

and Its College Neighbors (See Page 15 for Description)

## Maine Central Sports

Newly Formed Rigby Yard Athletic Association Discusses Interesting Plans at Several Meetings—Movement Likely to Grow to Big Proportions—Various Athletic Activities from Different Parts of the System

*Interest in Maine Central sports has increased greatly in the last few weeks.*

*Several meetings of the newly formed Rigby Yard Athletic Association have been held, as told below. Those who attended discussed plans until late into the night. Baseball next summer—another bowling league in the immediate future—seem assured as the result of these discussions.*

*The Maine Central (General Office) League continues its weekly sessions. Details of various sporting activities appear below:*

### Elaborate Plans

Employees of Rigby yard, working through a definite organization known as the "Yard Athletic Association," have certainly jumped into athletics with both feet, giving them a boost that should make next summer memorable in Portland Terminal and Maine Central circles. In fact, as this is written, February 12, there is no telling where the movement—started New Year's eve at the Terminal offices on Commercial Street—is likely to stop.

This New Year's eve meeting, as told in last month's Magazine, was called to consider backing a Rigby yard team in the Maine Central League. Since then, however, the ideas of those interested have run beyond this original plan. There have been three other meetings—the last one too late to be reported in this issue—and an uncommonly elaborate and interesting program is well in process of formation.

At the first of these three meetings, attended by a gathering of real enthusiasts, plans for equipping the proposed team were discussed at length and with business-like directness. E. D. Welch and W. F. Corelius, representing the James Bailey Company—which equipped all five teams of last summer's Maine Central League—were present; and Mr. Welch made a speech. He is an old baseball player, a persuasive talker, and the possessor of a fund of entertaining anecdotes. One of his interesting statements was that the Bailey Company is ready to present a silver cup—made and designed by the Colonial Silver Company of Portland—to next summer's winning team. Messrs. Horton, McNealus and Conley were chosen to make a selection of uniforms, at the Bailey store, and report their findings.

The question of a dance at the Recreation ballroom was also considered. It seemed to offer financial possibilities, and Messrs. McGahey, Gurney, Maliar, Ward and Small were appointed to investigate and report. A plan for the organization of a bowling league was also considered.

### Some High Scores

John Goud, veteran Maine Central bowler, spurted after a poor start in his 10-string match with Arthur Blake, also of Portland—and, hitting the pins hard in the last strings, flashed over the finish line by a 28 lead.

Blake, it will be noticed, had a 137 string in the eighth. Goud won six of the ten strings, had five over the hundred mark, and hit 528 in his last five. The scores:

Goud,	88-87-90-120-91-115-100-105-117-91—1004
Blake,	100-90-89-84-89-85-91-137-110-101—976

Playing with Charles Matthews of Freeport, Goud won a 10-string match by a margin of 50 pins. He rolled a total of 1032, with four strings well over the hundred mark (116, 125, 119, 115), while his opponent had four strings over 100—also the high single, 127. The scores:

Goud,	116-125-93-92-83-119-98-95-115-91—1032
Matthews,	103-127-88-109-92-90-90-101-91-91—982

When the meeting ended—about 11 p.m.—those in attendance arranged themselves as nonchalantly as possible on the outer steps of the Terminal offices while the Maine Central Magazine photographer took a flashlight. The white glare, and report like a salute of German artillery, 'woke the near-midnight echoes along Commercial Street and made more than one sleepy householder wonder if the war had come again. That was why the flashlight was taken out-of-doors—effects inside the building might have been spectacular. A surprisingly clear picture resulted, however, considering the hour and conditions.

At the next meeting, eleven days later, Chairman Horton of the committee on uniforms reported it had selected as appropriate a uniform of gray, with black caps and stockings. The committee, at its own request, was then discharged from further duty, and the question of just which firm shall be awarded the contract was postponed for future consideration.

