owned by the first person to claim them.

Mr. Charles Adams, as an official of the Penobscot Log Driving Corporation, has a complete list of the log marks registered with the corporation. They are numbered by the hundreds. What is more, he can read them. The combinations of letters are strange in some cases, and the symbols remind one of Chinese characters. It is fascinating to discover the names of the characters, which until recently were so common that river men could read them as easily as we read capital letters. Mr. Adams knows them all: scalp, diamond, double-dart, cat's head, crow's foot, rabbit track, anchor, reel, hat, notch, girdle, belt, long-forty, short-forty, laxy v, and so on.

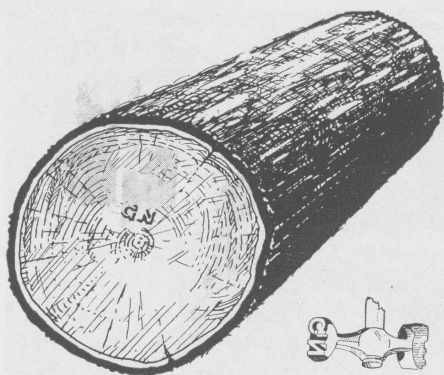
These characters, combined with monograms and initials to mark logs, were registered with the

Penobscot Log Driving Corporation. They were supposed to be registered also with the Registrar of Deeds in Bangor but this was not always done. The marks changed from year to year so that a man could distinguish his logs of one year from those of another, and if he had several operators, each one would have a mark. For example, the Stricklands in 1894 used this mark $\times \times \beta$ which was read "Square-forty turtle girdle B." Some one used $< M >$ as his mark and read it "Lazy-v M Lazy-v." This was probably because the v was not in an upright position, therefore lazy! Unusual combinations of letters were worked out for marks such as three H's made as one HHH . Other examples are:

$\text{MR} \times$	M girdle R cross
$\text{JM} *$	J M belt star-girdle
$\bullet \text{E} \times \text{W}$	notch E star-girdle W
$\text{⊔ E } \beta$	hat E hat
$\text{EKN} ::::$	EKN six notches

In the last chapter of The Penobscot Man, Mrs. Eckstorm says that, after her father returned from a long trip through the southwest some forty years ago, he remarked, "Come to think it out, a cowboy is only a river-driver on horse-back." This metaphor has striking parallels—the driving of range cattle and the driving of logs, the chuck wagon and the wangan boat, the herd-ground and the boom, the stampede and the log-jam, the cattle-branding and the log marking. The mixed droves of cattle were marked in a way quite similar to the mixed logs of a corporation drive, a system developed in Maine.

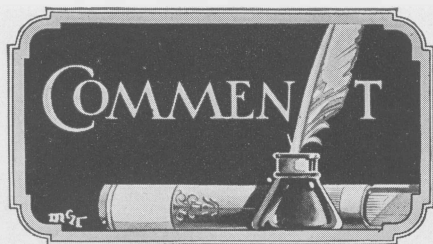
"A mill-owner and lumberman who is buried at Mount Hope," says Mrs. Eckstorm, "lies between his two wives, a triple arch over the three, and upon the central arch, his own, are carved the letters V Y V. Not an emblem of the faith, nor the formula of a classic phrase, but just Joab Palmer's log mark!"



The Great Northern Paper Company uses a stamp hammer to mark 4 ft. pulp wood



Successful men are good mixers. They mix a high quality of brains with tireless energy



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

To a Year Old Baby

Following our custom of several years' standing, the picture pages this month are devoted to children of employees. This year we have used the father and child with the very appropriate title, Proud Daddies. As Christmas approaches and our thoughts turn to the birth of the Christ Child whose coming changed the world, we think of the profound influence brought into any household by the coming of a baby into the home.

An article recently published in one of our well-known periodicals states that, even among college graduates, the percentage of successful men is lowest among the unmarried and highest among the married men who have three or more children. It is also shown that the children from large families, as a class, make good, both in college and later in life, to a far greater degree than the only child class. The coming of a baby brings out the best there is in a real man. To such daddies, the following letter will convey in a preacher's language what most fathers of year old children feel but do not find words to express.

Little Bobby Brewster, the son of the Rev. and Mrs. Clyde W. Brewster of Huancayo, Peru, succumbed to the high altitude, 15,000 feet, as his missionary parents were taking him over the Andes in an effort to reach the coast. He was barely a year old, and out of a breaking heart his father wrote this tribute to Bobby, which was printed in Inca-land, the mission paper in Peru:

"Bobby, you were a little fellow to start out on such a journey to

that far away Land without your father or mother, but we know that you were not alone because He who said, 'Let little children come unto me, and forbid them not, for of such is the kingdom of heaven,' He it was that took your hand and led you back to heaven, from whence you had come less than a year before.

