

MAINE CENTRAL MAGAZINE



OCTOBER, 1924

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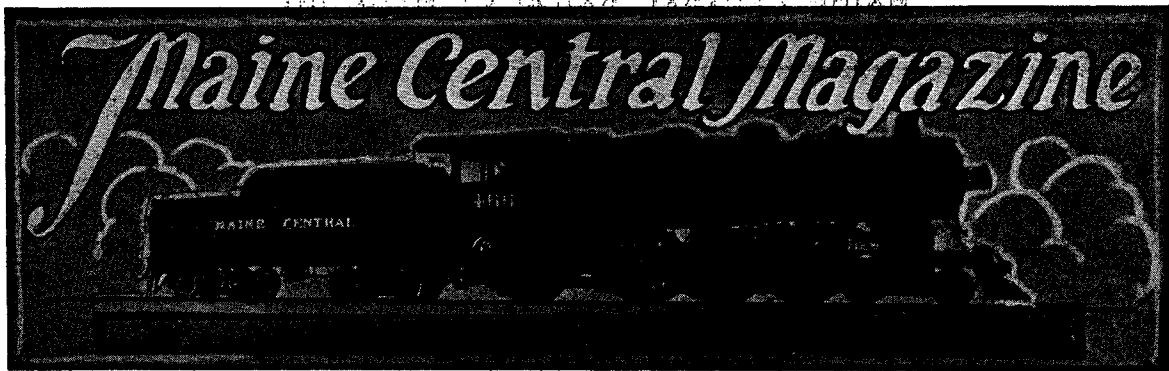
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Vol. 1

OCTOBER, 1924

No. 10

The Waterfront Business

Camera Man Gets Picturesque Views of Vessels Whose Cargoes Are Shipped To
Maine Central Points—A World In Itself—Some
Significant Figures and Facts



HERE is no more picturesque spot in all Maine than the waterfront along Commercial Street in Portland, where vessels of many types and nationalities lie at the Portland Terminal Company wharves. Here crews receive the varied products that are loaded into Maine Central cars and shipped to many, many points.

Some day we hope to write a story giving something of the atmosphere, the color, the rugged romance of it all. In this issue we will print merely a few significant figures—and the photographs on pages sixteen and seventeen speak quite eloquently for themselves. They give a clearer idea of these waterfront activities than could columns of descriptive type.

Specifically, there are three Portland Terminal Company wharves. The superintendent of wharves is Carlton B. McIntire, who directs operations on wharves one and two; wharf three is under the supervision of George H. Eaton, freight traffic manager.

Coal and sulphur are discharged on wharf one; coal and considerable coke on wharf two; China clay, pulp wood and wood

pulp on wharf three. There is a distinction, you see, between pulp wood and wood pulp. The former is wood that is used for pulp, as the name implies; the latter is the product after crushing, and comes in bundles of 400 to 500 pounds.

Where do these products come from—and go to?

Well, the coal is in barges from Philadelphia, Baltimore, Newport News and other points, and the bulk of it goes to mills, factories and large dealers throughout Maine.

Sulphur is from the mines at Sabine, Texas. Maine paper mills get it.

China clay—very fine, white and powdery—is used in the manufacture of paper. So it is shipped to the Maine paper mills, and also to potteries throughout the country—largely in the west. It comes from the English coast.

Pulp wood is mostly from New Brunswick points; wood pulp from Sweden and Norway. Both are for Maine paper mills.

In the pamphlet distributed to members of the Portland Rotary Club on their visit to Rigby, and reprinted elsewhere in this issue,

(Continued on Page 32)

(See photographs on Pages 16 and 17)

President McDonald Spoke

Maine Central's Chief Executive, Addressing Members of the Maine Press Association At Their Annual Dinner, Discussed Vital Problem of Transportation and the Railroad Tax

ADDRESSING members of the Maine Press Association at their annual dinner in the Falmouth Hotel on the evening of Friday, October 11, President Morris McDonald of the Maine Central Railroad Company spoke upon the railroad situation—a subject of immediate interest and great importance to every person who loves this state.

After briefly reviewing the situation in its nation-wide aspect, he gave a resume of Maine Central finances; made plain the obligations imposed upon railroad management; touched briefly on the harmonious conditions under which the 8,000 members of the Maine Central family are employed; and, as the vital part of his address, discussed this road's ever-increasing burden of taxation and the proposed legislative plan whereby, it is hoped, the burden may be lightened and an adjustment made that shall be equitable to all concerned.

The dinner was attended by about sixty—editors and publishers of Maine's daily and weekly papers, many of whom were accompanied by their wives and daughters. President F. B. Nichols, editor of the Bath Times, presided; Arthur G. Staples, editor of the Lewiston Journal, was toastmaster; and there were but two speakers—President McDonald and Donald B. McMillan, well known Arctic explorer. "There have been years," said Toastmaster Staples, "in which we have had a larger group of speakers, but never one more distinguished."

In introducing President McDonald, Mr. Staples said, among other things: "He has consented to talk tonight upon the greatest problem now confronting us—the problem of transportation and the railroad tax. I hope that every person here will consider this problem candidly, carefully, fully, between now and the convening of the legislature; for upon your decision may largely rest the future of the State of Maine."

President McDonald spoke as follows:

President McDonald

Subject:

When your President, Mr. Nichols, invited me to talk to you, the subject I was to discuss was not dictated by him, but I assume that he thought I would talk on the railroad situation, and I am not planning to disappoint him. The subject selected is one that is uppermost in the minds of most people part of the time and in my mind all of the time.

I have sometimes thought there is no class of public servants so little understood as those who

manage our railroads—unless it be the owners and publishers of our daily and weekly papers. Unfortunately, there are some who can see nothing good in a railroad or other public service corporation. And a newspaper man I know, who used to be a city editor, tells me the favorite salutation of those who dropped into the city room was: "Why don't you fellows get something right once in a while?"

Yet, I venture to say, the average editor and publisher is not a sensation seeker who puts headlines above honesty and sensations above truth and common sense. Nor is the average railroad president or director a strange and sinister figure, working behind closed doors and controlled by the powers of financial darkness. Both are just ordinary human beings who try hard to do what is right as they see the right; who love the good old State of Maine, with which their interests are entwined; who know that as Maine and Maine people prosper, so they themselves will prosper; and who have in common one motto: a plain and simple motto, but with a big idea, a driving punch, behind it—TO GIVE SERVICE: faithful, efficient, unselfish service, every minute of the hour and every hour of the day. The man who is afraid of hard work, of giving the best that there is in him to the people of Maine, has no place on the Maine Central Railroad. That I know. And he has no place in a Maine newspaper office, either.

And so, although I have not the nimble wit and graceful eloquence of the gifted newspaper man who has spoken, nor yet the power of graphic, vivid description of the distinguished son of Maine who is soon to speak, I am here tonight because I have a message—a simple message, but I think a big one. I believe that the railroad world and the newspaper world, both of which are working for the good of Maine, and both of which have so many things in common, should get acquainted.

Changes in the Railroad Situation and Government Regulations:

The railroad situation has materially changed in the past few years since Federal Control and the passage of the Esch-Cummins Bill, now a part of the Interstate Commerce Act as amended, since this law regulates many of the activities of the railroads subject to it with respect to:—

- (a) Operation;
- (b) Rates for carriage of freight and passengers;
- (c) Wages paid employes;
- (d) Accounting;

(e) Issuing of securities for loans and new capital.

This law not only prescribes what may be done in the conduct of the affairs of the railroads, but attaches severe penalties for failure to comply with its provisions.

The railroads are also subject to the state laws and regulations of the public utilities commissions, when not in conflict with the Interstate Commerce Act. After a careful study of the laws and regulations affecting railroads, the mind is left in doubt as to just what part the management plays in the railroad game.

Division of Territory for Rate Making Purposes:

In dealing with the railroad situation immediately following Federal Control and in prescribing rates for transportation of freight, the territory in the United States was divided into four groups as follows:

- Eastern,
- Southern,
- Western,
- Mountain-Pacific.