Mr. Horton—who is also the Association's treasurer—reported expenses to date of \$3.50 and \$117.50 in the treasury from the sale of membership tickets. And it will be a much larger sum by the time this issue of the Magazine reaches a majority of its readers. It was voted, also, to form a bowling league of six 5-men teams. Chairman McGahey, of the dance committee, asked further time before making his report, and this was granted.

Still another meeting was announced for Sunday, February 15. A monthly magazine, you know,



*Flashlight, taken in Commercial Street, Portland, late at night, of those who had attended a long conference of Rigby Yard Athletic Association.*

even though it tries to be up-to-date, hasn't quite a daily paper's speed. So we can't report the meeting in this issue, which is due from the press on February 16. But it is believed, as this is written, that make-up and schedule of the bowling league will be decided, together with definite plans for equipment of the baseball team. Managers of other teams in the Maine Central League were invited.

The question of a playing field seemed due for discussion. Many, as this is written, favor the old Mohawk grounds, located between the General Offices and Thompson's Point shops. They are Maine Central property, and it is believed they could be put in condition at comparatively little trouble or expense.

"Some of the boys would be glad to help roll them," is the general sentiment.

Altogether, a great deal should come, within the next few weeks, of this broad movement for Terminal athletics. It will not stop at Rigby yard. Its possibilities are too alluring.

### **Played Eight Hours**

They take their dominoes seriously at the Portland Railroad Y. M. C. A.

The fourth annual domino tournament, as told in last month's Magazine, is now in progress. It's played more or less irregularly, as the boys find time and opportunity; but the standing is always

kept, and there is plenty of friendly rivalry. Charles Lord—winner, by the way, of the second and third tournaments—is at present leading.

A few nights ago, Roy Shepard and M. S. Williams, opposing I. H. Swett and George W. Bourne, started to play at 7 o'clock. They stopped at three o'clock next morning—and in those eight hours played 22 games, each side winning 11 and getting two skunks. This established what may be called the long-distance record.

The billiard tournament, postponed from the date originally announced, begins the middle of February.

**General Office Bowling**

The Maine Central League (General Offices) continues its weekly sessions at the High Street alleys, and has developed a lot of good sport. This was the standing of the teams on February 12:

	Won	Lost	P.C.
Bridgton and Saco.....	44	24	.647
Somersets .....	42	26	.618
Mooseheads .....	42	26	.618
Kennebagos .....	38	30	.570
Sandy Rivers .....	32	36	.480
Megantics .....	33	31	.494
Rangeley .....	31	37	.464
Washington Co. ....	28	40	.419
Kineos .....	28	36	.437
Oquossoes .....	21	39	.350

The records:

- High average, Jess, 96.
- High single, Herald, 138.
- High three-string total, Pearson, 334.
- High team single, Bridgton and Saco, 463.
- High team total, Sandy Rivers, 1323.

On the night of February 11, the Engineering Department met the Maintenance of Way Department on Recreation Alleys, winning a victory by 28 pins. The scores were as follows:

*Engineering Department*

Lindsay .....	74	76	62	212
Tetreault .....	82	86	92	260
Thompson .....	84	92	93	269
Corcoran .....	81	106	89	276
Shepard .....	76	81	92	249
	397	441	428	1266

*Maintenance of Way*

Bailey .....	90	87	86	263
Paine .....	82	85	81	248
Stetson .....	85	85	84	254
Vose .....	76	82	95	253
Dole .....	70	80	70	220
	403	419	416	1233

**Inter-City Bowling**

As a result of a challenge printed in the Magazine, four crack Maine Central bowlers—John Goud and C. E. May, Portland, and J. A. Cobb and L. M. Valley, Rockland—met in a 20-string match. The



Left to right—John Goud, L. M. Valley, C. E. May, J. A. Cobb. Portland and Rockland bowling stars—by flashlight.

first 10 strings were rolled in Rockland, January 17; the last ten in Portland, January 24.

