

# Maine Central *Magazine*

*Within you will find—*

Stories of men who help to make the Maine Central the excellent Railroad it is.



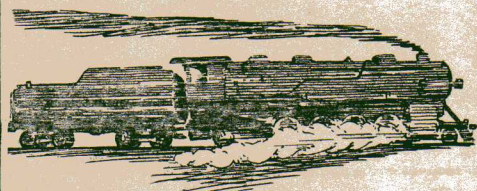
Others relating interesting experiences which have come to your companions of the Family.



Some of the tales will have Historical value, while there will be others of the purely personal.



And many other matters to interest you, for this is your magazine.     :     :     :     :



MAY, 1925



SERVING THE INTERESTS

*of*  
**MAINE**

*Over One Hundred Years of  
Successfull Banking*

**Casco Mercantile Trust Company**  
Executive Offices,  
191-193-195 Middle Street,  
Portland, Maine

STATE  
CAPITOL

BUXTON

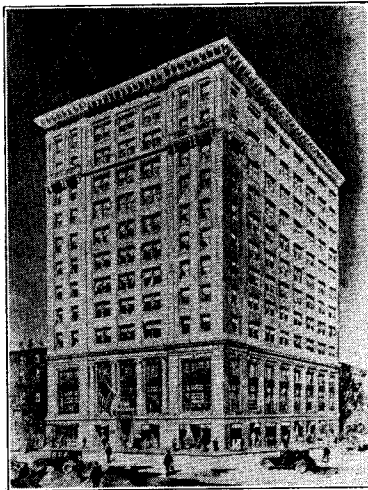
PORTLAND

SO. BERWICK

Proposed Branch  
authorized by State  
Bank Commissioner  
May 6, 1925

**BANKING ROOMS**  
575 Congress St., near Congress Square  
195 Middle Street near Post Office  
New Banking Office under con-  
struction, Railway Square,  
near Union Station

**Buxton and Hollis  
Branch  
West Buxton  
Maine**



## THE CHAPMAN NATIONAL BANK

Cordially invites you to make the bank  
your headquarters when in Portland.  
Our service includes

Savings Accounts      Certificates of Deposit  
Checking Accounts      Travelers Money Orders  
Safe Deposit Boxes      Christmas and Purpose Clubs

and several styles of attractive

**"HOME BANKS"**

**PORTLAND, MAINE**

## LEGITIMATE GAMBLING

We often bet 200 to 1  
Sometimes a 1000 to 1  
Sometimes More

*It's a Wise Man Who Knows  
a Safe Bet*



### ROBINSON COOK

Incorporated

Fidelity Bldg.

Tel. Forest 7821

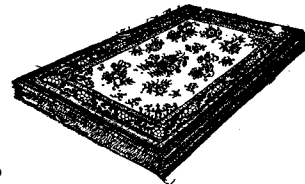
PORTLAND, MAINE

*"Insure With Assurance"*

## Congoleum Art Rugs

9 x 12 **\$16.75**  
SIZE

SPECIAL FOR RAILROAD EMPLOYEES



\$1.00 Down Delivers this Rug Anywhere—  
Balance Weekly—Mail Coupon.

Please send the undersigned one  
Congoleum Rug

Name \_\_\_\_\_

Address \_\_\_\_\_

### HUB FURNITURE CO.

440 Congress Street

PORTLAND, - - - - MAINE

**WHO?** YOU

**WHAT?** Should save a part of your income.

**WHY?** Because you cannot always be a producer; old age is sure to come; accidents, sickness or unemployment may come and cut off your earning powers; therefore you should save.

**WHEN?** NOW; during your productive and active years. Lay aside each pay day some regular amount, before spending it for something else.

**WHERE?** Deposit it in this Bank, where it will earn interest at 4% compounded; where your money will be safe, and ready whenever you need it.

## Portland Savings Bank

481 Congress Street

Open Saturday Evenings, 6 to 9 o'clock

## IF MOTHERS ONLY KNEW

Thousands of Children Suffer From Worms and Their Mothers Do Not Know What the Trouble Is

Signs of Worms are: Constipation, deranged stomach, swollen upper lip, offensive breath, hard and full stomach with pains, pale face, eyes heavy, short dry cough, grinding of the teeth, little red points on the tongue, starting during sleep with troublesome dreams, slow fever.

Mrs. H. N. Roberts, 502 Asylum St., Flint, Mich., wrote to Dr. J. F. True & Co.: "My little girl is relieved of her worms." And in a later letter wrote: "Baby is fine and it was your medicine, *Dr. True's Elixir, the True Family Laxative and Worm Expeller*, that helped her."

A favorite for over 70 years; mild in action and pleasant to take—the kiddies like it. 40c—60c—\$1.20.



## Turner Centre System

Dealers in

Milk, Cream, Ice Cream  
Condensed Milk  
and Butter

### SALES BRANCHES

Bangor, Maine	Fall River, Mass.
Auburn, Maine	Lawrence, Mass.
Bridgton, Maine	Charlestown, Mass.
West Benton, Maine	Lowell, Mass.
Wiscasset, Maine	Worcester, Mass.
Rumford, Maine	Lynn, Mass.
W. Farmington, Maine	St. Johnsbury, Vt.
Portland, Maine	Providence, R. I.
Rockland, Maine	No. Stratford, N. H.

TURNER CENTRE PRODUCTS "SOLD ALL OVER NEW ENGLAND"

## WATERVILLE IRON WORKS

*Machinists and  
Founders*

Also Manufacturers of

Wood Room Machinery for Pulp  
Mills, Machine Tools

WATERVILLE, - MAINE



The  
Peoples  
National Bank

WATERVILLE, MAINE

Pays **4%** Interest

In the Savings Department

From the First Day of *any* month  
to the Last Day of *any* month

ARTHUR B. FELS

40-42 Union Street  
PORTLAND, MAINE

Engineer and Contractor  
for Mechanical Equipment

HEATING, VENTILATING  
and Power Plants

OIL-O-MATIC Oil Burning Equip-  
ment for Residences, Office Bldgs.,  
Hotels, Garages, etc.

Electrical  
Appliances

LAUNDRYETTE WASHING MACHINES  
HAMILTON BEACH VACUUM CLEANERS  
BOUDOIR AND TABLE LAMPS, FIXTURES  
RADIO SETS AND PARTS

SERVICE STATION

FOR  
Automotive Electrical  
Equipment

Such as Storage batteries, Starting motors, Generators,  
Magnetos, in Fact  
Everything Electrical

L. W. Cleveland Co.  
441 Congress Street  
PORTLAND, MAINE

SUIT OR O'COAT

**\$23.50**

MADE TO MEASURE

only one price, guaranteed as to Fit, Work-  
manship and Wearing Quality

Our Salesmen Cover the State

If you cannot come in drop a card or

TEL. FOREST 9625

A. NASH CO.

2 BROWN STREET, Cor. Free  
PORTLAND, MAINE

EVERYTHING TO PAINT AND VARNISH WITH  
 -a Paint store  
*Exclusively*



**BRAGDON'S**  
 47 Exchange St., Portland

**That Property of Yours**

**Solid-Kote**  
 FLOOR and DECK ENAMEL  
 COVERS SOLID ONE COAT  
 Easy to Apply—Bright Finish—Washable

## The Ticonic National Bank

### Offers

A complete banking service  
 conducted under the direct  
 supervision of the UNITED  
STATES GOVERNMENT

*110 Years Continuous Business*

WATERVILLE, ME.

REMODELED REFURNISHED TELEPHONE 382  
 REASONABLE RATES RUNNING WATER

### Exchange Hotel

NEW MANAGEMENT

R. B. Hard and C. L. Bradley, Props.

EXCELLENT DINING ROOM IN CONNECTION.

Mrs. L. B. Knight, Prop. European Plan

Good Home Cooked Food at Popular Prices

Special Attention Paid to the Traveling Public

16 CHAPEL STREET, LEWISTON, MAINE

*You see this everywhere  
 Because our Depositors are everywhere—*

"Service Without Measure  
 and  
 Interest at 4 Per Cent."