The New England lines are embraced in the Eastern Group, which includes the territory about as follows: north of Norfolk, Cincinnati and the Ohio River; east of the Mississippi River, the Illinois River and Chicago; and it includes the trunk lines and Central Freight Association territory.

Fixing of Rates:

In fixing the rates for the railroads so that they might be able to earn a return (now 5 3/4 %) on the fair value of the property devoted to public use, the Interstate Commerce Commission ruled that the rates should be so adjusted that the railroads in each group, considered as a whole, should be able to earn the maximum prescribed. At the close of the twenty-six months of Federal Control and the following six months of partial guaranty by the United States, most of the New England carriers found it impossible, even with the new rates as adjusted by the Interstate Commerce Commission, to pay any return to their stockholders and, in some cases, very difficult to pay interest and rentals.

Railroad Service vs. Railroad Rates:

Railroad service is more important than passenger fares or freight charges which the public is obliged to pay the railroads for such service. It takes money to provide safe, prompt and sure transportation; it takes money to build the railroads; it takes money to build additions to the railroads. New capital is needed by the railroads every year to build up and maintain service. I believe, as every user of the railroads, including those who travel as well as those who despatch or receive freight shipments, believes, that the service performed by the railroads is vastly more important than the rates charged for such service.

The Maine Central Situation:

In the case of the Maine Central Railroad Company, the year 1921, the first full year of private operation since the Federal Control period, resulted in a deficit of approximately \$2,000,000; conditions improved somewhat in the following year, 1922, and although there was a reduction of 10% in

freight rates effective July 1st, 1922, operations for that year resulted in a surplus after charges of \$550,000. In the year 1923, in which we experienced one of the worst winters in our history, as well as severe floods in the early spring, the surplus after charges amounted to \$10,000. For the first eight months of the year 1924 we had a surplus of \$161,000, and for the full year 1924 we hope to have a surplus after charges of at least \$400,000, but this is largely an estimate, as results for the last four months of the year are not yet known.

Results Still Unsatisfactory:

One of the principal reasons for this unsatisfactory condition is the fact that, in spite of all of our efforts to reduce operating expenses and taxes, the company's earnings have failed to produce the expected return on its capital investment.

Readjustment of Divisions on Trunk Line Traffic:

We have attempted to adjust this matter of increased income in part by application to the Interstate Commerce Commission to review and enlarge on our divisions on traffic interchanged with the trunk lines and their connections, but thus far we have been able to do very little in this respect, although we have hopes of receiving additional income in that direction within a short time.

The Railroad—a Public Utility:

The railroad is a public utility and its duty is to perform prompt and satisfactory service to the public, but it cannot be efficiently operated unless its income is sufficient to pay:—

- (a) Cost of operation;
- (b) Taxes
- (c) Interest on borrowed capital;
- (d) Suitable reserves for replacement of property worn out in the service;
- (e) A reasonable sum for improvements;
- (f) A return to the stockholders commensurate with the risk involved and the nature of the investment.

No act of Congress or of the state legislature can change this necessity. Men will not work unless their wages are paid, coal and materials must be paid for, capital will not invest unless promised a fair return.

The railroad utilizes capital, management and labor in its endeavor to serve the public, and to function to the best advantage each class should deal fairly with all others. Continued operation of the railroads at less than cost means financial loss to employes and investors, and also loss to the public in the way of service.

Relations between the Maine Central Railroad Company and Its Employes:

There are approximately eight thousand employes in what is referred to as "the Maine Central family." They have practically continuous employment at fair rates of pay, under satisfactory working conditions. Relations are harmonious, and there are no disputes or differences between the management and men. Should and questions arise as to hours, wages or working conditions, provisions are made for handling through organizations of employes with the management under the principles of collective bargaining. In the event of failure to arrive at an agreement, such matters may be ap-

\$161,807 Surplus First Eight Months

A surplus after charges of \$21,618 is shown in the August statement of operating results by the Maine Central Railroad Company, made public Sept. 24. Surplus after charges for the first eight months of 1924 is \$161,807, as contrasted with a deficit of \$276,189 in the corresponding period of 1923. The report follows:

	August 1924	August 1923	Decrease
Freight Revenue.....	\$1,012,965	\$1,210,851	\$197,886
Passenger Revenue.....	462,124	546,116	83,992
Railway Operating Revenues	1,638,023	1,905,595	267,572
Surplus after Charges.....	21,618	118,152	96,534

PERIOD FROM JANUARY 1ST TO AUGUST 31ST—(Eight Months)

	1924	1923	Decrease
Railway Operating Revenues.....	\$13,626,914	\$14,180,758	\$553,844
Surplus after Charges.....	161,807	Def. 276,189	Inc. 437,996

From estimates now in hand, it would appear that fixed charges for the month of September 1924, would be fully earned.

MORRIS McDONALD, President.

pealed to government agencies. There are also pension benefits provided by the management at no cost to the men, whereby the employe is protected from want in his old age.

Public Opinion:

The public is the great user of the railroads, both passenger and freight service, and there are no good reasons why railroads should not prosper the same as other enterprises. The idea that rates are excessive and ought to be reduced is, to my mind, wrong. It takes only a short study of the situation to see that net income cannot be increased while expenses and taxes are excessive, as these largely affect the final result.

Competition of Motor Vehicles:

I have purposely kept away from comparisons as to the conditions brought about by use of gas-propelled vehicles, and while it is true our passenger revenues have seriously suffered, and our freight revenues to some extent, from this competition, it is my personal opinion that this mode of transportation has come to stay and will doubtless be improved in the future, and as to this we offer no objections, provided that our tax burdens are reduced instead of being further increased.

Taxes:

Taxes are taking from the railroads an ever increasing share of the net revenue from railway operations. The excise tax law of the State of Maine, as it stands at present, is excessive and inequitable and bears no relation to the value of the railroad property or franchise or to its taxable ability. For instance, this law has so operated as to more than double the taxes of the Maine Central in a period of five years, although during the same period its dividends disappeared and the value of its franchise and securities and its taxable ca-

capacity diminished. A railroad cannot be used for any other purpose and its value, therefore, principally depends upon the earnings which result from its operation. The present law should accordingly be revised so that the tax assessment would take into consideration the result of the year's operations and the ability of the railroads to pay. I have to suggest a tax law for this state that will take into account this condition and will provide a reasonable minimum percentage to be applied to the gross operating revenues assigned to the operations within the state, regardless of financial results for the year, with a provision that this percentage be increased as the ratio of net railway operating income to total operating revenues for the year increases. This law would ensure to the state a reasonable amount from railroad taxation, and the taxes of the railroads would automatically increase from year to year as and when net income of the railroads, and consequently their ability to pay, increases. It is the purpose of this Company to present this matter to the legislature of 1925 for consideration, with the hope that some needed relief will be granted, and the support of your Association in this matter is earnestly solicited.

Final:

You, the members of the Maine Press Association, can be helpful by educating the public to the fact that the railroads and other public utilities must be supported in order that they may give first-class service to the public and also a reasonable return to the owners of the property. There is no longer any reason for the public to be alarmed by the thought that there will be anything secret in the matter of railroad management or operation, as everything, under the federal law, is a matter of public record.

(Continued on Page 9)

As Some Others See Us

Maine's Summer Guests Write to the Management of Courtesies Extended By
Members of the Maine Central Family—Just a Few
Extracts From Their Letters



NE of the comic papers—"Life," we believe—once published a cartoon strictly founded upon fact: humorous treatment that emphasized an eternal truth.

The first part of the cartoon shows a young man rescuing a beautiful young girl by dragging her from the path of a runaway horse. He has just performed, at the risk of his own life, an act of spectacular bravery; but there is no one there to see. The street—save for himself, the girl and the horse—is absolutely deserted.

The second part shows this same young man chasing his hat on a windy day. And lo! both sides of the street are lined with his good friends, who bristle with humorous and satirical suggestions.