"And although you were with us just a few days less than a year you have left behind your sweet influence and have finished the work that God gave you to do. Some persons finish their work in much less time than others and you took but little time to do yours. I presume that some people wonder how a baby a year old could do any work, but we call it work to teach and preach, and you preached and taught far more in your short life than some folks who live many times your life. Your preacher father never really knew anything about the Fatherhood of God until he looked down into your little face and felt the surge of love that comes only when a father looks into the face of his own; and felt the thrill as your baby lips called 'Daddy.' Your Daddy has preached about the broken heart of God as He gave His only Son, but now he knows something about how God felt when He

gave up His Son, for your Daddy had to give you up. And your Daddy has had to try to comfort broken hearts many times, but he never knew before what it was to be broken hearted.

"When you romped and played with your Daddy and Mother we had a little section of heaven here. And our whole lives shall be devoted to preparing ourselves by helping others to be ready to enjoy heaven with you."

The Peace That Safety Brings

Take a look at the quaint picture at the bottom of the page and take a second look to see if you can read the Old English type which bears a message for you. Some folks skip that because they find it hard type to read. Anyway, lest you be among that company, here it is: Carol the Joy and Peace that Safety Brings.

The number of fatal accidents within our ranks has been large this year and none of them were due to the hazards of the victim's occupation. All of them might have been prevented by reasonable application of safety principles. The month of September brought so many accidents that everyone felt uneasy. Perhaps this uneasiness has made us more careful. At any rate, we have been free from tragedy for a month or more. May it continue. Let us all, whatever we do, refuse to take chances.

"Proud Daddies"

The following are to be found on Pages 8 and 9:

Ross Bamford and his son Sidney, age four years.

Ira Beal and his son Harold A., age three and one-half years.

Leo Boutin and his daughter Mary Eva, age five months.

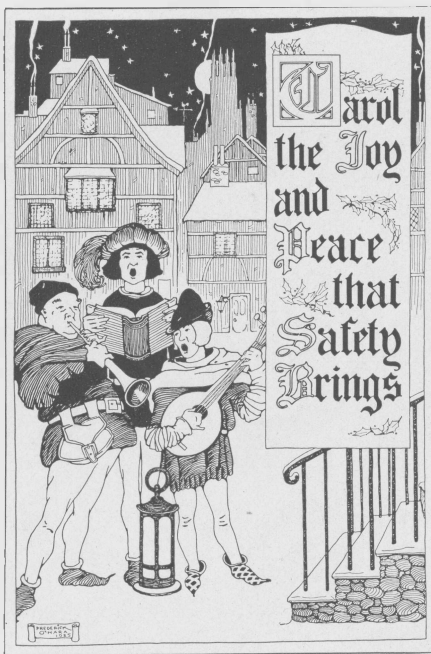
Harold Casey and his daughter Mary Joyce, age one and one-half years.

Frank Daley and his son William, age one and one-half years.

Hugh Desmond and his daughter Elizabeth Catherine, age five months.

Leo Desmond and his son Lawrence George, age eight months.

(Continued on Page 15)



American Mutual Liability Ins. Co.