**FIRST NATIONAL GRANITE BANK**  
 AUGUSTA

*We carry the most complete line of  
 anthracite coal in the State of Maine.  
 Coal to meet any requirement.*

Honeybrook	Lehigh	hard
Philadelphia & Reading		medium
Pittston		free burning
Wilkesbarre		free burning

**Randall & McAllister**

84 Commercial Street  
 497 Congress Street

Tel. 100

SUPERIOR  
 SERVICE PROTECTION  
 FIRE AUTOMOBILE GENERAL

### INSURANCE

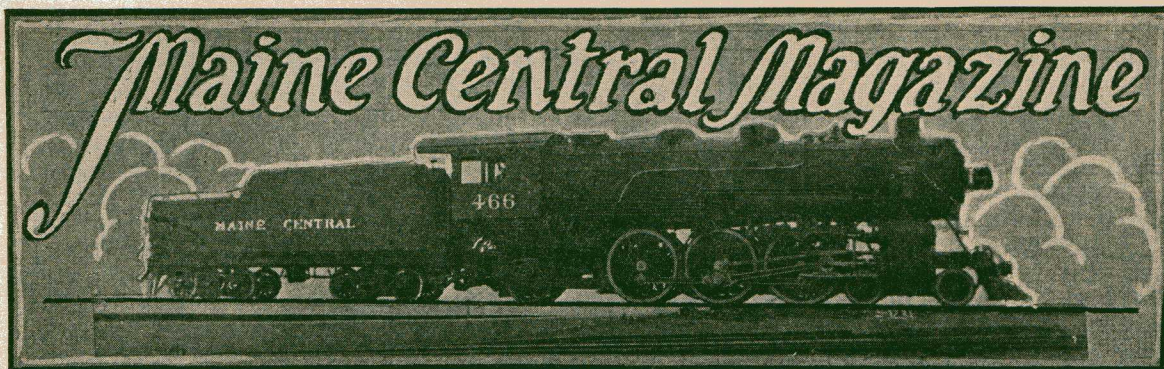
"INSURE AND BE SURE"

**Wallace & Maxim Co.**

601-2-3-4 CHAPMAN BLDG. PORTLAND

Tel. Forest 5925  
 5926





Vol. 2

MAY, 1925

No. 5

## When The Maine Central Was Young

Facts Gleaned From An Old Time Table

**M**AINE Central Railroad No. 43 is to the railroad man of today, whose knowledge of the business begins since automatic block signals, automatic couplers, air brakes, air signals, electric and gas lighted trains, safety switches and constant moving of trains by telegraphic orders came into existence, interesting and to a large extent unique.

It went into effect on Aug. 5, 1872, nearly 53 years ago. It is sent to the Maine Central Magazine by George F. Libby of Waterville, a retired Maine Central man and uncle of Vice-Pres. Douglas, who received the book from Mr. Libby. It isn't so large as the time tables of today, being  $4\frac{1}{2} \times 8$  inches and containing 32 pages. At that time the road was divided into two divisions. The first included the road from Portland to Skowhegan, via Augusta and Waterville, the line from Waterville to Bangor, the Belfast branch, the Dexter branch (the road was not extended to Foxcroft for some time after). L. L. Lincoln was superintendent of the division.

The second division consisted of the present back road from Cumberland Junction to Waterville, via Lewiston, the line

from Farmington to Bath, as well as the line from Lewiston, lower station, to Crowley's Junction. Arthur Brown was superintendent of this division.

James M. Lunt was superintendent of the road.

There were 14 trains each way scheduled on the Portland-Skowhegan division. These included the strictly local trains which operated between Gardiner and Augusta, as well as those trains of the second division which came in over the line from Cumberland Junction (now Cumberland Center) and went out that way. Between Bangor and Waterville there were four trains each way, while the Belfast branch had two mixed trains, each way. On the main line the number of trains included freights as well as passengers. The Dexter branch had three trains, two straight passengers and one a mixed, each way.

On the second division there were five trains each way, although, as in the case of the first division, all did not run from terminal to terminal.

Two of these trains, each way, operated only between Portland and Lewiston. These are designated as passengers. The through



trains each way are designated as "mail trains." There are scheduled two freights, each way, one is marked local and the other through, each way.

A passenger and freight train was scheduled each way between Farmington and Crowley's Junction. The passenger met a train running from Lewiston to Bath at the junction and then proceeded into Lewiston. On its return to Farmington in the afternoon it met the Bath-Lewiston train at Crowley's. The freight turned its train over to trains operating between Lewiston and Bath and received in return freight from those points intended for the Farmington branch. In addition to the passenger trains already mentioned operating between Bath and Lewiston and connecting with the Farmington train there were two passenger trains between Lewiston and Bath, each way; also there were two more trains each way between Brunswick and Bath.

While the time tables for each branch or division are arranged in much the same manner as those of today, there are some noticeable differences. Time tables of the present designate meeting places of trains, by indicating the train number to be met on the schedule, so that train men, when they see their time at a station know instantly whether they are to cross a train there or not and, if so, what train it is. Railroad men of 1872 knew they were to cross a train at a given point because the time was shown in heavy black letters. To ascertain what train it was they met there, it was necessary to study the schedule for the opposite run and see which train's time there was shown in light figures.

In modern time tables, A.M. and P.M. times are indicated by heavy and light figures. No such distinction was made in table No. 43.

One of the most interesting features of this old schedule book is the special rules given for each of the two divisions in addition to the general rules for the whole road. An idea of what these are may be had from the following excerpts from the first division rules:

"Train No. 1, leaves Augusta at 5.45 A.M.; waits at Brunswick for Bath train until 7.35 A.M. Then proceeds. Should cross No. 10 at Yarmouth at 7.50 A.M., or wait until 8.10 A.M., then proceed, keeping twenty minutes behind its card time until No. 10 is crossed.

"Train No. 2, leaves Portland at 1.05 P.M., keeping five minutes behind No. 14. Should cross No. 3 at Yarmouth if it can reach Yarmouth at 2.20 P.M., if not, keep clear of No. 3. Should cross No. 9, Gardiner, at 3.50 P.M.; No. 9 will keep clear. Then has right of track to Skowhegan, keeping clear of No. 7. On Bangor division should cross No. 7 at Hermon Centre, if it can reach there at 7.33 P.M., if not, keep clear of No. 7."

Then there is a set of rules designated as special local directions. These deal with the flags which shall be displayed under various conditions, sending back flagmen, speed at stations and crossings and ringing the engine bell in passing through cities and towns, as well as for the operation of construction, wood and other irregular trains.

Under the heading "general rules" is set forth the semaphore and other signals along the line and what they mean, as well as rules for handling trains at the approach of Junctions with other roads. It is further set forth that the speed of passenger trains is 25 miles an hour and freights 15. Passenger trains could run at 30 miles in making up time, while freights could exceed the 15-mile limit if an unforeseen delay between stations made it necessary in order for them to get out of the way of a passenger train.

One rule designated as very important says: "Conductors and enginemen will keep their watches regulated by that of Lowell & Senter, Portland."

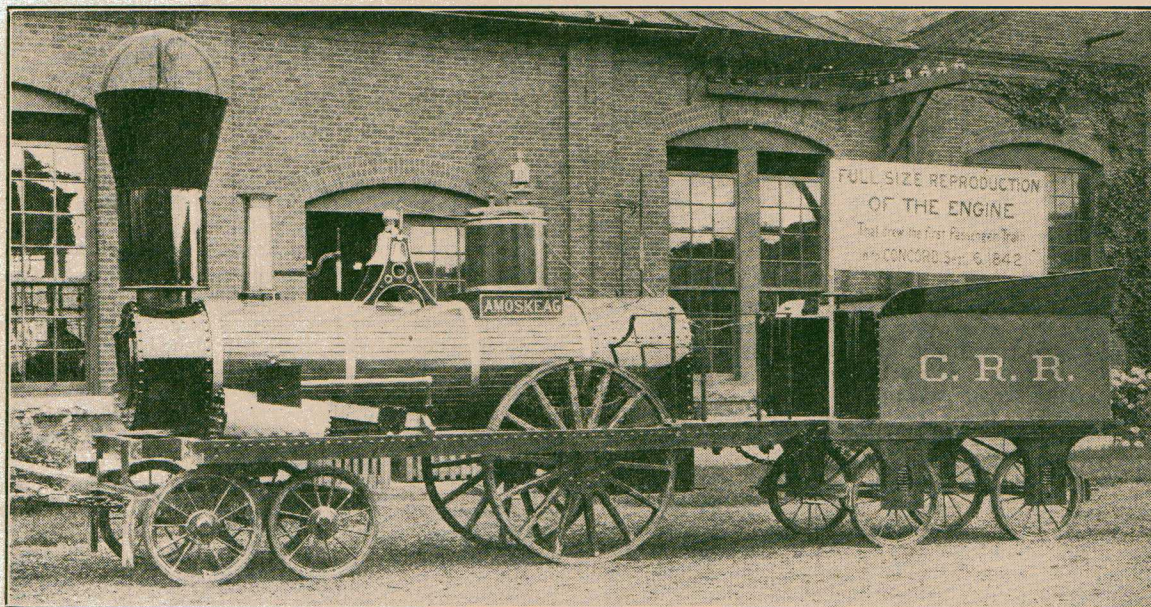
Another, printed in italics, says: "The use of ardent spirits by the employes of this road is strictly forbidden while on duty. No excuse will be received for a violation of this rule."

Mr. Libby also sent along a copy of Time Table 85, which, as is announced on the cover, "commencing with Train No. 2, Sunday night, Dec. 4, 1881," is getting fairly well along in years, though like the other it is in an excellent state of preservation.

This has a much greater resemblance to time tables of today, though it is not so large. The arrangements are the same. Train meeting points are designated as in modern schedules. The road was then under the superintendency of Payson Tucker. Main line trains were scheduled through from Portland to Bangor in one table, although

(Continued on Page 13)





## Looks Like the Real Thing---But It Is a Clever Imitation

**T**HOS. C. HARROLD of Waterville is of the opinion that the accompanying photograph will interest the Family, even though it is not an old Maine Central machine which is depicted. It is a photograph of the first locomotive which ran into Concord, N. H. The date of its arrival there was Sept. 6, 1842. While it undoubtedly created a tremendous sensation, drew a big crowd down to the new station to stand around and talk about, what do you think would be the result were it to steam into that or any other New England city today?