That cartoon was the truest thing printed in a long, long time; whoever drew it knew what he was about. Somehow, in the business world, a man's mistakes are broadcasted; that's human nature, everywhere. But his little acts of courtesy and tact, which reflect to the credit of his company and his employers, too often are known only to the recipients. He, himself, through long training, has acted almost automatically. Which modest and rather obvious essay leads up to the following:

Thousands of tourists, from all parts of America and beyond, have this summer traveled on Maine Central lines. And members of the Maine Central family have shown them little acts of courtesy in countless different ways. The majority of these acts will never be known—certainly never recorded. They were not performed with any idea of thanks or of reward. They merely fitted into the road's regular policy—were just part of the day's work.

But now and then some traveler has done more than express his thanks. He has taken the trouble to write to the management of the company itself. And from a pile of letters sent by summer guests from all parts of America, and all stations in life, the Magazine has selected—almost at random—a

few that seem typical. All relate personally to members of the Maine Central family.

Why should they not be printed? Kind words have never yet harmed anyone. We withhold only the signatures, for of course they were not written with a thought of publication.

A lady who did not sign the name of her home town found time to write this hurried postal and mail it at Portland's union station:

"I want to speak, as one of four on the train from Bangor today who especially had occasion to observe it, of the universal courtesy of your conductor, whom the ticket agent informs me is Mr.

Gleason. He performed, quite voluntarily, a favor which meant considerable convenience and comfort for the writer. It is a pleasure to come in contact with such railroad employes."

From the head of a department in a great Southern city comes this terse note, written on the city's official stationery:

"I take pleasure in expressing my appreciation of the courtesy and consideration extended me recently by Captain Foss, steamer Pemaquid—Rockland to Castine.

"I have taken occasion to recommend this trip to friends staying at the Samoset Hotel, due mainly to the excellent condition of the boat and to Capt. Foss' personality."

Notice the infinite variety! The representative of a public service corporation in Massachusetts had quite an experience while traveling on the Mountain Division, and writes about it in this way:

"It gives me pleasure to call to your attention a courtesy on the part of one of your employees which I think is very commendable.

"A few weeks ago, accompanied by a number of friends, I left the evening train at Crawfords, thinking that my baggage had been put off by the porter. I later found that, owing to the similarity of a number of climbing kits, mine had been carried

A Heartfelt Letter

Perhaps rather apropos, of the letters printed on this page is the following, sent recently to Treasurer John A. Webber of the Maine Central Relief Association. It is typical of several received each month, and is here printed by permission of its author:

Rockland, Me.

Dear Brothers:

Your check for \$96 received, for which I am very grateful. I think the Maine Central Relief Association is a blessing to all railroad men.

Thanking you very kindly, I remain,

Joseph Hamlin,

55 Gay Street.

(Continued on Page 15)

Shop Crafts' Annual Meeting

Some Details Considered by the General Board At Waterville, October 9—George H. Parrott, Representative From Portland District, Becomes General Chairman—Successful Year Expected

The "General Board, Association of Shop Crafts Employees, Motive Power Department, Maine Central Railroad and Portland Terminal companies," held its annual meeting on Thursday, October 9, in Waterville. This meeting continued through the day, and various matters of interest to the shop crafts were considered. There was an interruption when the Maine Central Magazine photographer stopped the order of business long enough to get a group picture.

"In general," said one of those authorized to speak, when questioned by a Magazine reporter, "conditions in the Association are very satisfactory.

Nothing unusual is pending, and nothing greatly out of the ordinary was considered. Our membership is still growing; there has been renewed interest and activity of late, and we are looking forward to a successful year. You may say that the Association is planning more social activities than it has ever had—yes, a great many more, we hope.

"One of the most satisfactory things, to us, in the year just closed, was the issuing of the piece work scale in printed form. Nobody not actually a shop crafts worker can know how valuable are those little books, which can be taken home and studied, or how much they mean to our membership. If this was an experiment, it certainly proved its worth."

General board officers were elected as follows: Chairman, George H. Parrott, Portland district; vice-chairman, B. L. King, Bangor district; secretary, Joseph E. Moore, Portland district; treasurer, George E. Eddington, Waterville district.

Mr. Parrott, who becomes general chairman and thus head of the shop crafts, has been machinist representative from Portland on the general board; and for several weeks, during the vacation of Joseph E. Moore, general secretary, he acted in that capacity. He has long been one of the most active and enthusiastic of the Association's workers, and it is believed his term of office will be unusually successful. The other officers are experienced, loyal workers, of proved administrative ability.

The proposed changes in by-laws, printed in the July issue of the Magazine, were confirmed and thus became effective. The next board meeting will be on the first Thursday of January, 1925, in Waterville.

The district boards, so far as fully organized and learned at this writing, several days before the Magazine goes to press, are as follows:

Portland District: President, George H. Parrott; vice-president, W. R. Brackett; secretary, Thomas E. Oates; treasurer, D. H. Harlow. District Board members:

Robert MacIntosh, Lancaster, N. H.; Samuel Smith, Bartlett, N. H.; A. J. Nicoll, Brunswick; Ralph Shedd, Lewiston; L. P. Nash, Rumford; George H. Parrott, Thompson's Point, machinist; Walter Hamm, Thompson's Point, machinist; Herbert Jackson, Thompson's Point, boiler-maker; D. H. Harlow, Thompson's Point, carman; J. E. Moore, Thompson's Point, blacksmith; W. R. Brackett, Rigby, machinist; G. E. Cabana, Rigby, machinist; G. R. Chesley, Rigby, blacksmith; William Hale, Rigby, carman; E. L. Grant, Yard, No. 1-5-8; George H. Reilly, South Portland shops; Thomas E. Oates, Union station; J. S. Cobb, Rigby, electrician; A. T. Pratt, Rigby, sheet metal worker; C. M. Libby, Rigby, boilermaker.

General board members from the Portland district are: George H. Parrott, machinist; Thomas E. Oates, carman; Joseph E. Moore, blacksmith; Herbert Jackson, boilermaker.

Waterville District, as this is written, has not been fully organized for the year; and therefore the district board membership will be printed, in full, in next month's Magazine. Its officers are: President, A. J. Pine; vice-president, Hugh T. Marsh; treasurer, George B. Eddington. The secretary has not been chosen—but will be by the time this issue of the Magazine reaches its readers. General board members from this district are Mr. Pine, Mr. Marsh and Mr. Eddington, all of whom are machinists; and M. D. Peck, carman.

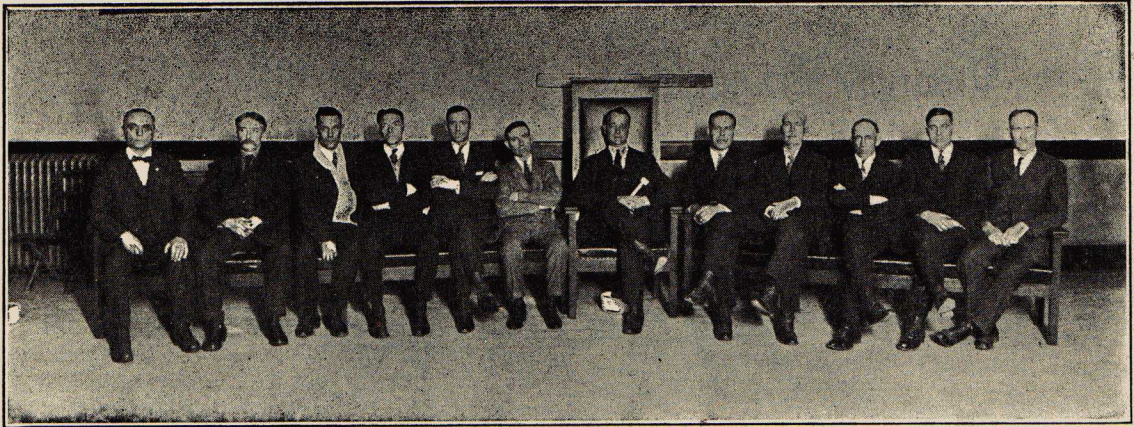
The Bangor District officers are: President,

Supplement Two

The following, formally authorized and adopted, was given out for publication at the annual meeting of the General Board:

Supplement No. 2 to rules governing employment of mechanics, mechanics' helpers and apprentices in the motive power department. Add to Rule No. 18 the following:

"In reducing forces at any point, an employee losing his position, who has previously been promoted from one seniority class to another at the same point, shall be allowed to take position at that point in the class from which he was promoted, displacing any employee in that class of less seniority. He shall retain his right to employment in the higher class in accordance with his seniority in that class. His seniority in the lower class shall be determined by the date of his last employment in that class. This also applies to helpers who have been promoted to mechanics in the same craft, and to Class B carmen who have been promoted to Class A carmen."