Strings rolled in Rockland:

<i>Rockland Team</i>	
Cobb,	98-106-83-82-99-86-96-102-116-90—958
Valley,	85-121-81-108-93-77-108-90-89-91—943
Total,	1901

<i>Portland Team</i>	
May,	85-91-89-107-83-113-120-89-89-95—961
Goud,	77-102-90-97-89-77-109-82-95-88—906
Total,	1867

Strings rolled in Portland:

<i>Portland Team</i>	
May,	80-86-108-82-106-90-96-100-91-116—955
Goud,	94-92-111-93-99-108-98-109-108-89—1001
Total,	1956

<i>Rockland Team</i>	
Cobb,	106-112-87-90-92-92-122-114-91-87—993
Valley,	109-99-91-86-101-89-106-85-91-103—960
Total,	1853

Thus Rockland led on its own alleys by 34 pins, and Portland on its alleys by three pins—Rockland getting the match by 31. It was exciting all the way through, and big crowds watched it.

"We were used finely by the boys in Portland," writes Mr. Valley, in a personal note to the Magazine, "and we enjoyed the trip very much."

And the Portland boys had a good time in Rockland. Other matches are likely between inter-city bowling stars.

**Last Month's Puzzle**

Last month the Maine Central Magazine printed its first cross-word puzzle.

As all daily papers now print these puzzles, and naturally we couldn't hope to compete with them, we simply waited until we received one that was distinctively original—one dealing largely with our own system and compiled by a member of the Maine Central family.

It came at last and was by Cecil F. Beane of the freight audit department, General Offices. We thought it clever and original—and do now, although

## Preliminary Step Toward Possible Electrification, Main Line

*The following piece of news appeared in the morning papers of February 4, and was widely read and discussed. There is nothing to be added at this time:*

An announcement of importance—one that may mean much to the economic and industrial development of Maine—was made Tuesday afternoon by President Morris McDonald of the Maine Central Railroad Company.

A contract, President McDonald said, has been signed with Murray & Flood, New York engineers, for a survey of the main lines between Portland and Bangor, including Rigby

and Commercial street yards in Portland and the yards in Bangor and Waterville. The purpose is to ascertain the economic possibilities of electrification.

This investigation will begin at once, and will be completed in about six months. Later, the engineers' report will be submitted to the Maine Central directors for further action.

Although short lines have been electrified by other systems, this is the first time that a New England road has taken a definite preliminary step toward electrification upon anything like so big a scale. President McDonald's brief announcement, therefore, has unusual significance for Maine people.

many members of the family solved it with disconcerting ease.

Forty-seven, by actual count, took the trouble to stop us or call up by telephone and say: "I got that puzzle." Nearly all of them added: "It took me about thirty minutes." D. C. Warman, agent at Madison, who was one of those to mail in their solutions, wrote at the bottom: "Done in 35 minutes."

W. C. Thombs and C. H. Stevens, operator and agent at Steep Falls, who sent in a joint answer, were the only ones who didn't solve it completely; and they were only two letters lacking. "Received 9.30 a.m., started work on it at 3 p.m., all done 4 p.m.," they added.

"All right," said Mr. Beane, when some of these things were called to his attention. "I'll get one out next time they won't solve in 30 minutes, or an hour, or five hours!" Good enough—we're waiting!

The solution of the puzzle was:

Horizontal—1 Eng. (engine). 4, Read. 7 B. U. (bushel). 9, The. 10 A. E. (of age). 11, Maine. 14, My. 16, Is. 17 Central, 19. O. S. (Oscar Shepard). 20, Pace. 21, Age. 22, N. E. (New England). 23, Pas. 24, Solon. 25, Ayer. 27, Sh. (shilling). 29, Magazine. 35, Non. 38, Bingham. 39, Embden. 40, P. P. O.