It would attract just as much attention, possibly more, than on Sept. 6, 1842. This wouldn't be because the people had never seen a locomotive, but because few if any ever saw one like this in active operation. The contrast between it and the great monsters which haul trains these times would be so marked everyone would want to see it.

In 1903, when Concord celebrated the fiftieth anniversary of its city charter, the committee in charge invited all interested to participate in and contribute to its success.

The railroad boys at the Boston & Maine Shops (formerly the Concord Railroad) conceived the idea of building an exact reproduction of the engine which hauled the first train into Concord.

This first engine was built by Hinkley & Drury of Boston, and, as the picture shows, had one

pair of drivers 5 ft. in diameter, length over all about 30 ft. and weighing 10 tons.

The reproduction was made from the original plans, but, as it was made to haul through the streets, the boiler and heavier parts were made of wood and painted. All visible parts were made true to plans so that it gives a good idea of what the early engines in railroading were like.

For several years, or until about 1848, the engines had no cabs.

In sending the picture and reproduction, Mr. Harrold says:

"The picture you have was made from this reproduction and the writer in submitting it to you did so from a sentimental point, as my father worked at the Hinkley & Drury shops in the capacity of a machinist when the original engine was built, and later was employed at the Concord Railroad shops at Concord, N. H."

## Bill's Biddies are out for a Record

Agent Bill Miner at Cornish isn't bragging about his Rhode Island Red hens, but he would like to know if there's any other of the Maine Central folks who have seven Rhode Island Red pullets which can equal the record of 116 eggs in 23 consecutive days, which his birds hung up in the period ending March 6, last.



## Ticket Clerks And Good Salesmanship

L. L. Graham, district freight and passenger agent at Eugene, Ore., in the Southern Pacific Bulletin, discussed the art of selling tickets in a manner which makes it applicable to every railroad in the country.



HERE is an art in selling tickets just as in selling dry goods, real estate or anything else. By careful handling on the part of the salesman it is possible to increase the sale of coupon tickets. We must run the trains and must have the business and it is largely in the hands of our salesmen to put forth the required effort to uphold the business from month to month.

Special efforts should be made at all times to ticket passengers through to their destinations via our lines as far as practical, also in connection with other lines as well. Often passengers will call for tickets to certain important junctions, assuming they cannot secure tickets through. If we use a little tact and salesmanship they can just as well be sold to their final destination and their baggage checked, which is always appreciated.

The sale of round trip tickets, both local and interline, is a very important factor in increasing the revenue of a station as well as insuring passengers returning via our lines. If they only purchase one way they can easily be persuaded to return via competing lines including busses.

Special attention should be paid to mail inquiries. Often the promptness in answering a letter, together with a little detail as to rates, schedules, scenic attractions, etc., will bring the individual to you by making him feel obligated from the standpoint of service.

The use of the telephone for transaction of business is becoming more apparent every day and agents and ticket sellers should be extremely courteous when answering at all times. You never can tell when a call is answered just what may develop, and in view of the fact that you cannot see the person you are talking to it behooves you to impress the person with your voice and leave them feeling that courtesy was your aim and that it was a real pleasure for you to wait on them.

Our salesmen can pick up tips and often secure new business by attending social functions in their communities, such as lodges, churches, Chamber of Commerce meetings and service clubs and I believe each of us owe it to our community to attend and take part so far as circumstances will permit. By associating with gatherings of any kind one always becomes acquainted and often your friends will speak a word in your behalf that will result in valuable information to you.

A good salesman always has to sell his line to himself first. So it is with ticket selling. First, learn your own lines by reading descriptive folders and booklets which are always available. Learn the points of interest, familiarizing yourself with

diverse route tariffs, so that when questions are asked pertaining to them your answer may be definite and not leave them with the thought that you are not sure of what you are trying to sell them.

You should believe in the firm you are working for and in your ability to get results.

You should believe that a man gets what he honestly goes after; that one deed done today is worth two deeds tomorrow; that no man is down and out until he has lost faith in himself.

You should believe in today and the work you are doing; in tomorrow and the work you hope to do; and the sure reward that the future holds.

You should believe in courtesy, kindness, generosity, in good cheer, in friendship and in honest competition.

### The Boss

Our boss is kind of gruff,  
And is bull-headed in ways,  
But he is built of good stuff,  
And is one that we can't faze.

His jaw is hard as a nigger's head,  
His eyes are sharp as steel,  
There's no one can bluff him,  
He's eighteen-karat real.

He runs the Rip Track like a clock,  
He is always on the run;  
We know we've got to work like 'ell  
Till the whistle says we're done.

He keeps the Rip-Track spick and span,  
And treats all of us fair,  
He asks no odds of any man—  
He's always on the square.

All men here sure bank on him,  
And do what they are told,  
Beneath that surface look so grim  
There is a heart of gold.

He bawls us out when e'er he can,  
But when we need a friend,  
He's always right there like a man,  
And sticking to the end.

And who is this boss,  
Who runs the Rip-Track like a clock?  
The boys all call him Walter,  
But his full name is Walter York.

ONE OF THE BOYS



## Curtis, Veteran Trackman, Has Had Interesting Experiences

Herbert L. Curtis, foreman of Section 71, Belfast, is one of the oldest Maine Central trackmen.

He started as extra man on Section 49 at Detroit, April, 1890, under Foreman Frank Lord, who was considered one of the best on the division. In those days they gave prizes for the best looking sections, Mr. Lord winning first prize that year.



*Herbert L. Curtis*

During the summer of 1890, Mr. Curtis was transferred to a spare crew under C McTaggett, in which he worked two seasons, going from here to Section 69, under foreman W. O. Harding, as regular hand. On June 16, 1899, he was promoted to foreman of Section 52, Carmel, staying there until 1901, when he left on account of labor trouble.

March 4, 1902, he returned as foreman to Section 49, Detroit. During this time double iron was laid between Pittsfield and Detroit, Mr. Curtis having about fifty men working under him.

In July, 1904, he was transferred to Belfast. At this time a split section was in use there. During his service at Belfast, Mr. Curtis has laid and relaid the yard from light to the present 85 steel; also new tracks have been added to his yard.

His services are not confined to his own section. He has laid over about all the side-tracks along this line and done much extra work, such as marking ties and making lifts. Mr. Curtis is always called on to take charge of these jobs, using all the section men along the branch for his crew.

In the fall of 1924 he made a lift on Unity Section about one-half mile long in one day with a crew of seventeen men.

In the summer of 1919 with a crew of five men he lifted eight miles of track from two to eight inches, put in more than fifteen hundred ties as he worked along with the lift.

Mr. Curtis is also flanger man on the branch. At Thorndike station about fifteen years ago he left the flanger and went into the station. During his absence the train pulled out. Not to be beaten he raced after the train, catching it at Unity. He did the four miles in 28 minutes.

All the years as flanger man the flanger digger has been damaged only twice.

## Wants Maine Beef To Eat In New Hampshire Home

W. G. Huntoon, industrial agent for the Maine Central, finds that his proselyting for Maine's baby beef is bringing results. He is constantly receiving inquiries about it from prospective users. One of the latest inquiries comes from S. Mallet-Provist of New York City, a prominent attorney. He has a summer home near North Conway, N. H., on the Mountain Division and writes Mr. Huntoon that he would like to arrange for a supply of baby beef there during the season the house is open. This is from about June 15, to Oct. 15.

In writing, Mr. Provist states that he has had samples of the Maine baby beef, and that it appeals to him as the most delicious beef he ever ate. For this reason he is anxious to have it at his summer home this year.

"I shall arrange for him to have his supply delivered promptly," said Mr. Huntoon, in telling the Maine Central Magazine about it.

Mr. Huntoon, who has been very active in his effort to encourage the development of the beef producing industry in Maine, says that more people have become interested in raising baby beef than in the past. He believes that with proper education this industry can be made an important factor in the life of Maine.



## Maine Central Magazine

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.

SAM E. CONNER, Editor

MAY, 1925

### EDITORIAL

#### New Editor Makes Departure

Here is where the new editor of the Maine Central Magazine is going to make a departure in the usual editorial procedure. He is going to introduce himself to its readers. That, say you, is not unusual. True, but wait just a moment. It is usual for the new editor to set forth his policy for the conduct of the publication. In this instance no such setting forth will be indulged in. You have the May number of the Magazine in your hand; that is a better explanation of what this editor's plans are than anything he or anyone else could write to you.

It is so because it is in all probability the last number of the Maine Central Magazine which he will edit.

This particular editor isn't going to say that he is any vicarious atonement or something of the sort, for he isn't exactly sure what a vicarious atonement is. Neither is he going to claim that he's a pinch hitter, but just going to tell you that in the emergency caused by the resignation of Mr. Shepard, editor of the publication since it was started, he was asked to take hold and get out this May number while the new editor was being selected. He did so. Between hops to and fro in Maine and Massachusetts, getting out newspaper stories on murders, suicides, and other things, he has managed after a fashion to prepare this number. It is submitted to your consideration without apology, other than to say that it is far from what it ought to be and no one knows it better than he who prepared it.