General Board, Shop Crafts Association

Photographed at annual meeting for the Maine Central Magazine. Left to right: A. J. Pine, Waterville district; M. D. Peck, Waterville district; H. T. Marsh, Waterville district; H. G. Jackson, Portland district; Thomas E. Oates, Portland district; Joseph E. Moore (general secretary), Portland district; George H. Parrott (general chairman), Portland district; Bertram L. King (vice chairman), Bangor district; George E. Eddington (general treasurer), Waterville district; George B. Hunter, Bangor district; Chester L. Shepard, Bangor district; Eugene Barnes, Bangor district.

Chester L. Shepard, Old Town; vice-president, Eugene Barnes, Brewer; secretary, George B. Hunter, Bangor; treasurer, George R. Wilson, Bangor. District Board members: Bertram L. King, blacksmith, Bangor repair shop; Eugene Barnes, carman, Bangor repair shop; Earl J. Honey, carman, Bangor repair shop; Samuel C. Eaton, carman's helper, Bangor repair shop; Arthur A. Libby, carman, Bangor repair shop; Chester L. Shepard, machinist, Bangor round house; Rodney R. Link, machinist, Bangor round house; Harry E. Honey, carman, Bangor union station; George R. Wilson, carman, Northern Maine Junction; Ralph E. Ladd, carman, Hermon Centre; Blinn Price, coach cleaner, Vanceboro; William R. Gardiner, machinist, Calais. General board members from this district are Bertram L. King, blacksmith; William R. Gardiner, machinist; George B. Hunter, carman; Eugene Barnes, carman.

President McDonald

(Continued from Page 6)

Constructive criticism is always beneficial, and this is invited;—on the other hand, criticism with no foundation in fact is extremely harmful. By co-operation on fair and broad lines between the railroads and the public (and by "the public" I mean the press and all other interests), we can, in my opinion, bring about a better situation in connection with the railroads.

Closing:

In closing, ladies and gentlemen, may I say, honestly and sincerely, that I believe there is no greater power in all Maine, or one wielded with higher purpose, than the power of the press? Many of you I have not had the pleasure of meeting personally; and yet I feel that I know you all.

There is in my office a clerk whose chief duty is to clip, from every daily and weekly newspaper in the State, all stories and suggestions relating to the Maine Central Railroad; and in no better way can I keep abreast of civic progress or learn the people's will.

Tonight I have handled a big and vital subject very briefly and simply. There is more that might be said—but the subject is long and my time is short. I only hope that these few words may help us to a better understanding—to a more faithful and unselfish service toward the State that we all love.

Donald MacMillan

Donald MacMillan, in addition to winning fame in the far north, is a colorful and entertaining after-dinner speaker. He has skill in the choice of language and a certain grace in delivery.

On this occasion he did not touch upon his recent voyage—but he told something of the romance and mystery of the far north; of the more dramatic phases of the Peary-Cook controversy; of the hardy adventurers who had preceded him; of the strange circumstances under which he had found certain of their records, and his own life and exploits had thus been entwined with theirs. Just what is the North Pole? A rolling, drifting sea of ice and, beneath this ice, water so deep that a lead, dropped a few miles from the pole, was played out 9,000 feet—and then could find no bottom.

In one of his passages he told of finding the Calico-Backed Snipe—a peculiar breed of bird, which establishes that this icy wilderness must once have been tropical. As showing how the earth is constantly changing—and to secure a better knowledge of this earth has been the chief reason for his trips—he described how the whole of Greenland is moving westward at the rate of 36 feet every year, tipping as it moves.

Maine Central Magazine

O. A. SHEPARD, Editor

Published Each Month by the Maine Central Railroad Company, and devoted to the interests of the company and its employees.

Communications by members of the Maine Central family, and by all others interested, will be gladly received. They may be addressed to magazine headquarters, Room 244, 222-242 St. John street, Portland.

Advertising rates made known upon application.

OCTOBER, 1924

Editorial

Railroad Taxation

No problem will be more seriously considered in Maine, during the next few months, than the problem of railroad taxation. It is admitted that a readjustment, fair and equitable to all interests concerned, is vitally necessary.

Perhaps it is appropriate to quote briefly, at this time, from editorials in two important Maine papers. The first was printed in the Lewiston Evening Journal of Oct. 1, and was in part as follows:

"The injustice of the present law is apparent. It was devised at a time which has passed into a curiosity of economics. Those days belong in a museum of antiquities. When Maine and the Boston and Maine railroad agreed to a tax on gross receipts, it had no vision of the day to come when we should be dealing in a depreciated dollar—depreciated by war into a dollar that goes only half as far as formerly. It had no vision that within a few years the Maine Central should have passed from ownership of Boston into ownership of Maine men and women. The present tax is strangulation of enterprise."

The Bangor Commercial, Oct. 10, said in the course of a long editorial:

"The railroads of Maine are oppressed, as are those of few if any other states, by absolutely unfair taxation. Years ago, when railroad companies were prosperous, each legislature appeared to think it necessary to impose some additional restriction or hardship upon them, and there was finally evolved a system of taxation upon gross re-

ceipts. This method is not especially burdensome when a road is paying large dividends, but quite the contrary when the opposite is the case.

"The Maine Central is paying an annual tax in excess of a million dollars to the state. It has been severely hit by government operation and vast increase in its operating expenses. The more business it has done, the greater has been its penalization by taxation. A tax on the net receipts would be fair; a tax on the gross is absolutely unfair and constitutes nothing less than capital punishment.

" * * * Let us be just and enable the railroads to exist. They are most anxious for the success of all industries for from them they obtain their sustenance. They will do all they can to improve conditions, but they must operate and to do so must receive living returns."

Yes, It Pays

A few days ago we received the following communication from a successful Portland firm. It was unexpected and unsolicited—but, of course, gratifying:

Portland, Me., Oct. 5.

Maine Central Magazine.

Gentlemen:

Just a word to let you know that the Maine Central Magazine is a boomer. Have received business outside of city as far away as Machias, Maine, and from other points nearer Portland. Please continue our ad until first of year.

Yours truly,

Deering Laundry Co.

By Ralph Dunham.

The advertisement in question did not quote prices. It contained merely a catchy line, "We want your duds in our suds," followed by the name and address. And Machias and Portland are 220 miles apart.

Now, if there are those who take the trouble to send their laundry 220 miles, despite the fact that there are many laundries in their home city and all along the line, it means but one thing: an earnest desire to co-operate with the Maine Central Magazine, and those who advertise therein. Would any person send his laundry 220 miles—in the aggregate, 440 miles—in response to an

(Continued on Page 30)



A New Heading for the Family, by One of Its Members.

If you must swear, please put it in writing," is the unique new sign gracing the office of the Portland Railroad Y. M. C. A.



Have you noticed the new heading for the Maine Central family department?