Vertical—1, Etna. 2, N. H. (New Haven). 3, G. E. (General Electric). 4, Raynes. 5, E. E. (Electrical engineer). 6, D. M. (Doctor of Music). 7, Bi. 8, Union. 12, Allen. 13, Essex. 14, M. E. C. 15, Oral. 17, Case. 18, Ago. 20, Pay. 23, Paine. 26, R. M. (Royal Marines). 27, Snap. 28, Hemp. 30 Abe. 31, Gin. 32, An. 33, Z. G. (Zoological Gardens). 34, I. H. 36, O. M. (Olamon). 37, N. B. (New Brunswick).

The hidden slogan, of course, was "Read the Maine Central Magazine."

## Brunswick Station

(Continued from Page 15)

companying loss of life, are now very, very few. And the answer? Block signals! It's a big subject—we aren't going into it here—but a remark by Mr. Sutherland, in conversation with the Maine Central Magazine, stuck in our memory.

"We know what the block signals cost us," said he, "but we can never know what they save."

## Unfortunate, But Serious

Investigation Places Blame For Collision  
Near Canton Upon Telegraph  
Operator's Disregard  
of Rules

On February 6th, at Anasagunticook, two miles west of Canton, on a sharp curve, westbound extra freight, Engine 526, collided head-on with eastbound extra freight, Engine 618, causing injuries to three employes and large damage to locomotives, cars and freight.

R. D. Bridgham of Auburn, fireman on Engine 618, was most seriously hurt, sustaining injuries to back, knee and shoulder, and was taken to Rumford hospital. Report from the hospital as this is written, February 12, is favorable and he is resting quite comfortably.

D. S. York, brakeman, of Portland, riding on Engine 618, and Albert Murray, engineman, of South Portland, in charge of Engine 526, are confined to their homes, reports indicating no serious physical injuries and early recovery.

The accident was caused by fault of a telegraph operator with thirty-five years' service experience. He re-copied the original train order as received and completed from dispatcher; in making the copy he omitted a vital part of the original order; he destroyed the original dispatcher's order and delivered the re-copied order to crew of extra 618. His action was strictly contrary to long established, positive rule.

## Fighting the Elements

"After the storm we start to 'pull' our tracks—clear them of cars, you know—three tracks at a time. Then we use our big 'Jordan Spreader' on the nose of an engine, with flanges behind, and go down through these cleared tracks.

"I wonder how many, outside the yards, have

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seen our Jordan Spreader? A glimpse of it in action would be a revelation to them. It's a wonderful piece of machinery—tremendously powerful. The sweep of it covers two tracks and part of a third. It clears away the snow, to the tops of the rails, both on the tracks and between them; and it goes up one track and down another until the snow is rolled entirely away from the yard. I've seen Rigby buried in drifts; but, when our spreader got through, they were rolled down as smoothly as the top of my desk. Yes, a wonderful bit of mechanism, this spreader—and, when we drive really hard, it will throw snow 40 or 50 feet.

"Many of the spectacular storms in the moving pictures are made in some such way. The audience doesn't see the mechanism—the machine; but the snow from it drifts in great clouds across the screen. However, it isn't the spectacular side that interests us; it's our business to make quick time in getting the yards clear.

"When it has stopped snowing, we attend to 'bad spots' on the main line and take out the 'core'—meaning piled snow between the tracks—with this same Jordan Spreader. Yes, a marvelous bit of mechanism! It can handle more snow in eight or ten hours than a thousand men with shovels could handle in a week."

"When the whole Terminal district is buried by a terrific storm, how many are needed to dig it out?" asked the reporter.

"Sometimes between 300 and 400," said Mr. Quincy. "We put on section men, special snow laborers—all the forces we can get."

"Where do the special laborers come from?"  
"All parts of Greater Portland. We're not obliged to hunt for them, either. They appear with every storm, eager for a chance to work."