The new editor now has the pleasure of introducing to you the real NEW editor of the Magazine, who will conduct your publication for you in the future, and this it is which enables the New Editor to do the unusual.

Readers of the Maine Central Magazine, meet LeRoy D. Hiles, the new editor.

Mr. Hiles is one of you; that is, he has been a regular employe of the company since 1917. I believe that this is as it should be. I believe it is better for you to have a man in charge of the editorial policy of this magazine who has been one of you, and who is now moved into another department of the road's activities than one brought in from outside. On April 30, 1917, Mr. Hiles entered the employ of the Maine Central as clerk in the office of the general baggage agent. On Oct. 4 of that year he was transferred to the general passenger department as assistant advertising clerk. Between March 31 and Dec. 31, 1919, he acted as refund clerk, and from Jan. 1, to May 19, 1920, was stockroom clerk. On May 20, 1920, he was promoted to the position of advertising agent, which position he filled to May 1, this year, when he took up the duties of editor of the Maine Central Magazine, and began the work of getting out the June number which will be the first under his management.

In connection with his duties as advertising agent, Mr. Hiles has been very active in promoting winter sports in Maine. He was one of the speakers at the New England Hotel Men's Association Convention in 1920, in behalf of winter sports, and had much to do with the activity of that organization, which has done so much toward putting these sports over. He has served on various winter sports committees and has spoken in numerous places and before committees and other bodies interested in the subject. He is a charter member of the Portland Ski Club.

Mr. Hiles is president of the Advertising Club of Portland, and a member of the Portland Kiwanis Club.

And now, having told you something about the real new editor, let the pro tem occupant of that position thank all those Maine Central folks who have helped him in his work this month. They have been generous and considerate and he feels that they will be hearty in the co-operation with Mr. Hiles, and in every way seek to make his labors congenial, for that is the spirit which has been characteristic of railroad folks since railroads began, and especially so of those who have to do with the Maine Central.

SAM E. CONNER.

## Why the Railways are "Coming Back"

The *Railway Age* shows in a recent editorial that the operating expenses of the railways in 1924 were \$1,270,000,000 less than in 1920 and of this reduction in expenses less than 30 per cent was due to reduction in the average annual wage of railway employes. It also shows that with the average wage in 1924 practically the same as in 1923, operating expenses were reduced more than one million dollars a day.

"The railways finally are 'coming back' financially," says the *Railway Age*, "because of economies that have been effected in their management and operation. They have never in any year earned the  $5\frac{3}{4}$  per cent net return to which the Interstate Commerce Commission has held they are entitled. Rates should not be reduced until it has been demonstrated that reductions of rates will not prevent them from earning this average return in future. Meantime the increases in efficiency and economy of operation that have been going on for four years should convince the public that the only way to bring about substantial reductions of rates in course of time is to give railway managers a chance to raise and invest needed capital and do other things needed to secure maximum economy in operation.

"It is a striking fact that only a comparatively small part of the great reduction in expenses which has been made within the last four years has been accomplished by reducing the annual incomes of employes. The average wage per employe in 1920 was \$1,820 and in 1924, \$1,610, a reduction of \$210 per employe. The average number of employes in 1924 was about 1,781,000 and therefore the saving due to the reduction in the annual average wage was about \$373,000,000. The average number of employes was about 242,000 less than in 1920 and this reduction in the number of employes saved, on the basis of the average wage paid in 1924, about \$390,000,000.

"Another large saving was made in the fuel bill. The railways consumed less than in 1920 and paid a lower average price fuel bill. The railways consumed less fuel per ton for coal with the result that their fuel bill was about \$265,000,000 less than in 1920.

"The foregoing figures account for more than \$1,000,000,000 of the four years' reduction of operation expenses. The rest of it was due principally to reduction in prices paid for materials and supplies and to reductions of loss and damage to freight. More than 70 per cent of the total reduction of operating expenses since 1920 is shown by the figures to be due to causes other than reductions in the rates of wages paid to employes.

"Of the reduction in expenses in 1924, as compared with 1923, about \$136,000,000 was due to curtailment of the payroll, the number of employes having averaged about 64,000 less than in 1923. Because of smaller consumption of fuel and lower prices the fuel bill was reduced almost \$120,000,000. These figures account for two-thirds of the reduction in expenses in 1924 as compared with 1923. The rest of the saving was due principally to lower prices of materials and supplies."

## 344,258 Surplus Cars

Class I railroads on April 7 had 344,258 surplus freight cars in good repair and immediately available for service, according to reports filed by the carriers with the Car Service Division of the American Railway Association. This was a decrease of 701 cars under the number reported on March 31.

Surplus coal cars in good repair on April 7, totaled 184,461, a decrease of 1,263 within approximately a week while surplus box cars in good repair totaled 113,302, a decrease of 313 during the same period.

Reports also showed 22,994 surplus stock cars, a decrease of 227 under the number reported on March 31, while there was an increase of 1,338, during the same period, in the number of surplus refrigerator cars, which brought the total for that class of equipment to 15,356.

No car shortage is being reported.

A group of forlorn men in Bryant Park, New York, watch a sparrow pick up crumbs and fragments of peanuts and fly to its nest. The nest is tucked away under the ties of the Sixth avenue elevated line. Trains rush by, just a few feet above the nest like great yellow juggernauts, screeching, grinding and roaring. In the tumult below there are rattling street cars and thousands of taxis with their terrifying sirens.

## Brings Recollections of Noted Figure at the Bangor Stations



OLD timers will recall John J. Friend of Bangor. He was not a railroad man. It is not of the writer's knowledge what line of work he followed before becoming a poet. At the time he began writing a peddling verse, John Friend, as everyone in Bangor spoke of him, was an old man; that is, as we counted old in those years; for today, many of us who called him old have reached that same age and are prepared to strenuously, forcefully and loudly resent any charge of oldness on our part.

John Friend was not a great poet. His works will never be published in book form, nor will he have a place in the literary hall of fame, but—after all, it isn't always the one who writes the purest English, who pleases the greater number. John Friend had a way of writing verse on any and all subjects. They were such as would catch the popular fancy in connection with an event. He wrote verses of this kind, had them printed and then haunted the railroad stations, boat wharves, hotel lobbies and, yes, the saloons of Bangor, peddling his product at, as I recall, ten cents the sheet. He sold many of them. Earned a living that way. He did this for a long period of years before the present Union Station at Bangor was completed, and for some years thereafter. He died a number of years ago.

This poet of events and places had gone from memory until the following verses written by Mr. Friend at the time of the dedication of the present Bangor Union Station in 1907, were received from S. W. Fuller of Waterville.

The old timers will remember them and, we feel sure, enjoy seeing them once more, especially in the Magazine, where they will be preserved for all time. These are the verses:

In fifty-five, long years ago,  
Some men of worth and brain  
Proposed to build a railroad,  
Down through the wilds of Maine;  
They started out from Waterville,  
O'er mountain, hill and plain,  
And landed down at Bangor  
The old Maine Central train.

Now Pickering swore he'd win or die,  
James Dunning was not slow,  
Lot Morrill swore he'd sell the bonds  
Before they got too low;  
So in a moment of despair,  
A man whose name was Hill,  
He bought the bonds, the road went on,  
And that's what filled the bill.

Now Payson Tucker was the man  
Who modernized the road,  
And brought success to many towns,  
As o'er the line he rode;

And to those friends of by-gone days  
He often gave good cheer,  
That "Auld Lang Syne" of long ago,  
To memory ever dear.

There is a gentleman we know,  
Lucius Tuttle is his name,  
From a young man he rose, dear friends,  
To wealth and railroad fame;  
He's president of the Boston  
And old Maine Central train;  
And his many acts of kindness  
Are known throughout old Maine.

The honored name of Boothby  
I now present to you;  
In years that's past he's shown his worth  
In what was just and true;  
And as our ticket agent,  
He labored not in vain,  
But made new friends and patrons  
For the old Maine Central train.

Now in these modern days, dear friends,  
The road, it's a success;  
Its rolling stock and service  
Are of the very best.  
And there is one whose name I'll speak,  
He holds the leading rein,  
It's General Manager Evans,  
Of the old Maine Central train.

And now we'll pass along the line,  
And look the station o'er;  
It's built at dear old Bangor,  
On old Penobscot shore.  
And when the years are past and gone,  
Sweet memories they'll recall  
Of those grand men who reared that pile,  
A monument to all.

Of the conductors now I'll speak,  
They're gentlemen refined,  
They'll show to you true courtesy,  
While passing o'er the line.  
And to those bold, brave engineers,  
True courage and clear brain,  
They'll pull you through with safety,  
O'er the Maine Central train.

To the directors of the road  
Who worked so many days,  
They have won out, it's a success,  
I'll give them words of praise,  
And to the friends now riding o'er  
The old Maine Central line,  
We'll thank our God that we still live  
Beneath the grand old pine.



## Emery W. Cook of Waterville

Emery Whitten Cook, aged 73 years, died April 17 at the home of his daughter, Mrs. Howard Burgess, at 35 Burleigh street, Waterville.

He was born in Burnham, Jan. 29, 1852, the son of Rev. John and Mary Jane Adams Cook. Rev. John Cook was for many years a Baptist pastor in Burnham and was largely instrumental in the building of the Baptist church there.