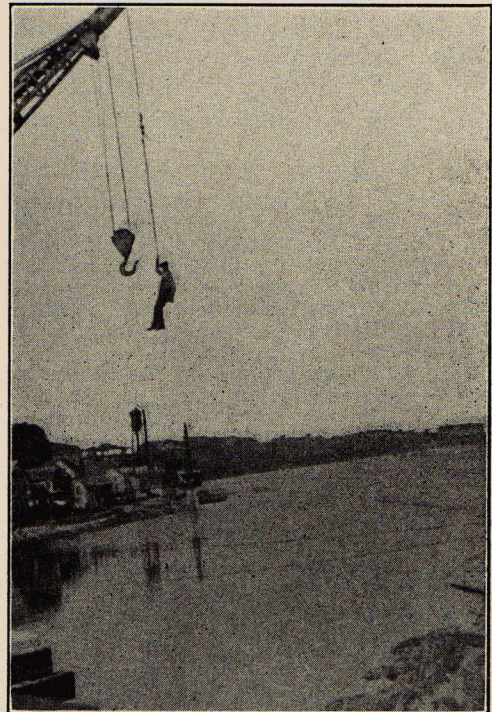
It was drawn by Joseph L. Anderson of the signal department, Brunswick, and we are genuinely proud of it. Mr. Anderson is the son of S. H. Anderson, conductor on the Lewiston-Rockland run, and grandson of the late Joseph E. Anderson, who was first engineer and then conductor for many years.

Mr. George F. Black, retiring Engineer, Maintenance of Way, recently received a handsome testimonial from his friends and associates in the engineering department—a complete and beautiful radio set, which was sent to his home. Mr. Black wishes, through the Magazine, to express his gratification and thanks.

There were no speeches or formalities—just a pleasant social gathering and a shore dinner from the heart of Casco Bay—at the annual meeting of the Portland Railway and Steamship Traffic Association, held recently in Westcustogo Inn, Yarmouth.

There was a large attendance, and it is rather obvious to add that everybody had a good time. Everybody always does when this group of congenial railroad men get together. For they have an unusual sort of organization—an organization marked by much good fellowship—as told in last month's issue of the Magazine.

On this occasion they enjoyed baseball and sports in the afternoon, followed by a dinner such as only the Maine coast can provide. Business is mostly barred at these meetings; but they did stop playing long enough to elect officers for the ensuing year, as follows: President, Lucien Snow, Maine Central Railroad; vice-president, J. J. Doane, Maine Central; secretary and treasurer, G. H. Thompson, Maine Central. Executive committee, M. L. Harris, Maine Central; W. O. Wright, Boston and Maine; W. T. Lyman, Wabash; E. B. Jones, Erie; S. B. St. John Atchison, Topeka and Santa Fe.



How would you like to be this member of the Maine Central family?

Envy Him?

Introducing Mr. Ira Thayer, of the Ticonic bridge crew at Waterville, in a ride that not every one would care to take!

Mr. Thayer is on the end of a 60-foot boom, swinging out over Ticonic Falls. He is seventy feet above the water, and, should he lose his grip, there would always be danger of striking upon a rock.

But he doesn't think of possible danger. It is just part of the day's work for him.

John I. Briggs, Jr., affectionately known as Johnny to everybody in the general offices and to hundreds of railroad men in all this part of the system, was on October 7 united in marriage to Miss Katherine Drummey, telegrapher at Portland Union Station. They then left on a wedding trip to Montreal, Quebec, New York and Boston.

It would be difficult to find two more popular members of the Maine Central family, and they begin their wedded life with the most earnest and sincere of congratulations. The bride comes of a railroad family—her father, the late Michael Drummey, having been employed for many years at Woodfords station. The groom has for fourteen years been mail clerk in the general offices, where his ability and unfailing good temper have given him a position peculiarly his own in the affections of all who work therein.

Shortly before leaving on his wedding journey, Mr. Briggs was presented, on behalf of those in the offices, with \$85 in gold certificates—it being thought that he himself would know best what he wished to purchase for his new home. This fine gift represented every department. The presentation speech was by Larry Halcrow, and Mr. Briggs responded briefly but feelingly. Mrs. Briggs received a very handsome picture from her friends at Union Station.

The happy couple will make their home in Portland.



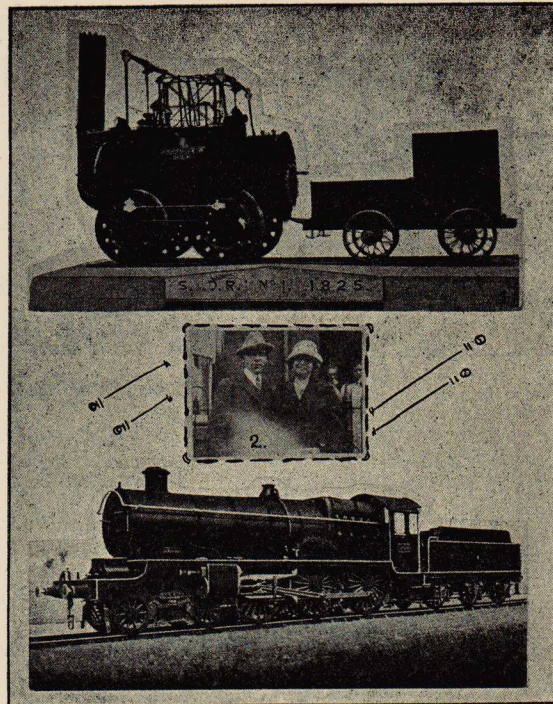
We once knew a Maine newspaper man who also had written books and even had one of his stories transferred to the screen. But when he returned from a trip to England, and was asked to relate his experiences and adventures, it was apparent he had seen nothing that impressed him sufficiently to remember. Finally, after several minutes of industrious thought, he exclaimed:

"Well, we found a place on the Strand where they had some darned good beer."

Joseph E. Moore, general secretary of the Association of Shop Crafts Employees, Maine Central Railroad and Portland Terminal Company, is not at all like that. A few days ago he returned from a trip to England, and when, at his pleasant home in Westbrook, we asked him to describe a few of the things he had seen, he responded with so many interesting observations—with such a wealth of entertaining anecdote—that the only pity is there isn't space to print it all.

Mr. and Mrs. Moore sailed from Boston, July 5, on the "Samaria," a Cunard liner. It ran into a tremendous storm, and for two days its thousand or more passengers had the adventure of their lives. Giant seas smashed against the sides, breaking furniture, hurling men and women to the floor, and producing a general condition that kept the ship's physicians busy. One noon Mr. and Mrs. Moore were at luncheon—the only ones at their table, for the dining hall, with seats to accommodate several hundred, was almost deserted. Mr. Moore happened to be looking through the porthole. Suddenly he exclaimed: "Brace yourself—here it comes!" A moment later the floor was strewn with smashed crockery and overturned chairs, among which rolled human beings, for a wave that would have swamped an ordinary vessel had broken over the decks. On nearing Queenstown, however, they ran into good weather, and there were some won-

Snapped In England



(1)—The first locomotive that ever ran in England. (2)—Mr. and Mrs. James E. Moore. Mr. Moore is general secretary of the Shop Crafts Association, Maine Central Railroad and Portland Terminal companies. (3)—The "Caerphilly Castle," most powerful locomotive in the British Isles. Compare with those in America.



derful nights on deck—sometimes real "community sings," hundreds of voices blending in old-fashioned songs.

They docked at Liverpool, and Mr. and Mrs. Moore first visited relatives at Leeds, which is Mr. Moore's old home. Later they went to Shildon, in the county of Durham, where live Mrs. Moore's people—on both her father's and her mother's side. They visited Westminster Abbey, the British Empire Exhibition at Wembley, and many other features of interest in London and vicinity.