It takes eight hours, Mr. Quincy said, to clear Rigby yard of snow, six to clear Yard Eight, and three at Deering Junction; the main line requires eight. "But the main line is always passable," he added. "It's kept so by continuous running of the plows and flangers. It hasn't been impassable once in all the time I have been in service—which is 25 years."

Speaking of the system outside of Portland Terminal: Division superintendents order out plows on the main lines, when storms come, but it is the engineering department which furnishes equipment and men. The roadmasters have general supervision, and they in turn report to Mr. Robinson, engineer maintenance of way. And when a great storm envelops the Maine Central's approximately 1200 miles of track—well, the maintenance of way department is confronted by an almost colossal task.

As stated above, however, the work is systematized well in advance, and is followed in practice with a certain swift and sure efficiency. It requires hundreds of men, of course; but the regular forces are usually sufficient outside of the yards. Even the small yards require additional snow-shovelers.

In addition to the Terminal's "Jordan Spreader"—which, incidentally, weighs 86,000 pounds—there is one at Waterville. Spreaders of a different type work from Bangor and Bartlett. Their operatives are also qualified steam shovel engineers, and so have regular employment in months when it doesn't snow. There are three plows for the Terminal and 53 for the Maine Central lines.

**Winter In Lewiston**



The above snap-shot came to us straight from the Hub of Hell.

Now hold on a minute \*\*\* Don't think we've taken up swearing, or anything like that. "Hub of Hell" is the name applied to a big room in the State House, Augusta, where newspaper men work when the Legislature is in session. Sometimes—along toward 3 a.m., after seventeen or eighteen grueling hours without rest or sleep—it affords some justification of its name; but usually it's a very cheerful place. Incidentally, more work is done there in a day than the average office produces in a week.

This snap-shot was sent by Stanley B. Attwood of the Lewiston Daily Sun; and it shows Lewiston upper station from the overhead bridge. It is the first of the winter's snow pictures. "It might have been a little sharper if I hadn't used a filter," writes 'Stan,' "but the filter was necessary to get the smoke effect."

**The Signal Tower**

Wonder how many saw The Signal Tower—a vivid drama of railroad life, shown in several Maine theatres since the Magazine's last issue.

Moving picture reviews—much as we personally enjoy them—have no particular place in these pages. But here is a picture drenched with railroad atmosphere. Its stark, brutal realism is in striking contrast to the caricatures so often masquerading as railroad stories on the screen.

A lonely signal tower at the foot of a cut that might well have been photographed on our own mountain division; the lever man, his devoted wife, his little son, his false friend—such are the people and the setting. The lever man's whole philosophy of life is whole-hearted devotion to the railroad he loves. Nothing, he tells the little son—who is to be an engineer some day—must stand in the path of duty.

And yet—there comes a night when all the forces of nature are let loose, and a runaway freight is tearing down the mountain side. And the lever man learns that in his own home, across the storm-driven open spaces, a frail barricade alone stands between his wife and the false friend, drink-maddened and with all the brute in him flaming to the surface, who seeks to break in. The lever man can ditch the freight, thus saving the express which

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### Stylish Degree Team

This is a flashlight, taken by the Maine Central Magazine photographer at Pythian Temple, Portland, of the team from Boston Lodge which installed the newly chosen officers of Portland and General Office lodges, "Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees."

It was a stylish team, clad in evening dress, and its work was executed with remarkable accuracy and precision. Portland enjoyed its visit.

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is speeding toward it at fifty miles an hour—or he can save his home. There is not time for both. The grim choice is his.

Now there, we claim, is a dramatic situation—one worth a thousand of the sugary trifles so often given to stage and screen. Rockcliffe Fellows, a dependable actor, is the lever man, Virginia Valli the wife, and Wallace Beery—screenland's premier rough-neck—the false friend. The white flame of Virginia Valli's genius never burned more brightly; it seems almost to leap across the screen. And the choice? Oh, yes—the lever man elects to save the train. And the wife is saved, too, for the scenario writers apparently lacked courage to carry their strange story to its logical conclusion. Even so, it offers a series of episodes that will linger in vivid memory.