*Emery W. Cook*

At the age of 13 years Mr. Cook started to work in the construction of the branch line of the Maine Central Railroad from Burnham to Belfast, just begun at that time. He worked in various sections of the road and was made a brakeman, later becoming a conductor. At the time of his retirement three years ago, Mr. Cook was one of the oldest conductors on the road. During the many years he was a conductor he had been on the Kineo and Dover branches and when he retired he was making daily runs between this city and Portland.

Forty-five years ago Mr. Cook married Nellie A. Reed of Clinton, who died three years ago. For the first 15 years of their married life Mr. and Mrs. Cook lived in Burnham.

He was a member of the Clinton lodge of Odd Fellows; the Seabastcook lodge of Masons of Clinton; the Teconnet lodge of Masons of Waterville and the St. Omer Commandery, Knights Templar, of this city. He was also prominent as a member of the Order of Railroad Conductors and for many years was the secretary of that organization.

Mr. Cook is survived by three sons, Carleton P. Cook of Fairfield, George R. Cook of Presque Isle and Horace J. Cook of Auburn; a daughter, Mrs. Howard Burgess of Waterville; a sister, Mrs. L. O. Fletcher of Reno, Nev., and three grandsons, Carleton V. Cook of Fairfield, Robert B. Cook of Presque Isle and Allen Burgess of Waterville.

### When The Maine Central Was Young

*(Continued from Page 6)*

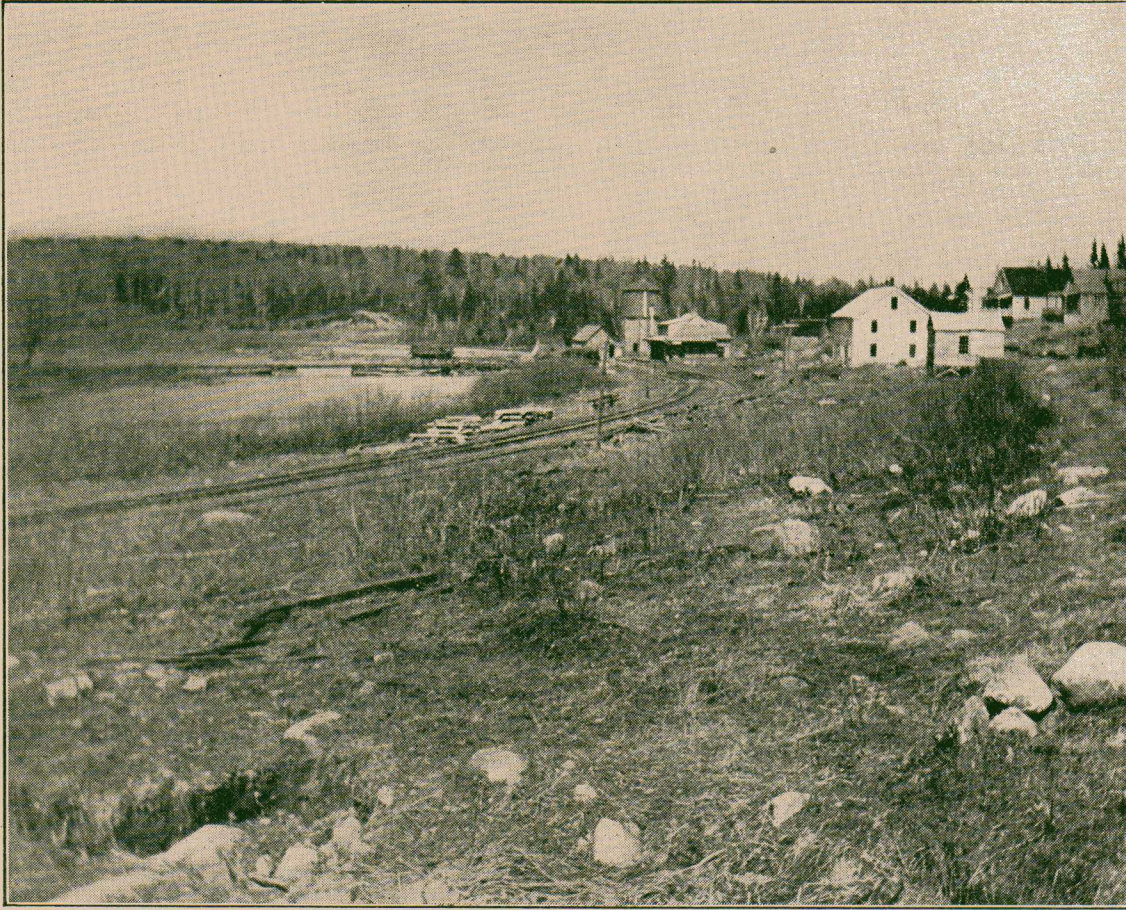
there were but two through passenger trains each way between those stations, daily, one by day and one by night.

At that time the present arrangement of running trains from Skowhegan via Lewiston and Auburn into Portland had been adopted, but the Farmington trains continued to run by the way of Sabattisville (now called Sabattus) and Crowley's Junction to Lewiston.

What is now known as Leeds Junction, was designated in this time table as Leeds Station, whereas in the schedules of 1872 it had been called Leeds Crossing.

This time table contains instructions for operating trains under telegraphic special orders and gives announcement that all trains run on Boston time—this was before standard time became the legal time of the nation; also that the correct time would be sent daily at 9 o'clock by telegraph to all telegraph stations, except those on the Belfast and Dexter branches. Employees who could not get the time then, were permitted to regulate their watches by the clock in the Superintendent's office at Portland, the clock in the "gent's waiting room" at the Brunswick station or by the watches of conductors running regularly into Portland.





*Deadwater Station on the Kineo Branch.*

## Where You Can Go Fishing If Not To The Movies

Here you see Deadwater as the photographer's camera recorded. Rather a lonely place, say you. Agreed; judging by the picture, but appearances, so we're told, are often deceitful. There's no great settlement at Deadwater, but there are other things which count for a lot. You can't go to the movies every night, but you can get out and learn more about nature in half an hour around Deadwater than you can in a year in the average city park.

There's more honest-to-goodness unadulterated, health-giving pure air at Deadwater than the dwellers of Boston's north-end could ever be convinced existed in the world. Another thing, those who make Deadwater their home never have to worry as to whether the water they use is con-

taminated. They know it is not. It is the simple pure article and that's worth a lot.

They have radios up in that section, too. As a result they can hear just as fine music and just as interesting speeches, just as good sermons and get the baseball scores just as quickly as the city folks do, so after all, why should they be so lonely as your first thought might seem would be the case.

But that isn't all. When Deadwater folks get a hankering for fish they don't have to take something which has come, perhaps, clear across the continent in a refrigerator car, or which has been in a cold storage plant for six months to satisfy

*(Continued on Page 15)*





*Ice Jam, East St. Johnsbury, Vt.*

## Where Foreman Bushey and Men Cleared the Ice

Things looked rough for the schedule in Vermont on the Mountain Division, February 12, last, when the ice in Moose River broke up and came smashing down onto the track. Section Foreman Bushey and his crew got on the job and cleared the iron so quickly that the only delay was to No. 163, which was held up 30 minutes. Not bad, when it is considered that it looked like a job of hours, not minutes. The jam was about a mile west of East St. Johnsbury, Vt.

The accompanying photograph shows the track and ice, after it had been cleared. The men who did the job are in the picture, also, being from left to right. Foreman Joseph Bushey, David Ramage, William Irwin and Russell Moyse.

This accomplishment of Foreman Bushey and his men was but another demonstration of the efficiency which is so characteristic of the entire Maine Central system. It might well be described as the family spirit of the road. It is this spirit, this devotion to duty and the prompt response to the call in time of emergency which has enabled the road to give the service it has, and to make it the excellent transportation system which it has become.

Mr. Ramage, through whose courtesy the picture came, says after reading a recent number of the

Maine Central Magazine: "They must be as good story tellers as fishermen in Maine." Wonder what in timenation he means?

## Where You Can Go Fishing If Not To The Movies

*(Continued from Page 14)*

their desire for food. Not they. They can go out and not a great distance from home capture a landlocked salmon, a big laker, a square-tail and a basket of the daintiest fish which swims—the speckled brook trout, for Deadwater, you know, is located on the Kineo extension of the Somerset division, where they grow fish and game in quantities to meet the demand of sportsmen and others.

In the fall during open season you can most always have a meal of venison if you call in this settlement.

So don't look at this picture and think that, because it looks lonely there are no charms or satisfactions, for there are, many of them, at Deadwater.





"Pitlock" Station

## An Attractive Eastern Division Station

This is the "Pitlock" station, as they'd say over on the Eastern Division, for no one in that section ever thinks of speaking of Wytotitlock; that is, no one who is a native would. New comers and strangers are always excused for using the correct geographical title of the place.