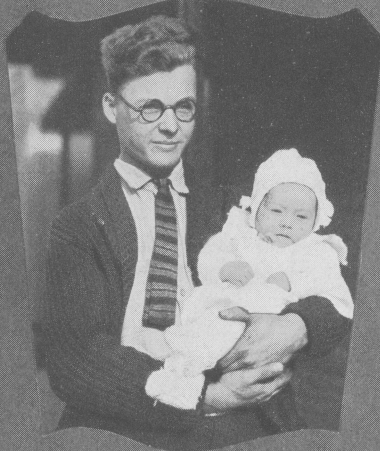
GNPCO

Remember ere you climb that sometimes what you're after is near you all the time

Proud Daddies



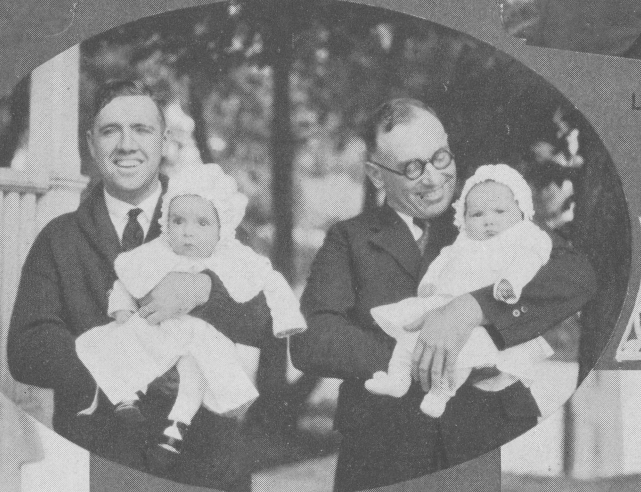
A.G. HEMPSTEAD &
ELIZABETH BROOKS



GERARD RICHARDS
& GERALD ARTHUR



LEO BOUTIN &
MARY EVA



ABOVE: LEO DESMOND &
LAWRENCE GEORGE, WITH
HUGH DESMOND & ELIZABETH
CATHERINE



ISAAC ELLIS & GORDON NEWMAN



HAROLD HOYT & MACK

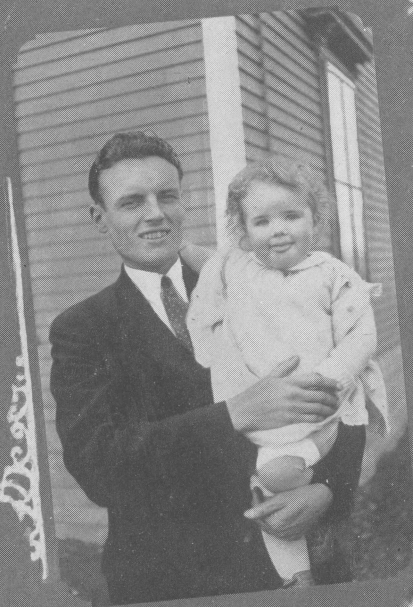


JOSEPH MURCH & MARY AGNES

Photos by A. G. Hempstead

GNPCOR

Character, like gold, is acceptable currency in all countries—FORBES



JAMES MUTTY & JOAN



JOHN McVEY & LUCILLE



R.H. ROBERTSON & JOHN M.



WILLIAM HILTON, MARIE & THOMAS



HAROLD CASEY & MARY



Left: ROSS BAMFORD & SIDNEY

IRA BEAL & HAROLD A.

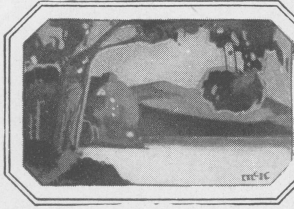


FRANK DALEY & WILLIAM

Photos by D. Maher

GNPCOV

Many accidents are caused by sending the body out to work and the mind out to play



Northern News



Grant Farm

J. E. Ramsay, Correspondent

Everything is in readiness for winter at the Grant Farm. The crops have all been harvested and the double windows are on, so let come what will!

The last Movie shown here, "Michael Strogoff," was the best yet. Everyone seemed to be of the same opinion, that they would be perfectly satisfied to see the same picture the second time.

Recent visitors at the Grant Farm—L. G. White, Wm. St. J. Murray, N. A. Smith, R. H. Robertson, Ingleton Schenck Jr., and party from Madison, A. G. Hempstead, Rev. H. C. Vrooman, O. A. Harkness, H. I. Rollins and family, D. W. O'Brien and C. E. Millett.

C. W. Powers is assisting with the clerical work at Cooper Brook for a short time. We will all be glad to see Charles back at the Grant Farm.

The recent heavy wind and rain storm caused considerable damage. Nearly all telephone lines were out of order. Excellent work was rendered by the repair crew in getting the lines in service in a short time.

Maynard Emery has joined the line crew and Donald Chapman is taking his place at the switchboard. We all wish "Squeak" luck in his new work.

Machias Operation

W. J. Lacrosse, Correspondent

In spite of the many rain storms we have had, everything has been booming in this neck of the woods. Men are coming in every day. There are 300 now in the six camps that are operating. Forty-three company horses and seven horses owned by the contractors are being used in the yarding and toting.

Due to the heavy rains, the roads are in bad condition, making the toting very difficult, but Nate Ranney and his crew are making good progress in putting the roads into condition.

Among the visitors at 25 Mile this month were Messrs. L. G. White and Frank Daley. Frank went home with his share of game, one 6 point buck and 4 partridges.

Rocky Brook Improvements had the misfortune to have a horse drown after a heavy rain.

Nate Ranney and his crew have finished repairing Rocky Brook Dam and have moved to 25 Mile. Later they will go to Pratt Pond to build a small driving camp.

Francis Dougherty stayed with us a short while last month. We hope he comes often as our wood pile is getting low.

Albert Harvey, who was working with Nate Ranney, was taken to the hospital in the night with a severe attack of appendicitis. We all hope to see him back with us soon.

Supt. T. S. Ranney has been with us this month.

Cooper Brook Operation

Raymond M. Fernald, Correspondent

Moving pictures shown here through the month have been appreciated by large audiences.

Harold Whitehead has taken up a residence at B Pond Storehouse and seems to be holding his weight by his own cooking.

Bill Erskine has completed his work here and has moved to Grindstone.

Ronald Lothrop is keeping time at No. 2 camp, taking the place of E. H. Rand, who has returned to his home in Salem, Mass.

J. E. Sargent has closed his season's work on the Cooper Brook Log Hauler Road.

The Ford trucks that have been doing some gravelling on the road have been turned in to the Greenville Shop.

The steam shovel which was operated by Cal Gunn is no longer in use.

V. A. Roberts recently got a 27 point buck which weighed over 200 pounds.

Jack Flynn is working for G. B. Burr, keeping the woods telephone lines in order.

W. E. Worcester, who was formerly assisting with the clerical work at the Grant Farm, is now keeping time at Camp No. 4.

Donald Porter is helping Roy Lowe with the clerking at the trestle.

Ab. Murray came from the Greenville Shop to take a tractor out from the trestle job.

Chester Hilton and his crew are at work on the steam log haulers and are making fine progress in getting them in condition for the winter's work.

Visitors this month include L. A. O'Connell, Jos. McPhee, Wm. St. J. Murray, Wm. Hilton and E. S. Jones.

Dishonesty
makes every slap
on the back a
nightmare!

"Peace of mind"
is sure a grand and
glorious feeling. Bill Jones.