We've mentioned this at greater length than we should, perhaps, because moving pictures haven't as a rule been kind to the railroad world. In fact, only two have risen to the dignity of railroad classics—and these deserve encouragement.

The Signal Tower is one of them. The other is The Iron Horse, which hasn't yet been shown in New England. When it will reach Maine is problematical.

### Maine Central Family

(Continued from Page 13)

Then there was a prize waltz, won by Edward F. Collins and his graceful partner, Miss Leveque. Refreshments of ice cream, cake and coffee were served.

The committee of arrangements was composed of Edward F. Collins, chairman; Thomas E. Foss, Joseph E. Toole, Coleman Green, Arthur E. Towsey and Frank Deering.



## The Coal Plant At Bangor

High Efficiency and Some Enviably Records There—300,000 Tons Discharged In One Season—Some of Foreman Callan's Men Have Been with Him For Years—Incidentally, He's a Famous Fisherman

The Maine Central Magazine had quite a bit to say, a few months ago, about the Portland Terminal Company's waterfront activities—the great wharves along Commercial street, where are unloaded the vessels of many nations. Coal from several American cities, sulphur from Texas, pulp wood from New Brunswick points, wood pulp from Sweden and Norway, China clay from the English coast—all are received by Maine Central crews and absorbed into the commercial life of Maine and the Nation.

But—that isn't the whole of it. The Portland coal pockets are important enough to deserve a lot of mention; but there are others. For example: On the almost equally picturesque waterfront at Bangor there's the Maine Central coal discharging plant, of which John H. Callan—one of the most popular employes on the whole Eastern Division—is general foreman.

They discharge coal very quickly at this plant. Mr. Callan has reason to be proud of it—and of his men. Fifteen years ago, when the plant was put in operation, they learned the business with him; they have been with him ever since.

An Eastern Division man, who intimately knows this part of the system, has at the Magazine's request written the following interesting description of this Bangor plant, the men who run it, and some of the notable records established there:

The plant was installed by the Mead-Morrison Co. of Boston and is of the two-tower type. Each tower is about 70 feet above the wharf, which means that the buckets have to be hoisted 90 feet, at times, from the hole of the vessel to the hoppers. This, of course, is an exceptionally high lift; in fact, the writer thinks it is more than twice as high as the Portland plant, and if comparisons were to be

made as to the efficiency and performance of handling a cargo of coal, these things would necessarily have to be taken into consideration.

The average time of opening the plant in the spring after the ice has left the Penobscot is about April 1st, and it is closed generally between December 1st and December 15th, all depending on weather conditions or whether the river is kept open by government ice-breakers. Nearly 300,000 tons of coal were discharged in one season since the towers were put in use. This was the largest summer's work that Mr. Callan has had. Among the manufacturing concerns for which coal is discharged are the Penobscot Chemical Co., Orono Pulp & Paper Co., St. Croix Paper Co., Lincoln Pulp & Paper Co., and the Great Northern, in addition to the Canadian Pacific Railway and some for the B. & A.

At one time steamer F. J. Lisman was discharged of 3789 tons in 9½ hours. In view of the fact that this plant has only two towers, and the further fact that during this time the steamer had to be moved three times to get the hatches under them, it was really a remarkable feat and one very seldom equalled.

Mr. Callan takes great pride in his engineers, James Norton and "Barney" Rice, who certainly have the name of being experts in the handling of the machinery they operate. To substantiate this, the

captain of the steamer Dunham Wheeler (2989 tons), which was discharged here November 21st, last, told Mr. Callan he had two of the best engineers that he (the captain) had ever worked under, and that the "Wheeler" had never been unloaded so quickly with two diggers as at that time.