### Maine Central Operating Results For March

Maine Central Railroad operating results for the month of March, together with a comparison of results with the same month in 1924; also the operating results for the three month period closing March 31, 1925, and compared with a like period one year ago, are shown in the following statement:

	MARCH 1925	MARCH 1924	DECREASE
Freight Revenue.....	\$1,361,528	\$1,411,097	\$49,569
Passenger Revenue.....	341,732	374,391	32,659
Railway Operating Revenues.....	1,848,891	1,921,666	72,775
Surplus after Charges.....	217,185	121,654	Inc. 95,531

PERIOD FROM JANUARY 1ST TO MARCH 31ST—(Three Months)

	1925	1924	Decrease
Railway Operating Revenues.....	\$5,125,498	\$5,331,506	\$206,008
Surplus after Charges.....	255,657	72,517	Inc. 183,140

MORRIS McDONALD, President.





### Run It Out

(A. H. Wallace, in *New York Central Lines Magazine*.)

When you land upon the ball,  
Run it out!  
What's it matter if you fall?  
Run it out!  
Maybe you have popped a fly—  
You may score, if you but try;  
Shake a leg and n'er say die.  
Run it out!

Do you grumble at hard work?  
Run it out!  
Get 'er going, do not shirk,  
Run it out!  
For the man who wins the race  
Hits the hardest, fastest pace.  
Cheer up, buddy, take your base.  
Run it out!

Life's a game you've got to play.  
Run it out!  
Don't be beaten on the way.  
Run it out!  
Start in early, push it late,  
Till you cross the old home plate;  
Then you'll find your score is great.  
Run it out!

### Maine Central Bowling

John Goud vs. Billy Manning

In a special ten-string match, rolled at the Monument Square Alleys, John Goud, of the General Offices, rolled Billy Manning of the Monument Square, City League Team, and high average man of the City League, his average being 107. Goud was defeated by 26 pins after rolling a total of 1023, while Manning hit 1049. Goud really lost the match in the second string, by hitting an 87, while Manning hit 116. It was a very close match all the way through.

The scores (Goud had the two highest strings of the match with 126-121):

Manning 100-116-103-94-100-111-105-103-103-114—  
1049  
Goud 92-87-121-91-93-126-100-102-107-104—1023

Goud and May Defeat Constantine and Kennison

John Goud and Charlie May defeated Constantine and Kennison of Calais, in a 20-string match at the Monument Square Alleys, Portland. Ten strings were rolled Friday night and 10 Saturday night. Goud and May won Friday night by 149 pins, and Saturday night by 70 pins, winning the match by a grand total of 219 pins.

The grand total of the 20 strings for each man was, Goud 1939; May 1929; Constantine 1804; Kennison 1845.

Goud had the high single of the 20 strings, of 122. The total number of strings over the 100 mark were: Goud 7; May 8; Constantine 3; Kennison 5.

Following are the scores made:

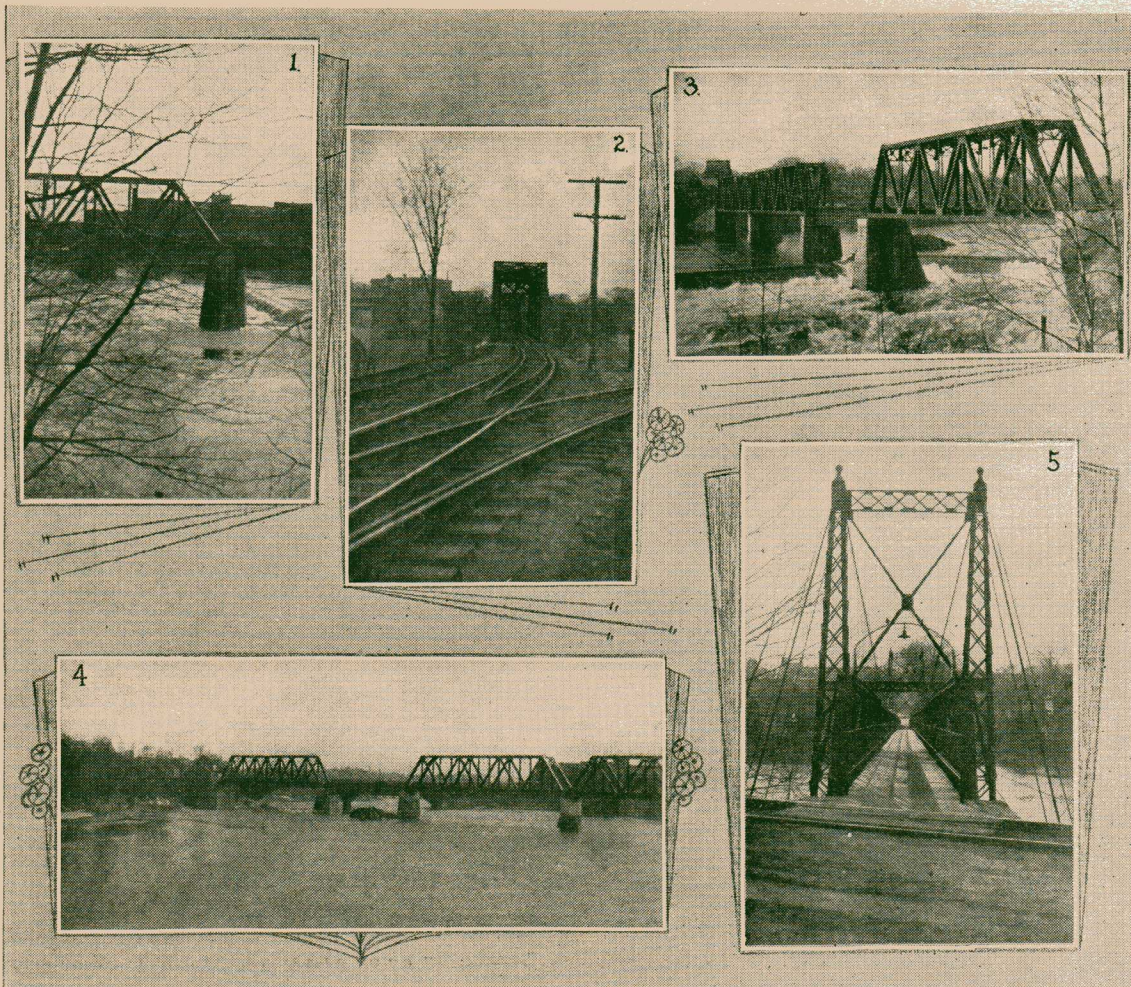
		Friday Night	
Goud	89-88-88-88-102-95-83-122-101-96—	952	
May	97-86-94-101-106-94-101-73-96-89—	937	
Total			1889
		Calais Team	
Constantine	73-90-91-78-91-87-88-82-91-85—	856	
Kennison	108-86-88-88-80-84-87-85-96-82—	884	
Total			1740
		Saturday Night	
Goud	107-106-93-93-104-95-98-90-106-95—	987	
May	97-112-103-104-87-103-91-90-114-91—	992	
Total			1979
		Calais Team	
Constantine	98-79-81-99-84-88-99-111-101-108—	948	
Kennison	91-100-87-107-97-84-116-90-100-89—	961	
Total			1909

Grand total for 20 strings:  
Goud and May, 3868; Constantine and Kennison, 3649.

Goud and May win by 219 pins.

(Continued on Page 21)





(1) New Bridge at High Water.—(2) New Bridge from Winslow.—(3) Showing Rebuilt Section.—(4) Looking from the Toll Bridge.—(5) Ticonic Toll Bridge.

## Bridges of Waterville

The bridges of the Kennebec River at Waterville are interesting. There is a group of three of them decidedly close together. One is a highway bridge, one a strictly railroad structure and the other for foot-passengers only. Both the highway and the railroad bridges are known as Ticonic bridge. The railroad bridge was rebuilt to a large extent in 1924. The severe floods of last fall delayed the completion, by washing away abutments and embankments and delaying traffic for some hours.

The foot-bridge which is shown in the accompanying group of photographs is an interesting affair. It was built nearly 20 years ago by a com-

pany of which the late Gov. William T. Haines was the moving spirit. Its purpose was to accommodate those Waterville people who worked in the Hollingsworth & Whitney Pulp mill at Winslow. It is a suspension bridge, and a toll is charged for passing over it.