THE FALKER PUBLISHING CO. 100 N. OGDEN ST. CHICAGO, ILL.

GNPCOR

The foot-prints of a single man may point the path to a multitude that have lost their way—SEDGWICK

Greenville

D. M. Pearson, Correspondent

The news that some of the mid-western Indians were making preparations for a hard winter was announced about the same time that the line storm cleared off warm, which indicates a mild winter. Last year the Katahdin made a round trip of the lake on December 4 which closed the boating season. This year the sages and wise men predict that the lake will keep open until the 12th of December and possibly later.

The sympathy felt for Call Murray in the misfortune of losing his arm was evidenced by a substantial sum of money raised among his friends of the company, who wish him a speedy return to health.

Preparations are under way for the annual bazaar held on Thanksgiving Day. This event is sponsored by the Holy Family Church and patronized extensively which gives assurance of a successful day.

The progress of the new Catholic church is being watched with interest by all. It is located on West Street beside the rectory. The foundation and frame work are completed and the construction work is going ahead fast.

Chesuncook Dam

John H. Mortell, Correspondent

William Hodgins, the chief fire warden for this district who has been located here this summer, has returned to Northeast Carry to join his family.

George H. Gruhn and Mrs. Gruhn have returned to Augusta.

The saw mill is running full blast and is at present sawing out sled parts for Ellis Brook Operation.

The work of placing new timber on the wharf is near completion.

Boating on the lake is at its height. The two Gunn boys with Bob Farrell and Tommy Shields are kept busy taking supplies and men to the head of the lake.

This place makes a rendezvous for hunters enroute to the hunting grounds. Several fine specimens of deer have adorned the wharf this fall.

The work of dismantling the A. B. Smith is finished.

Ronald McDonald was called to his home by the death of his sister. He made the trip to Prince Edward Island, arriving in time for the funeral.

J. H. "Scotty" Scott is employed as cookee here and his melodious voice adds a touch of atmosphere to the place.

Howard Lovejoy, who has been located in Lincoln, Maine, for the past year, called here on his way down from the head of the lake where he had been spending a few days hunting.

Monticello—Frank Brown's Operations

A. P. Smith, Correspondent

Everyone is glad that the Great Northern is back operating in this section.

George E. Greenlaw and G. W. Nason are the contractors at Monticello Operation.

Plude, Daigle, Russell, Legassie, Long, Provett, Serway, E. St. Peter and J. St. Peter are jobbing for T. S. Pinkham, contractor, at Portage and Eagle Lake Operation. Ten thousand cords are to be cut here.

Frank L. Brown is superintending both operations, A. P. Smith is doing the clerical work and Milford Mehan is forester.

Greenville Shop

J. B. Pratt, Correspondent

The Electrical Sales Company men are here installing the new oil burning system. This system is being put into the present boilers with a storage tank holding about 10,000 gallons sunk in the ground just outside the building. From this tank there are ten lines of pipe which feed the five burners. We expect to see Jim Smith with a white suit on after he gets this to running as it is a perfectly clean job that he will have, simply turning buttons for the heat to go on or off.

We are receiving a large quantity of sleds and parts from all points north.

Mr. C. R. Ferguson, who has been employed here for some time, is leaving and is taking over the garage of Jos. Clark here in town. Fergie, we wish you good luck.

John Clemons and Hiram Hartford have gone into the reach iron business for the next two or three weeks; their daily output is around forty which keeps the smoke going up the forge chimney pretty steadily.

Lily Bay

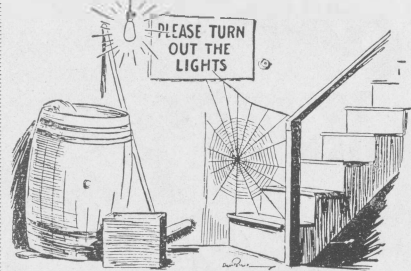
F. A. Murphy, Correspondent

The teamsters on the Grant Farm Road Repairs have turned their horses in to the Blair Farm, winding up the scraping for the season; the familiar "Gillettes" will be absent from now on. Bill Clarkin has a few men engaged in repairing the havoc caused by the recent storms.

During the above mentioned storm, that is of Friday the Fourth, much inconsequential damage was suffered by Lily Bay. The garages belonging to the Forest Park, and that of Senator Carleton were both demolished, the old windmill stand will stand no more, and the roof of the old barn took a decided turn for the worse, until George Brann and his worthy crew did some repairing. We were under the impression at one time that the old house would do "a Lindbergh."

Mrs. Ada Monk is doing the kitchen work, since the departure of Stella Booker. Stella made her

SOMEBODY FORGOT



RESULT - WASTE

Why waste when it is so easy to conserve?

Bill Jones

© THE PARKER HOLLADAY CO. 100 E. Ohio St. CHICAGO ILL.

GNPCOR

The ink of the learned is as powerful as the blood of martyrs—PHILLIPS BROOKS

departure in style and Elwood Gilman seems to be at a loss to know where his car is nights.

Elmo Roberts spent a few days in Bangor; while away Austin Harmon carried on his work.

Mr. and Mrs. Gary of the Grant Farm made us a short visit over Sunday.