One of the remarkable spots in Leeds is a famous temple, or old castle, that once was the abode of royalty when it visited Yorkshire, but which now is owned by the Leeds Village Corporation. Mrs. Moore has long been a friend of the matron, or caretaker, and so they had an exceptional opportunity for inspection—through the subterranean passages and other weird nooks and corners. And they visited the "haunted room," whose evil reputation is a tradition in Leeds and in which, on a "dare" from her husband, the matron had once tried to sleep. She personally described to the Moores her experi-

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Here's a Page of Maine Central Family Personals



Some Late Autumn Comings, Goings and Personal Gossip From All Parts of the Three Divisions — From Portland to Vanceboro



At the annual meeting of the Bangor Radio Club J. I. Mosher, dispatcher, was elected a director.

L. M. Blood has bid in position of clerk and operator at Calais.

Ronaldo Martin, clerk in the assistant superintendent's office, Bangor, has been enjoying a vacation in the woods.

The post office at Mt. Desert Ferry has been removed from the station to the residence of F. E. Grant.

W. C. Miner, agent at Cornish, spent a week's vacation in the Eastern part of Maine.

E. W. Fiske, agent at Lancaster, recently made a trip to Virginia and reports a very pleasant time.

H. L. Magoon, fireman, Lancaster, has returned from a vacation in Portland and Portsmouth.

H. W. Jordan, conductor, is spending his vacation at his camp at Fryeburg.

Gregory Wynne, operator at Calais, has bid in position of agent at Mt. Desert Ferry, made vacant by the resignation of E. E. Abbott.

Miss Helen Hutchinson has returned to her desk in the superintendent's office, Bangor, after leave of absence due to illness.

Charles St. Hilaire, operator at Beecher Falls, enjoyed a two weeks' vacation visiting Worcester, Mass., and Pawtucket, R. I.

C. G. Hutchinson, fireman at Lancaster, with his family, motored to Deer Isle, Maine, and spent his vacation.

Mr. P. E. Letter, conductor, Lancaster, with his family, recently made a motor trip to Quebec and Montreal.

J. E. Simard, who has been absent from his duties as agent at Crawfords, has recovered from his illness and returned to work October 13th.

F. M. McLaughlin, agent at Hiram, has been off duty for several weeks because of a bad attack of rheumatism. C. A. Poor is taking his place.

H. Q. Petrie, summer operator at Fabyans, has bid off position as agent at Quebec Junction, and C. A. Poor has bid off position as second trick operator at West Baldwin.

E. C. Nelson, who has been baggagemaster at Fabyans for the past two summers, has taken the position of yard clerk at Bartlett, formerly held by E. R. Moody.

Charles T. Ferry, engineer, has completed a cottage at Mt. Desert Ferry, located on the point above the residence of the late I. L. Wardwell, who was for many years agent.

Mr. James Asnault, superintendent of the Mountain Division, is spending a few days with his son, Raymond Asnault, in Cambridge, Mass., and while there expects to consult a specialist in regard to his condition.

Who Can Beat This?

G. J. Fournier, trainman, Rumford, writes:
Editor Magazine:

Referring to railroad families, I wonder how many have the distinction of being one of nine in one family working for the same road at the same time?

In the winter of 1907-08, my father and brothers, Joseph, Fred and Alex, worked in Chisholm yard shoveling snow while I was yardman there.

Arthur was trainman on the Farmington and Leeds Junction extra with G. H. Walker, and Peter, Eddie and Paul were trainmen out of Rumford, doing spare work. Can anybody beat this?

At present only five of us are railroad-ing. Paul and Eddie are sectionmen at Chisholm yard; Arthur is yardman on the S. P. in Portland, Ore.; Peter is yardman in Rumford yard, and the writer is flagman on the Rumford and Portland paper extra, so called.

My father was killed in Chisholm yard in February, 1921, in a collision of a freight and the snow train he was working on at the time.

G. J. Fournier.

That surely is a railroad record of which any family might be proud! "Can anybody beat it?" asks Mr. Fournier. Well, if there are those who can, we would like to hear from them.

F. J. Runey, superintendent of Portland Division, is spending his vacation at his home in Lancaster, N. H. He plans to make an auto trip to the southern part of the State and Massachusetts.

Mrs. C. E. Craigie, stenographer in the superintendent's office at Lancaster, recently spent a week's vacation, her place being taken by Mrs. Maude S. Matson.

Raymond A. Ward, chief clerk in the freight claim agent's office, and Mrs. Ward, have returned from a pleasant week's visit with relatives in Des Moines, Iowa.

The upper end of the Mountain Division was hard hit by the high water in September, water in some places being over the track to a depth of five or six feet, and the track being washed out in several places a distance of one-quarter of a mile. The water in the Connecticut River at Stevens was the highest it has been since 1878.

George E. Kyes of the stock department, general offices, has returned from a most enjoyable visit in Milbridge—one of its features being a seventy-five mile automobile trip to Castine.

Checker John H. Carroll and Ballot Clerk Patrick H. Joyce, of the transfer house, Portland, spent a two weeks' vacation in Washington. On their way they stopped over in New York and had a trip up the Hudson.

Arthur H. Neal, first trick gateman at North Conway, recently passed a vacation of ten days in Portland and other Maine cities. Geo. G. McKenney, second trick gateman, covered both tricks during his absence.

Mr. and Mrs. Arthur W. Eastman and grandson, Arthur Raymond Wiggin, left North Conway September 18th for a two weeks' vacation, passed in Hartford, Conn., and New York City. Mr. Eastman is employed on Section 124.

The car distributor at Bangor was pretty busy, but stopped to answer the telephone. A woman's voice: "Please send a car up to such-and-such a number, State street, as soon as possible." "What kind of a car do you want, madam?" "Why, a taxi, of course—isn't this the car distributor's office?"

Charles H. Pomeroy, for more than twenty years employed at the engine house, Bangor, died recently at the age of seventy-two. He was a member of the Columbia Street Baptist Church and of the Independent Order of Foresters. Two children, five grandchildren and two brothers mourn his loss.

M. G. Ward of the transfer house, Commercial Street, Portland, generously donated a camera for the benefit of the transfer house baseball team. It was auctioned off under the direction of Manager J. J. Farrell and brought \$10. This wiped out the team's deficit and left 34 cents in the treasury. Not a big sum—but it means a clean slate with which to start next season, and with all equipment purchased.

On Wednesday, Oct. 8, the boys in the transfer house, Portland, sent \$91 to one of their number, who is on the "sick list." This generous sum had been quickly raised by voluntary contributions. And the same thing has been done before, time and again. When one of the boys is ill, it is rather the custom for his comrades to lighten his burden by a contribution—these contributions usually ranging from about \$70 to \$90. There is no more loyal or generous a group anywhere in the railroad world.

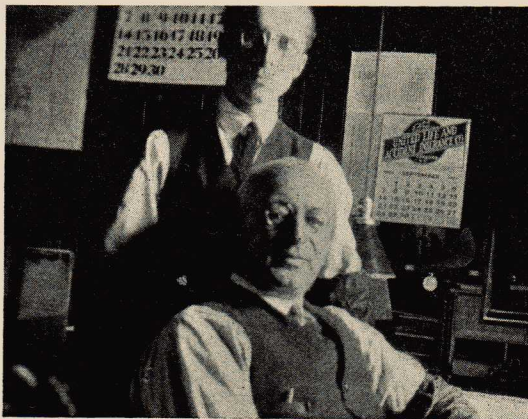
Captain "Rod" Sadler is about the last person in the world who would be selected as the victim of a kidnapping plot. He's a pretty hefty chap, and could give a good account of himself in a scrap. Nevertheless, if rumor has it right, he was recently kidnapped, put into an automobile, and carried miles away from the wharf where his boat was docked. The Norumbega came very near being without a master on that occasion—but beef and brawn won out and he got back in time to start away on schedule.

Three of the boys from Union Station—William Stone, who had charge of the information booth during the summer rush; Oscar Roderick of the ticket office, and Joe Meehan of the check room—went recently on a fishing trip to Smith's Mills. Meehan is the most truthful fisherman we ever met, for when we asked him what luck, he answered: "We fished four days, sometimes hours at a time, and didn't get one—not a darned one." Can you

beat that for honesty? Stone shot a squirrel, however, and the boys had a good time.