### TO BE "EGGSACT"

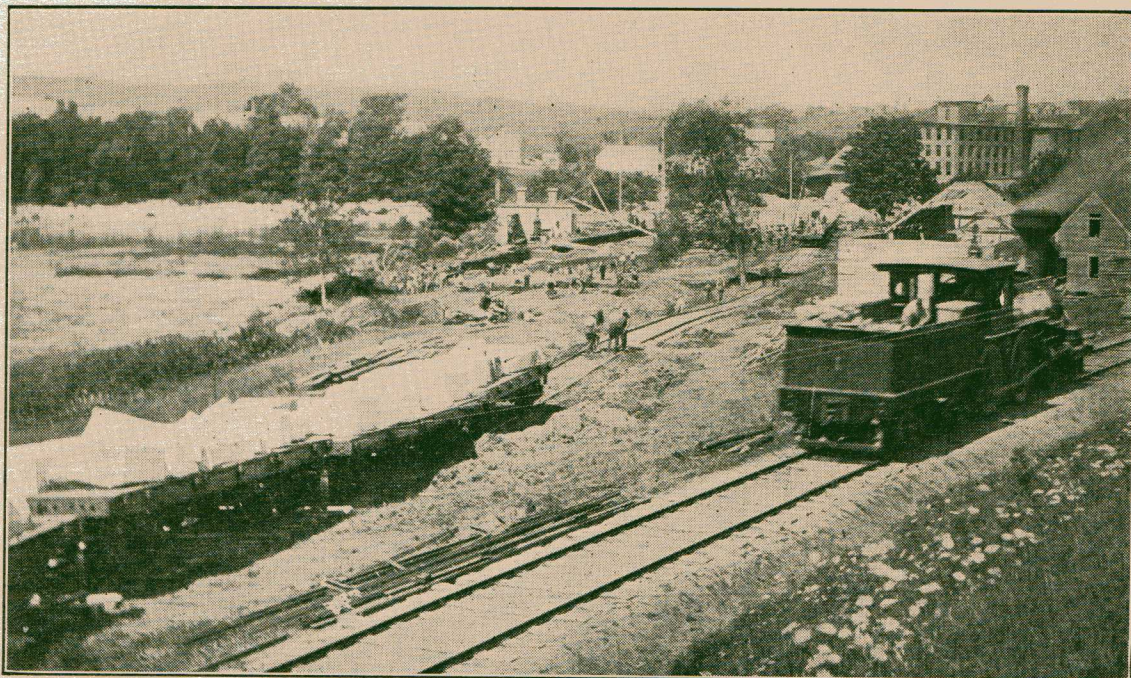
Mrs. Conductor—"A two-minute egg? I thought you insisted on three minutes!"

Mr. Conductor—"I know, but I've decided to sleep longer in the mornings."

Wat  
of t  
divi  
gray  
eng  
of t  
Gre  
grou

M.  
hom  
fish  
man  
at t  
time  
diff  
the  
A  
dete





*Madison As It Was*

## Indeed, Madison Has Changed

Sending the accompanying photograph, D. C. Warman, agent at Madison, says: "I wonder if any of the train crews now running on the Somerset division would recognize the place by this photograph?"

He explains that it is a picture of old No. 1 engine of the old Somerset Railroad taken just west of the Madison passenger station. The mills of the Great Northern Paper Co. are located on the ground where the men are shown at work.

tempt, but, it is believed, was forced under by one of the squalls. When the wind struck the lake it broke Wilson's hold on the craft and forced him under water. When he had again regained his hold and looked, Clendenning had disappeared from sight. The remains were recovered the next day.

Mr. Wilson is the son of T. B. Wilson, a former fireman on the road, but now a pensioner.

### Colby Clendenning Drowns at Green Lake

Colby Clendenning, aged 20, son of Engineman M. G. Clendenning of the Eastern Division, whose home is in Bangor, was drowned, April 27, while fishing at Green Lake. He in company with Fireman J. B. Wilson of the same division were fishing at the lake when their boat was overturned. For a time they clung to the boat, although this was with difficulty, because frequent squalls constantly rolled the boat over, breaking their hold.

After a time young Clendenning announced his determination to swim ashore. He made the at-

### Railroad Employment

In May the Class I railroads reported a total of 1,792,504 employes, an increase of 5,287 or 3 per cent over the number reported for the previous month, according to the Interstate Commerce Commission, just made public. The total compensation increased \$3,119,900 or 1.3 per cent.

The increases in employment were confined largely to the maintenance of way group, while considerable decreases occurred in the maintenance of equipment and transportation groups. The employment in the train and engine service group was smaller than in any month since September, 1922.

Compared with the returns for the same month of the year 1923, the employment in May, 1924, decreased 5.5 per cent and the total compensation shows a decrease of 7.6 per cent.



# For The Cross-Word Puzzlers

By EDITH M. WHITAKER, First Trick Operator, Fryeburg, Maine

As was to be expected a reaction on the cross-word puzzle has set in. This does not mean that there is a falling off in the interest in them. Take a trip through the aisles of the coaches on any Maine Central train and you'll know that. If such a test isn't sufficient make inquiry of the trainmen and the newsboys. They will tell you that "everybody's doin' 'em still." The puzzles continue to be popular. The reaction comes in the matter of educational value. It is only a few months ago when they were hailed as of much importance in that direction. The immediate sale of dictionaries was regarded as a positive proof. These puzzles were going to enlarge the vocabulary of all those who worked at them. This, in its turn, was going to advance the knowledge of all.

Today educators and others are taking a little different view of this. They are questioning the beneficial results which accrue from them. They have found that a great deal of misinformation can be put out through the medium of the cross-words. This, consequently, is harmful and a detriment to education. That this might occur infrequently any one can understand, but students declare and point out instances in support that they are more than that; that they are frequent, common and so harmful.

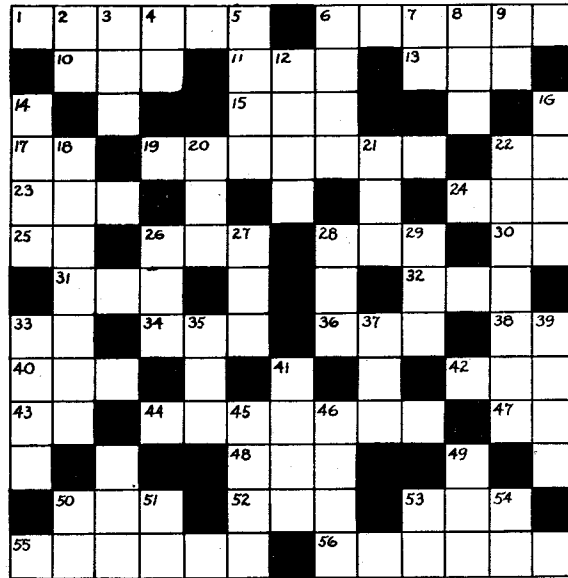
But it is not the writer's intent to go into the question of the cross-word puzzle as an educational adjunct; that is something for educators to consider and settle. Personally the writer has never enthused over the popular indoor sport. The same is equally true of bas-

ketball and bowling, yet he admits, insists and will argue that they are both mighty good sports, only he doesn't take to them. The same is probably true of the cross-words.

Here is the point which is aimed at: What sort of a cross-word puzzle should be used in The Maine Central Magazine?

That those who read the Magazine are interested in them is made clear by the number which at this moment are on the writer's desk, sent in by the folks of the road. These people would not have gone to the trouble of preparing puzzles had they not been interested. At the same time there can be no question but what the great majority of those who get a thrill from working out one of these puzzles never attempt, never thought of attempting to devise a puzzle. It is this conclusion which induces the Magazine editor this month to use one of the several such puzzles sent in, although it is his own personal judgment that not one of those under consideration is exactly suited to the needs of the Magazine.

But two of these puzzles have any reference whatever to railroading and yet this is a magazine for railroad men and women. It is designed to interest them in their work, to help them to be better railroad people. It is not planned to meet the general public's demand for a magazine any more than it is designed for any one class of railroad folks. To be what the company wants, what the editor wants and what you and all others who have it each month want, it must be a magazine which will appeal to the track-



HORIZONTAL

- 1 To uplift
- 6 An ornament
- 10 A grain
- 11 Ephraim (abv.)
- 13 Faster than a walk
- 15 Make of an auto
- 17 Upward
- 19 A former R.R. Official of the Mtn. Div. much loved
- 22 Company (abv.)
- 23 A wooden pin
- 24 X
- 25 Doctor (abv.)
- 26 Peculiar
- 28 Girl's name
- 30 North Dakota (abv.)
- 31 Domestic animal
- 32 Cost price
- 33 Note in musical scale
- 34 Consumed
- 36 A heavy stick
- 38 Note in musical scale
- 40 Conjunction
- 42 Reddish brown
- 43 A group of States (abv.)
- 44 Fatty
- 47 Suffix
- 48 Over (poetic)
- 50 Man's name
- 52 A high explosive
- 53 Part of the head
- 55 A bird
- 56 A sign

VERTICAL

- 2 Post Office (abv.)
- 3 Sluggish
- 4 Pronoun
- 5 Sea swallow
- 6 You plural
- 7 Railroad (abv.)
- 8 Province in Canada (abv.)
- 9 Not prefix
- 12 Song of praise
- 14 A federation
- 16 A body of water
- 18 Hog-like
- 20 Mournful
- 21 Young boy
- 22 Relative to the center
- 26 Indebted
- 27 Period
- 28 Wool
- 29 Insect
- 33 Isle of Man language
- 35 Help
- 37 Advertisements (abv.)
- 39 Part of face
- 41 Reveal
- 45 Greek letter
- 46 Scraps of food
- 48 A young swine
- 49 To curse
- 50 Junior (abv.)
- 51 Parent
- 53 For example
- 54 Royal Academy (abv.)



man, the trainman, the signal department man, the freight shed worker, the employe in the general office, whether departmental head or stenographer. To do this it must be a magazine of railroading, of the Maine Central, preferably.

No doubt you are getting the idea which the writer has in mind. To be the sort of cross-word puzzle which should be printed in the MAINE CENTRAL MAGAZINE, a puzzle should deal with railroad matters and things.