Ten Mile Plant

A. B. Chaplin, Correspondent

Mr. and Mrs. Chaplin returned to the 10 Mile Oct. 20 after having a month's leave of absence.

Messrs. H. A. Perkins, J. F. Crowley and Harold Chase made an over-night call at the 10 Mile on Oct. 20. Mr. Perkins is Mrs. Chaplin's brother.

Doctors F. Y. Gilbert and S. E. Fisher, both of Portland, took dinner at the 10 Mile on Oct. 24.

Our visitors have been, A. V. MacNeill of the Caucomogoc Operation, John Lamb of Rockwood, A. F. Ayer, Game Warden, A. G. Hempstead, P. L. Bradean, Mr. R. H. Robertson.

Mr. Bowe and the telephone crew passed through, repairing the telephone lines that were badly damaged in the storm of Nov. 4th. All lines are now working again.

Millinocket Mill

A. P. Hume, Correspondent

A very pleasing entertainment was furnished through the courtesy of Mr. Babcock of the Babcock & Wilcox Co. at the mill office. A four reel movie of the important steps in boiler construction was shown to all interested. It was much appreciated by the men of Messrs. Cobb, Bowler and Carrier's departments.

The hunting season is on but we find no reduction in the price of beef. Whether this is due to the warm weather, the scarcity of deer or to the fact that our hunters have not as yet hit their stride, we are not prepared to say. Whatever the reason, we have not set our teeth in a deer steak this season. One of our hunters, who regularly sells men's furnishings, presented us with a steak and at the same time

a report was circulated that a horse had been shot. We now wish to confirm the report. However, we are willing to be convinced that there are still deer in the state of Maine.

Thomas Perrow, Wood Room Foreman, is spending his vacation at his camp on Ambejejus Lake. We expect to hear some rather lurid hunting tales when Tom returns. Meanwhile Jack Farquhar is looking over the sights of the old 45-70 as he has visions of a large moose at the business end of his trusty rifle.

The Misses Frances and Gertrude MacDonald have returned from a vacation spent in Montreal and surrounding cities, reporting a very enjoyable time.

The Nollesemic Club is to present "Tommy's Brides," a three act comedy, at the Opera House on December 13, 1927. The cast, which contains the best of our local talent, is working hard and the play is progressing favorably. Everyone is anxious to see this play as they all feel sure that there is something in store for them.

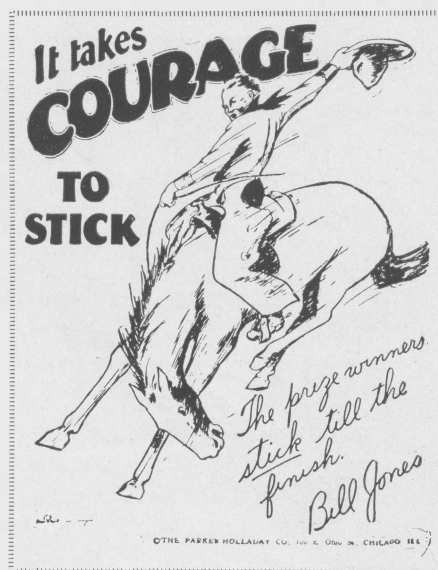
Mr. Walter Evans, our First Aid Interne, has returned from his trip to England. According to "Doc" he was entertained royally and according to his looks we agree with him. Mr. Evans, better known as "Doctor Kodak," has had a number of visitors since his return but we are not prepared to say whether

it was to see him or to hear some new English jokes.

Messrs. Chas. Hughes, Harvey Foster, Asst. Paymaster N. A. Clark and his son have returned from a hunting trip in Patten. As is usual with Nelson's trips, it was highly successful.

That the spirit "To do and to dare" may be shown, no matter what our duties in life may be, was very well illustrated last week by our genial timekeeper, John R. Soper. One looking at John would never associate him with that dare-devil spirit generally found among the heroes of smoke and fire, but such is the case nevertheless. Awakened from a deep sleep with the startling information that the house was on fire, John sprang to his feet and shouting, "Women and children first," dashed to the basement in a manner that would cause even the most hardened smoke eater to thrill. There, after a strenuous battle, unaided, he subdued the fiery demon and in his calm way quieted the terrified family. Modestly, Jack made light of the matter but on persistent questioning admitted the charge, though stoutly maintaining that anyone would have done as much. It is such modesty as this that we admire in heroes. For a time we were rather afraid of losing Jack, as our Fire Chief, F. M. Gates, upon learning of the deed, was seen holding earnest conversation with him and we surmized it was to induce John to join the Fire Dept. but he assures us, and we feel mighty relieved, that his line of duty is still among the boys here and the Fire Dept. as a result is the loser. Again the envious come forward and claim that the reason that Jack did not join the firefighters was that he would take too long to put on his collar and tie or shine his shoes when duty called, but that is the penalty of being a hero!

We wish to take this opportunity to wish every reader A MERRY CHRISTMAS and a HAPPY NEW YEAR, especially those who have contributed in any way to the items in *The Northern*. We have enjoyed reading them.