This is a true story. But not for a million dollars would we print the names—because we expect to keep on coming to the office, and we don't want to be automatically separated from our job. Two young ladies of the Maine Central—one from the general offices, the other from an office "somewhere down east"—started for the Jefferson Theatre. They had tickets for "Irene." These tickets were in an envelope; and the young lady who carried them had also a letter that she intended to mail. In due course the theatre was reached—and then: "I can't find the tickets," said the young lady, weakly. "I must have put them in the letter box." Sure enough—the letter itself was still in her hand. "You were intelligent, love," said her companion, in a voice that had tiny icicles sticking out all over it. The matter was explained to Mgr. Jay Barnes, however, and they didn't miss the show.

Recognize Them?



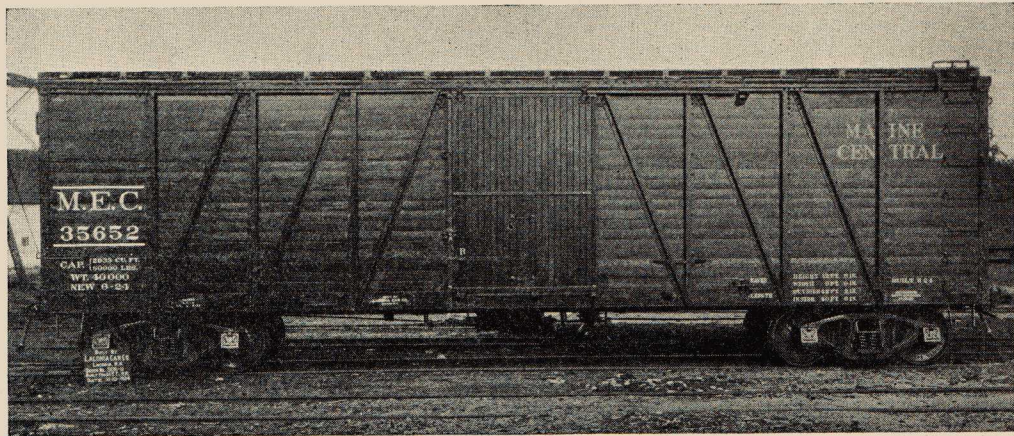
Snap-shot in car distributor's office, Eastern Division, Bangor. Seated, A. W. Dodge, car distributor. Standing, R. W. Martin, clerk, assistant superintendent's office.

Sometimes, when the editor of the Magazine works late into the night—don't laugh—he is cheered by the merry whistle of Tom Wiley, night mail clerk in the general offices, who is on duty from 6 p.m. to 2 a.m. Tom "rings in" twelve clocks every hour, has all the train mail to care for, looks after the general welfare of the big building in those long hours when only the clicking of the telegraph breaks the silence of the corridors—and he figures that every night he walks several miles. He has been on his present job three years, and was on Union Station platform three years before that. But how many of his present associates know that he was once an actor? He worked on the stage of The Jefferson in those happy days before actors of flesh-and-blood were replaced by film phantoms, and when Portland's leading theatre had more first-class attractions in a fortnight than it now gets in a whole season. Later he went into vaudeville—was good at it, too. And now he's a railroad man! Well, the railroad world and the stage have quite a few things in common.

Inspector Palmer's Photograph of First Box Car

This is a photograph of the first box car built for the Maine Central as part of its new equipment, which already has been carefully described.

There were 250 of these box cars, and they came from the shops of the Laconia Car Company. E. M. Palmer, piece work inspector at the South Portland shops, went to Laconia as representative of the Maine Central and Portland Terminal Co., and stayed there while the work was in progress, supervising every detail of construction. He obtained two photographs of the first car, and one of them is here reproduced.



There are some, of course, who think a box car merely a blot upon the landscape. But there is something of rugged strength—almost of grace and beauty—in the lines of this car, don't you think? It looks mighty serviceable, anyway.

As Others See Us

(Continued from Page 7)

on by mistake. Your station agent, whose name I am told is Joseph Simard, endeavored by wire to have the bag put off at the next station—and, this not being possible, motored in the evening to Lancaster and brought the bag back to me about midnight. He did this of his own accord and refused to accept compensation, seeming to think it was a service which he should render to one of your passengers.

"I am writing somewhat at length as it meant a good deal to me at the time to have the outfit; but I was more interested in his desire to accommodate a passenger who was in some trouble."

More briefly, the proprietors of a hotel on the Maine coast write:

"We are sending this to express our thanks and appreciation for the kindness shown us last Saturday by your agent, Mr. Price, at Bath station.

"We had to put a sick man on the train that day, and were greatly aided through his courtesy. In securing reservations for our guests, he has shown every attention and is willing at all times to change them for their better convenience."

A man of much prominence, who had been spending the summer at a hotel not far from Portland, wanted a certain type of accommodation for himself and family on his return to New York. For

various reasons, it was not, at that particular time, an easy request to fill. It necessitated a great deal of planning and correspondence. But the result is shown in the following letter:

"I want to let you know that Mrs. S—, myself and our two daughters traveled from ——— to New York, most comfortably and delightfully, owing to your very gracious and kindly help. We certainly enjoyed occupying Drawing Room A and Compartment B in your car, No. 144; am grateful."

The official to whom this was addressed said in the course of his reply: "It certainly is very pleasing to receive letters of this kind, but I must honestly say that the credit is due our organization who handled the matter and not to me personally."