The plant has a crew of nine regular men, not counting the longshoremen or trimmers.

There never was a foreman who is a greater



Snapshot of John H. Callan, general foreman of the Maine Central coal discharging plant at Bangor.

## \$378,558 Increase, Surplus After Charges

The Maine Central Railroad Company's December operating report—made public January 28—contains, of course, the total summary for 1924.

This shows the year's operating revenues to have been \$20,178,337. The surplus after charges was \$389,022—an increase of \$378,558 over 1923, when the surplus was \$10,464.

The report follows:

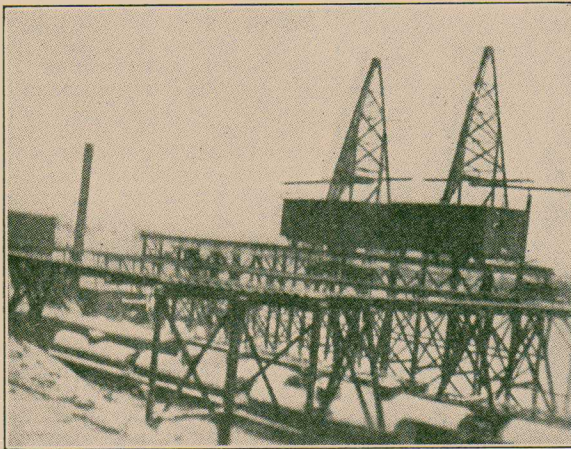
	December 1924	December 1923	Decrease
Freight Revenue.....	\$1,025,797	\$1,109,648	\$83,851
Passenger Revenue.....	346,843	376,987	30,144
Railway Operating Revenues.....	1,522,487	1,624,450	101,963
Surplus after Charges.....	96,883	97,044	161

PERIOD FROM JANUARY 1ST TO DECEMBER 31ST—(Twelve Months)

	1924	1923	Decrease
Railway Operating Revenues.....	\$20,178,337	\$21,192,265	\$1,013,928
Surplus after Charges.....	389,022	10,464 Inc.	378,558

MORRIS McDONALD, President.

favorite with his men, and in fact with all with whom he comes in contact, than John Callan. For eight years previous to the installation of the Maine Central's plant, he was employed by Trefethen & Dugan, who handled all the company's coal at this point; the last five years of that time, he was in charge of their Bangor business. He also holds the contract, and has held it for a number of years, of unloading all the company's coal off cars at Bangor.



A snapshot at Bangor coal-discharging plant.

His one great hobby is fishing, and he is now anxiously awaiting February 1st—when he will land at Tunk Pond, one of Maine's great fishing resorts, reached by the Maine Central Railroad, for an indefinite stay. In fact, he arrives there January 31st, to be on the spot as soon as the law is lifted. Undoubtedly he will get the first fish caught in Maine this coming season.

## One Big Family

"Sometimes," said Perley N. Watson, superintendent of bridges and buildings on the Maine Central's western lines, in conversation with a Maine Central Magazine reporter—"sometimes a little episode sticks in a man's memory. It may not be very important in itself, but it points an apt moral.

"Some years ago I attended a convention in Atlanta; and on the train going there our brakeman pointed out places of interest. He spoke with a delightful Southern drawl, which I won't attempt to imitate; there was the true flavor of Southern hospitality in everything he said and did.

"Mistah Watson," said he, 'we're all members on this road of one big family. Our general manager came up from water boy; our general foreman was a section man. Ah met the general manager this morning and he said, 'Hello, Jack!' and ah said 'Hello \_\_\_\_\_' calling him by his first name. Yes, sah, we're all just one big family.'

"Somehow," went on Mr. Watson, "I never forgot that. On the train from Boston to Brunswick, as I was coming home, was Dean Sills of Bowdoin College—he's President Sills now—and I told him the episode. Months later, when I met him again, he surprised me by saying: 'Watson, that story of yours deeply impressed me. I told it at Commencement this year, as an illustration for the boys.'