GNPCOR

A gun has to be 100 times heavier than the shell it shoots

Cooper Brook Depot

J. A. Marceau, Correspondent

Mr. and Mrs. Burr were in Bangor over the week-end of November 6th. Mr. and Mrs. Hobart were also visitors in Milford on Sunday, the 6th.

Chas. Berry had the misfortune of losing his car the other day. A couple of young fellows walking to Greenville from Pleasant River thought it would be more comfortable to use the old Lizzie. Fortunately for Mr. Berry they were stopped in Dexter that same night. One of the boys now has a warm home for the winter in Dover.

Chester Hilton and his mechanics Geo. Nash, Ed. Pierce, Berney Perry and Ellis Newton are doing well on the log hauler repairs.

Cal Gunn is putting his shovel away for the winter having done all the work on B Pond road.

We have had the pictures at the Depot and all the boys enjoyed them, but they are inquiring for the Bill Jones *Movies* which they have been expecting.

Miscellaneous West Side of Lake

Hugh Desmond, Correspondent

The hunters are now pretty well thinned out on this side of Moosehead Lake. Many fine specimens of deer have been taken out, the largest we have seen being an eleven point buck weighing 250 lbs. This was shot by a sportsman from Massachusetts.

Mr. and Mrs. Guy Winslow of the Boundary Cottage have been called down river by the illness of Mrs. Winslow's father.

Chas. Reed and crew have completed the repair and improvement work at Boundary Cottage. The back room formerly used for sleeping quarters has been turned into an up-to-date pantry with cabinets, shelves and drawers to store dishes and other table ware.

Mr. and Mrs. Len Hamilton of the 40 Mile have gone to their home in Skowhegan.

The road scrapers were taken off on November 10th after a successful

season. The roads are in excellent condition in spite of heavy rains and frost—much better than at this time in previous years.

G. A. Gartley has concluded the season's work on the Fire Patrol. We understand Jerry has joined the Social Service staff for this winter, and wish him good luck in his new line of work.

Mrs. Emma Harris of Shirley recently spent a week-end with her granddaughter, Mrs. Angus Morey, and family.

During Armistice week, Mr. Hempstead gave an illustrated lecture, "The Enemy" by Channing Pollock, on this side of the lake. This is one of the best illustrated lectures ever put on by the Social Service. It deals with events in the life of a family in Vienna during the World War. Before the entertainment on the evening of Nov. 11th at Seboomook, Mr. Hempstead spoke briefly of his recollections of the first Armistice Day nine years ago at which time he was "somewhere in France" with the A. E. F.

The excellent weather conditions this fall have been of great benefit to the lumbering operations. Reports received from the camps at Boyd-town, Burbank and Lobster Lake indicate that the wood will be all cut before Christmas this year.

The potato crop at Pittston this year was 4500 bushels, of which over a thousand bushels have been shipped so far to Grant Farm and Cooper Brook.

Twenty-Mile has been opened for the winter as headquarters for the toters, and a stopping place for travelers going into the North country. George Farrar is cook this year, and Everett MacDonald is garage man.

Clarence Sargent has a small crew repairing dams at Caucomogoc and Loon Lake. Bob Moore is running the motor boat and John Clark is clerk.

Boundary Cottage

Walter S. Marshall, Correspondent

During the month ending November 15, 1927, 2259 persons entered the United States through this sub-

port. Of this number, approximately 560 were American citizens or permanent residents. The largest single day saw over 400 people enter the state of Maine. About 75 importations have been made during this time.

About 425 hunters have entered through here since the hunting season opened. They have taken out some 200 deer, 50 partridges, 3 bears and 3 bob-cats. Even those upon whom Lady Luck failed to smile reported having the time of their lives. Maine furnished most of the sports but they come here from all of the New England states. Trappers are taking out a number of fine foxes.

Alfred D. Heald and Guy W. Butler have been alternating as Immigration Inspectors here. They spend the rest of their time at Jackman.

Mr. E. A. Piper visited Boundary Cottage on Tuesday evening, November 15. He was accompanied by Mrs. Marshall who will stay with us and act as housekeeper for a while.

Charlie Reed and Ed. McPheters installed some closets and cupboards and also made some other necessary repairs. "Mac" MacDonald has been wielding the brush to good effect. Boundary Cottage will soon be ship-shape again. These men have proven to be a bunch of jolly, good sports. The Great Northern officials have been very liberal in supplying the new furnishings which were needed.

Weather Report

F. W. Allen, Observer

October 15 to November 15
1927 compared with 1926

	1927	1926
Total precipitation	9.33 in.	4.92 in.
(Unusually heavy rains)		
Number of clear days	6	1
Maximum temperature	66°	59°
Nov. 1 and 2		Oct. 25
Minimum temperature	13°	16°
Prevailing wind	NW	NW
Greatest velocity	24 miles	24 miles
1927—8 A. M. Oct. 22 and Nov. 4		
1926—8 P. M. Oct. 25 and Nov. 10		
Total wind movement	6212 mi.	5655 mi.