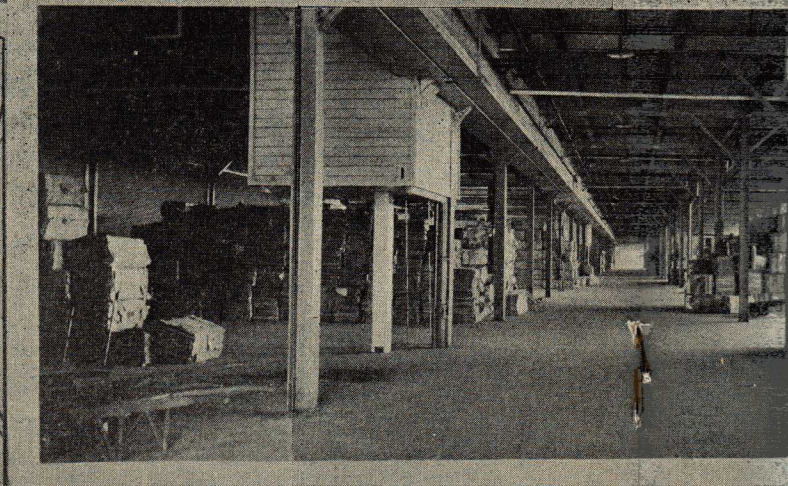
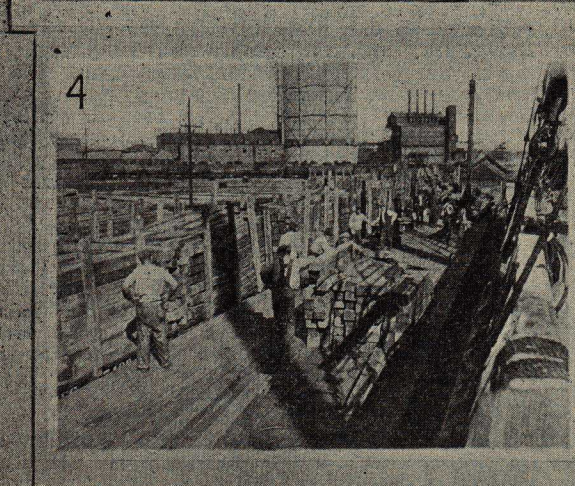
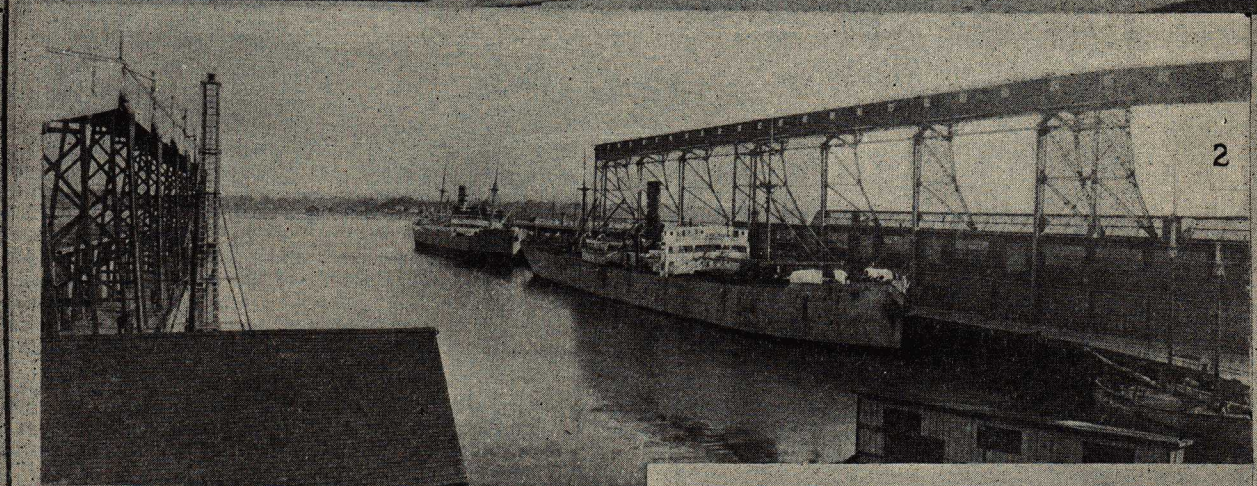
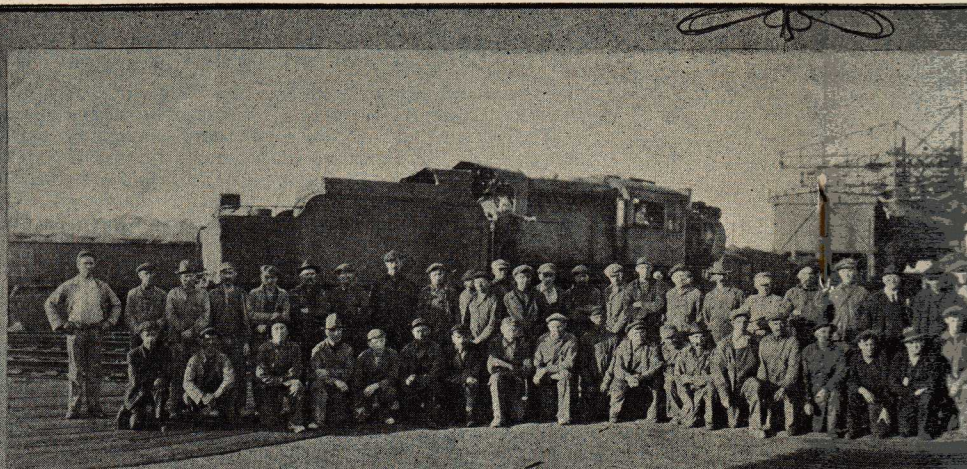
Ships that pass in the night! Little acts of courtesy, quickly performed and as quickly forgotten, by members of the Maine Central family toward those who cross Maine's borders from hundreds of miles away. But is it not just such acts of courtesy, oft-repeated, that help make a commonwealth prosperous and a railroad great?

—*—
Speaking of railroads, here is this one.

A highbrow traveler at the St. Johnsbury station approached the Portland express, which was made up and ready to start.

"Is this train ready for occupancy?" he asked.

Trainman—"No, sir. This train goes to Concord, Whitefield and Portland."—*The Caledonian Record of St. Johnsbury, Vt.*



(1)—Superintendent Carlton B. McIntire (twenty-third from left) and the crews of wharves one and two. (2)—Vessels unloading clay, pulp-wood and lumber at wharf three. (3)—Unloading lumber at state pier, showing wood-pulp piled for transfer to Maine Central cars.



crews of wharves one and two. (2)—The Modig and Topsalfjord discharging wood-pulp at state pier. of three. (4)—Unloading lumber and ties at wharf three. (5)—Interior view taken on sfer to Maine Central cars. (6)—Unloading a bucket of China clay.

Baseball Goes; Bowling Comes

Winning Team At Thompson's Point Sits For a Photograph—Some Baseball Plans For Next Spring—A Big Game At Lewiston—The 1924-25 Bowling Schedule



ELL, the first season of the Maine Central Baseball League, which now has passed into baseball history, may fairly be set down as a success. It had its downs as well as ups; but each of the five teams finished in good style, and each has definitely decided to be in the league another year.

And the outlook for this next year is decidedly bright. The big drawback at the start was the cost of equipment—uniforms, bats, masks, gloves and so on. But now this equipment is the property of the clubs and has been stored for the winter; so, when summer again comes, the league can start with a clean financial slate. There will be no further expense—or next to none.

This first season was marked by one or two spectacular features, by some very good games, and by the developing of several fast young players. And if, a few months from now, the league starts where it left off, it surely will become one of the very best in this part of New England.

As for the financial side: Three of the teams, as this is written, have small deficits, which can be wiped out by modest voluntary contributions. The deficit of the fourth team, due to a shut-down that kept it from playing in some of the season's best weeks, is larger and will need some figuring. It's possible, in addition to voluntary contributions, there may be a dance or entertainment of some kind. But unquestionably, as has been said, the teams will start next season with a clean slate, with their equipment all purchased, and with no financial troubles about which to worry. And, by the way, this is the final standing as given to the Magazine by Horace Woodbury, the league's official scorer:

Thompson's Point—Won 7, lost 1; 875 per cent.
 Union Station—Won 8, lost 3; 727 per cent.
 Maine Centrals (general office team)—Won 7, lost 6; 539 per cent.
 Transfer House—Won 3, lost 6; 333 per cent.
 Rigby—Won 3, lost 11; 214 per cent.

This will stand as official. It does not include tie games, a game that was called because of rain before three and one-half innings had been played, and the exhibition game between Thompson's Point and Union Station.

What are the plans for next summer?

Well, there has been no general meeting, and so they have not been formally discussed. But there are a number of things the managers have in mind.

One is to get an earlier start. With five teams already organized, and fully equipped, this should be easy.

Another is to have a more definite schedule, each team playing the same number of games. To make this possible, there must be six teams instead of five; but a sixth should easily be formed—with all winter to plan for it. The South Portland and Waterville shops offer possibilities.

Finally, there is likely to be a new playing field. The old "Mohawk baseball grounds," so called, which stretch between Union Station yard and Thompson's Point, are Maine Central property; and a very little attention and grading would put them in fine condition. Here the Maine Central's own league could play without disturbing other teams—and without being disturbed. It is probable this will be suggested by a league committee. Thus far the

games have been played on Richardson's Field—which is in charge of Prof. Lee, Portland's superintendent of recreation grounds. The Maine Central teams extend their thanks to Prof. Lee, who showed them every consideration and courtesy.

This month the Magazine prints the last of its baseball pictures—and, appropriately, it is of the league champions. Had there actually been a pennant—next year an effort will be made to get one—it would today be floating over the red-brick shops at Thompson's Point.

The picture was especially posed for the Maga-

Winter's Outlook

As the baseball season ends, the bowling season begins. Sports of some kind are in progress the year 'round on the Maine Central system.

The complete season's schedule of the General Office Bowling League is printed in this issue. It is likely that this league will have competition in its immediate vicinity, although, as this is written, definite plans have not been made. They are talking quite a bit about a league at the freight house on Commercial street and it is by no means impossible that the old Terminal league, which flourished a very few years ago, may be revived. There are plenty of good bowlers in the shops, the yards, and Portland Union Station.

Send in your bowling and other sporting news from all parts of the system! The Magazine wants it.