"Just one big family! There's an entire sermon in those four words."

## Mr. Blanchard's Illness

Deep regret has been expressed by members of the Maine Central family in the illness of Louis P. Blanchard, superintendent of car service.

Mr. Blanchard was stricken with pneumonia, his illness becoming critical. Earnest hopes, however, are entertained for his recovery as this is written—at the last possible moment before the Magazine goes to press.

Mr. Blanchard is one of New England's best known railroad men.

**A Heartfelt Boost**

The following letter, recently received by John A. Webber, secretary-treasurer of the Maine Central Relief Association, tells its own story. And it is more eloquent than a column editorial could be:

January, 22, 1925.

Mr. John A. Webber, Sec.-Treas. M. C. R.  
R. Relief Association, Portland, Me.

Dear Sir:

Your association is surely all that its name implies, for the check you sent me yesterday as sick benefits is decidedly the biggest RELIEF I have had come into my life, darkened as it has been the past year owing to sickness, bereavements and misfortune all around.

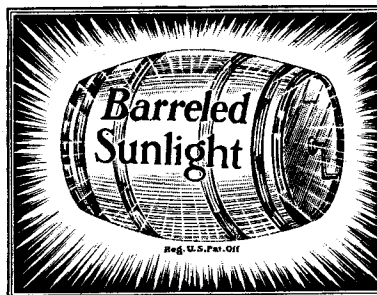
You sure have won another booster to your ranks, and may your squareness, honesty and integrity be ever reflected to the growth and blessing of the Maine Central Railroad Relief Association.

With heartfelt thanks, and assuring you that I will never let pass an opportunity of boosting your association, I am

Yours very truly,

LEWIS C. JOHNSON,  
Rev. I. M. J.

Carmel, Maine., Box 75.



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tant). Roll thin and  
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½ cup shortening  
1 egg  
½ cup molasses  
½ tablespoonfuls warm milk  
with 2 teaspoonfuls Three  
Crow Soda  
2½ cups bread flour  
1 teaspoonful salt  
2 heaping teaspoonfuls  
Three Crow Cinnamon  
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Crow Ginger  
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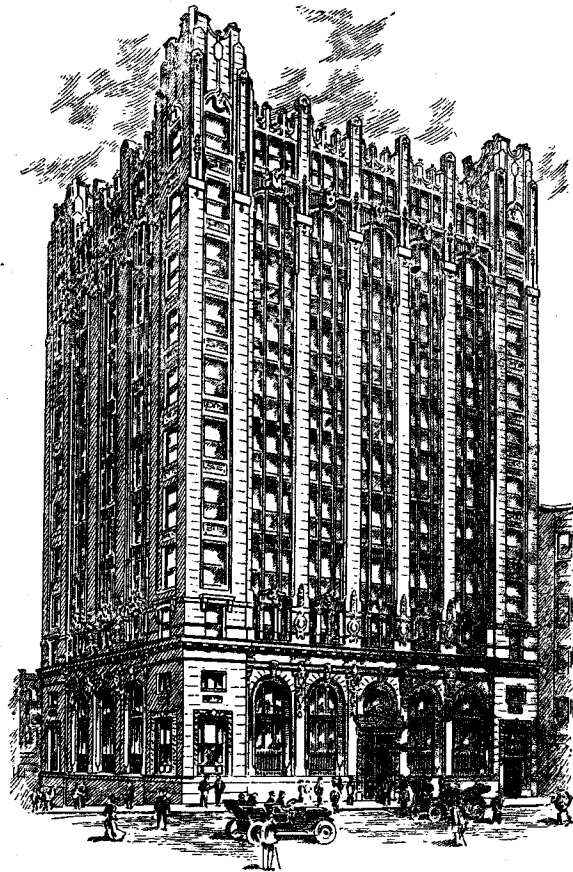
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