GNPCOR

A man seesawing between yes and no will often follow another's example—SEDGWICK

Ellis Brook Operation

L. N. Murphy, Correspondent

Although the storm has not affected the Ellis Brook territory so severely as it did Vermont, it retarded to a great extent the cutting of the wood. The total cut to date, for the seven jobbers, is 15,000 cords, and up to the present time conditions have been unfavorable.

Buckley's prayer for rain has been answered to an extreme. The total tonnage hauled by the Buckley Limited is about 550 tons of supplies and equipment.

Louis Murphy took a cross country tramp from Chamberlain Lake to Caucomgomoc Lake, then to Rockwood by car. He reported seeing plenty of game, fine scenery, a good time and too much hiking.

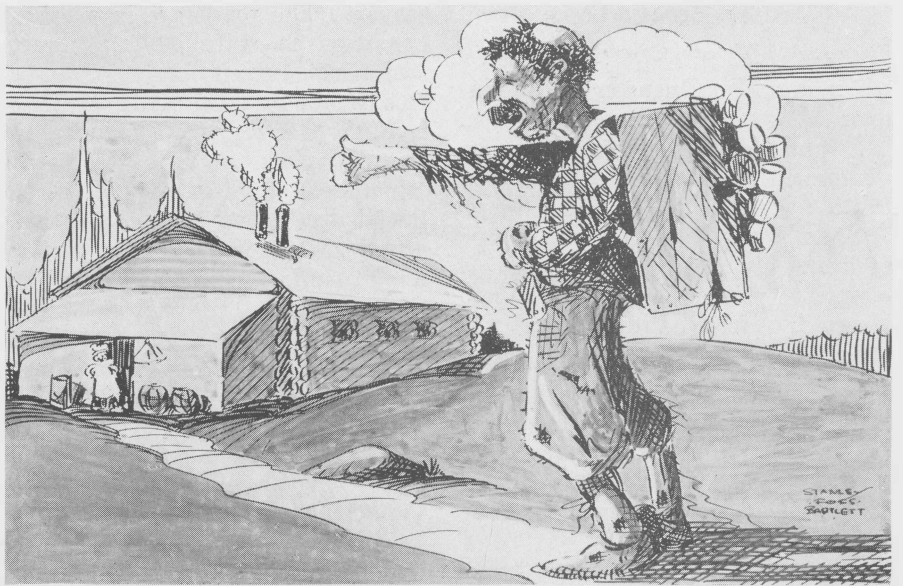
Mr. LeCroix is hauling his daily 1000 cords, but very soon cold weather will freeze the coves in the lakes and end railroad hauling for this year. "Jack" Pickett is doing a rushing business with the "Casey Jones."

In the last issue of the Northern We omitted the fact that we have the largest and most modern office of all woods operations. The office force consists of John E. Mea, Alphonse Bertrand, Louis Murphy and Paymaster W. G. McCormick. We anticipate a very busy season, but all expect to spend an enjoyable winter. It couldn't very well be otherwise with such neighbors as Mr. and Mrs. Earle Vickery, Buddy and Hiram.

Mrs. A. V. MacNeill spent a few days on the operation with her husband.

Alex Gunn is opening a wangan at Duck Pond. He has taken a contract to haul supplies from Ripogenus Dam to Ellis Brook Depot.

George McGuire has taken over the camp at the Umbazooksus Terminal which was used by C. M. Buckley this fall. Mr. McGuire will have a crew making improvements on Umbazooksus Stream for about two months. Jack Crawford has charge of the improvement crew and "Dinny" Flanagan is managing the tote team.



The Lost Cookee

By HENRY MILLIKEN

HE was one of those fellows that had been in the woods the greater part of his life. He had held numerous jobs. He had been a teamster, foreman, etc., but somehow or other he now held the station of cookee.

His duties were numerous. He carried water, washed dishes, peeled potatoes, cut the fire-wood, and last but not least did the carrying of lunches to the men that worked away from the camp.

One day he started out with the lunch. He carried it packed neatly in a wooden box that he had lashed to his shoulders. In the box was food enough for ten men.

Somehow or other he got off the trail and wandered about hoping to reach an old tote road. After walking what seemed to him miles he stopped and considered his plight. He knew that he was lost, and the thing of it was that in that section of Maine roads were as scarce as hens' teeth. The more he thought of his predicament the more worried he became, until at last he started running and shouting.

When it was lunch time for the workmen and the cookee had failed to bring the lunch the foreman sent a man to the camp to see what had happened. When they found out

that the cookee had started with the lunch and had not arrived they knew that there was a lost man in the woods and at once started to use dynamite, hoping that the lost man would hear the blasts and return to camp.

However, the lost man did not return to camp that night, but as the weather was warm no particular thought was given to the plight of the cookee.

Three days later the cookee came into camp. His clothes were torn. He was covered with mud from the soles of his shoes to the top of his hat. The first thing that he asked for was for something to eat. Said that he hadn't eaten anything since leaving the camp.

The cook gave him food and he at once started eating, stopping now and then to tell of his experiences in the woods. He told of seeing bears and moose, of trying to catch a grouse for a meal, and hundreds of other things that happen to only a lost man.

He still carried the lunch box and several tin cups. The food was intact. He had walked around through the woods for days and gone without anything to eat during the entire period and had carried a large quantity of food on his back.

GNPCOM

He who would laugh last must believe in Safety First



Loading long logs on a log hauler train

Log Haulers Twenty Years Ago

(Continued from Page 5)

From seven to ten sleds were used, the logs being loaded by means of a cable, pulleys and a horse. Sometimes, when the logs were on a high landing, they were rolled down skids on to the sleds.

An interesting office, and a new one for the woods, was that of the log hauler dispatcher who was located at the Depot Camp on Russell Brook. The picture shows Frank Fournier, now dead, as he sat before the telephone and his diagram of the road. The straight line represents the route to Chamberlain and the crooked line the "go-backs." At each of the ten crossings there were telephones; on the return trip, the engineer had to call the dispatcher at each of these for orders so that the right of way could be kept clear for the loaded trains. The dispatcher had pegs, with numbers corresponding to the numbers of the machines, which he moved along to keep track of the location of each train.

The snow plow was a home-made affair, constructed of logs. Mr. Harkness tells an amusing story of a ride on it with Mr. Kelley. "John Kelley and I started one afternoon to go to the landing on the snow plow. He was standing on one side and I on the other. The engineer was running her fast. The snow had been piled up on each side by the snow plow so that the banks were four or five feet high. The snow plow struck a stump,—John Kelley

went into the air, turned over once, cleared the high banks of snow and was buried in the soft snow beyond his side of the plow while I did the same on my side! When we dug out and crawled back on, John was very much provoked. He called the engineer a variety of names! Now, every time we meet, some reference is made to our ride on the snow plow."

A Citizenship Creed

By Judge R. Eve

1. To acquaint myself with the fundamental principles of the Constitution and laws of the United States and of the state of which I am a citizen.
2. To inform myself on public issues and the character of candidates; then to speak and act as a patriot.
3. To vote in all elections according to the dictates of an enlightened conscience.
4. To become an active member of some political party pledged to the highest and best in public service; to hold my duty as a citizen high above all party ties.
5. To hold the faith "That right makes might" and in that faith dare to do my duty as I understand it.
6. To play no favorites; to stand for the vigorous and impartial enforcement of all laws.
7. To obey all laws myself and expect others to do it; to uphold officers in the enforcement thereof.
8. To work openly and vigorously

for the repeal of all useless and unjust statutes.

9. To stand as a ready soldier, an honest taxpayer, a willing and impartial juror, a faithful though inconspicuous public servant.

10. To know my government; to impart that knowledge; to realize what that government does for us all, and to understand what we should do for it.

11. To encourage good men to enter and remain in the public service. To serve myself when called.

12. To stimulate patriotism, good feeling and loyal co-operation among all classes of our citizens.

13. To strive against all efforts to arouse race, religious, class or sectional prejudice.

14. To let my knowledge and interest follow my country's affairs around the world.

15. To know that I am bound to my state, my nation and to humanity and they to me.

16. To openly oppose and publicly denounce the traducers of my country's institutions and the slanderers of her public servants.

17. To carry to the foreign born and the affiliated, within our shores, the message of Americanism.

Contributed by D. J. Leen

"Proud Daddies"

(Continued from Page 7)

Isaac Ells and his son Gordon Newman, age three and one-half years.

A. G. Hempstead and his daughter Elizabeth Brooks, age two and one-half months.

William Hilton with Marie, age five years, and Thomas, age three and one-half years.

Harold Hoyt and his son Mack, age ten months.

John McVey and his daughter Lucille, age three years.

Joseph Murch and his daughter Mary Agnes, age two months.

James Mutty and his daughter Joan, age one and one-half years.

Gerard Richards and his son Gerald Arthur, age four months.

R. H. Robertson and his son John Montgomery, age two and one-half years.

GNPCO

A man finds himself in the hands of a hard creditor when he borrows trouble

At Christmas

By EDGAR GUEST

*A man is at his finest toward the finish of the year;
He is almost what he should be when the Christmas season's here;
Then he's thinking more of others than he's thought the months before,
And the laughter of his children is a joy worth toiling for.
He is less a selfish creature than at any other time;
When the Christmas spirit rules him he comes close to the sublime.*

*When it's Christmas, man is bigger and is better in his part;
He is keener for the service that is prompted by the heart.
All the petty thoughts and sorrow seem to vanish for awhile
And the true reward he's seeking is the glory of a smile.
Then for others he is toiling and somehow it seems to me
That at Christmas he is almost what God wanted him to be.*

*If I had to paint a picture of a man I think I'd wait
Till he'd fought his selfish battles and had put aside his hate.
I'd not catch him at his labors when his thoughts are all of self,
On the long days and the dreary when he's striving for himself.
I'd not take him when he's sneering, when he's scornful or depressed,
But I'd look for him at Christmas when he's shining at his best.*

*Man is ever in a struggle and he's oft misunderstood;
There are days the worst that's in him is the master of the good,
But at Christmas kindness rules him and he puts himself aside
And his petty hates are vanquished and his heart is opened wide.
Oh, I don't know how to say it, but somehow it seems to me
That at Christmas man is almost what God sent him here to be.*