Words used in it should be of a nature to catch the attention of those who work on the road or other roads, who may see the publication. Such a cross-word puzzle would be interesting to railroad readers. It is, also, the opinion of the writer that such a puzzle would prove as attractive to the average cross-word worker as a small toad is supposed to be to a big trout in the fishing season. As the near-coffee ads say, there's a reason for that. Practically everybody is interested in the railroads. They like to read about them, like to learn about them and so would, undoubtedly, get much pleasure in solving a cross-word puzzle which dealt exclusively.

It is not the writer's purpose to promise that any such puzzles will be used in future issues. He is not in a position to make such an agreement. He will assert that it is his opinion that such cross-words will be given much more favorable scanning by the editorial eye than will the other kinds. It will do no harm to try one on the editor, anyway, especially, as it will have a tendency to brush up your own knowledge of the lingo of the road.

Try it once and see what the results are.

Capt. Low telegraphed the facts of the situation to Secretary of War Stanton and received in reply this telegram:

"You will take possession of the P. & K., and run it."

When that telegram was shown to Hincks he at once telegraphed Mr. Noyes at Waterville and in return received these instructions: "Deliver the goods."

Mr. Cummings says that he got the story from Capt. Low, so can vouch for its authenticity.

## Moose Races Train on Mount Desert Division

Engineman W. W. Coburn and fireman E. C. Cahill had quite a game of tag with a large moose one morning recently as they were hauling Train 127 between Bangor and Mount Desert Ferry. They came upon the moose about one mile east of Green Lake Station, and it ran ahead of them for a distance of nearly a mile. It was necessary for the moose to cross two culverts during its run for life, but it hurdled them without much effort. Engineman Coburn had to shut his engine off and slow down once or twice and one time he was within two car lengths of the animal.

## Maine Central Bowling

(Continued from Page 17)

### Cobb and Valley Bowl 20 Strings

Cobb and Valley, the two Rockland Maine Central bowlers, having won the match with the Portland two-man team, on a challenge, and not hearing from any other teams on the road, decided to see which was the better bowler of the two. They agreed upon a 20-string match. The first ten strings were rolled on the Star alley, Rockland, April 16, and the second on April 20. The following items from the Rockland Courier-Gazette tell the story of the match:

	First 10 Strings
Valley	113-102-118-92-102-108-97-113-81-109—1035
Cobb	89-94-81-101-93-145-93-110-114-89—1009
	Second 10 Strings
Cobb	120-89-108-101-95-119-97-96-107-140—1072
Valley	95-97-96-96-80-87-106-123-101-91—972

Cobb was the winner of the match by a score of 74 pins.

## MEN'S WAGES

Bachelor—"The time will come when women will get men's wages."

Married Man—"Yes, next Saturday night."

## A Bit of Unrecorded Civil War History

E. A. Cummings in a letter to the Maine Central Magazine tells of an interesting event in Maine railroad history, which, in all probability, is not on record, for it relates how Capt. Elijah Low, afterward one of the most famous fire chiefs of the city of Bangor, when provost-marshal of Bangor during the Civil War was instructed to take over and operate the Penobscot & Kennebec Railroad, now the Waterville-Bangor section of the Maine Central. The order, however, was never executed.

At that time Edwin Noyes was superintendent of the P. & K., Jesse Hincks was station agent at Bangor. There were about two regiments of men in camp at Bangor waiting equipment. The material came at last and Capt. Low went to get it. Agent Hincks refused to deliver the freight, saying that his instructions were not to deliver until the freight bill was paid. The Provost-Marshal explained that the United States government was good for the bill. Agent Hincks was equally positive that orders were orders and he was going to obey them.

## Station Employees Entertained by the Portland Terminal Company Officers

Nearly one hundred station and engine-house employes from various points on the Maine Central and Portland Terminal had a "get together" meeting with the officers and other supervisory forces of the Terminal Company, Sunday, April 26.

The majority of the Maine Central men arrived at Portland on train No. 764, and were immediately conducted to the Railroad Y. M. C. A. for lunch, after which they together with about fifty Portland Terminal stationmen adjourned to the Portland Freight Office where they were greeted by—

C. H. Priest, Superintendent.  
H. A. Melaugh, Freight Agent.  
J. L. Quincy, General Yard Master.  
M. C. Manning, Freight Claim Agent.  
F. J. Driscoll, General Foreman.  
J. J. Farrell, Assistant Foreman.  
Edmond MacNamara, President of the Stationmen's Organization.

Superintendent Priest spoke to the men along the lines of friendship and co-operation as between the employes and management, as well as between the employes themselves and all classes, also the great need of all doing their part in dealing with the public to promote a friendly feeling and a general understanding of our problems.

Mr. Manning the next speaker dwelt on the benefits of such meetings and the opportunities presented for direct contact with the men handling freight and a better mutual understanding brought about thereby. He laid stress to Freight Claim Prevention, giving the cost of rough handling, improper loading and concealed and unlocated damage to be \$33,797.00 for the year 1924, and asked the men to co-operate in an effort to reduce this tremendous drain on our revenues.

Mr. McNamara, the last speaker, urged the men to co-operate with the management, following closely the sentiments expressed by Superintendent Priest.

The party was shown through the freight shed, which has recently been rebuilt and is the largest in New England. Much interest was taken in the hardwood floor that has been laid through the entire shed and island platforms, as well as the new electric lighting system used in the cars in place of the oil lanterns.

After spending considerable time in and about the freight shed, the party was taken by special service to Rigby, where they were met by—

H. A. Southworth, Master Mechanic.  
G. H. Garrison, Division Foreman.  
W. F. York, Foreman Car Repairs, and others.

Here they found plenty to see and learn. They were shown over the big yards, through the new engine house, machine shop and office buildings.

On the trip Rigby to Union Station, three rousing cheers were given for the management for

the splendid reception and the unusual pleasant and instructive outing.

It is unfortunate that the names of the men are not at hand, as we would like to include them in this article.

One incident that is worthy of mention is the fact that one of the Maine Central men, who has about 34 years service record, used his pass for the first time since entering the service.

## Railroad Expenses

To earn enough money to buy a pint of ink, an American railroad has to haul a ton of freight 48 miles, declares Dr. David Friday, director of research of the National Transportation Institute, in a report on railroad earnings.

"To buy a crosstie," the report says, "a railroad has to haul a ton of freight 75 miles; to purchase a hand lantern, 100 miles; to replace a freight train crew a ton of freight must be hauled 3,350 miles. A day's work of a machinist must be paid for by a haul of 534 miles.

"Average compensation paid each railroad employe in 1923 was \$1,488, to pay which it was necessary to haul one ton of freight 133,441 miles, or more than five times the distance around the world.

"The railways are the largest single industry in the United States," the report states, "but they manufacture and sell only two articles—freight-ton miles and passenger miles."

## Has Herb Beat Daylight Saving?

Herbert Tibbets is wondering just how much he has accomplished. Ever since they began talking about abolishing daylight saving by making it "agin the law," Herb has been telling how he was beating daylight saving and the law, too. It might not be fair to say he has boasted and bragged, but the fact remains that he has talked a great deal about having wired his hen coop for electric lights, so as to start the biddies working earlier in the morning, so de didn't care whether there was daylight time or not.

## LOOK, HUSBANDS!

Sign seen in a restaurant:

"If wife can't cook, don't divorce her. Eat here and keep her for a pet."



## State Paternalism is Losing its Charms

Signs may fail, but just at the moment they offer abundant evidence that the Middle West is turning away from paternalism; and paternalism is a native son of the Middle West.

Municipal ownership and co-operation in which the taxpayer does all the co-operating have been outstanding characteristics of the business development of this territory in recent years.

Probably no accurate survey will ever be made of the moneys lost by the public through failure of State banks, insurance companies, warehouses, slaughter pens, and delicatessen stores. Enough is known, however, to dissuade some of the most ardent advocates of paternalism.

A couple of weeks ago a traction ordinance was defeated in Chicago. The opposition was led by some of our most conspicuous municipal ownership advocates. They explained that the ordinance was a subterfuge, and the municipal ownership which it promised a "fake."

### VOTERS ARE SKEPTICAL

It has since developed that numerous persons voted against the ordinance because, if it meant what it said, municipal ownership must result from it.

There is now coming into notice one of the strongest arguments against State paternalism. It is the record of the South Dakota Rural Credit System.

The fact that the treasurer of the system is now in jail for sundry irregularities and faces further prosecution as soon as he has served his present sentence need not be charged against the system. This is a case of a personal failure.

The system had made about 12,000 loans as of December 31, 1924; and of these, 4,400, or apparently 36 per cent, were delinquent. By this time it is probable that there are 5,000 of these loans delinquent.

### LOSSES ARE ENORMOUS

This is not to be interpreted as meaning that 36 per cent of the farm loans of South Dakota are delinquent. It merely shows the ratio of delinquencies possible in a period of distress when rural banking is done, as it is almost inevitably done, by political institutions.

There is no way of estimating what the loss to the State will be when the business is finally liquidated. Good judges estimate from \$10,000,000 to \$15,000,000 out of a \$47,500,000 bond issue, with \$41,064,000 of loans out. If the estimates be true, one of the differences between private and political banking is demonstrated.

In any event, the investigation recently conducted by the Legislature and reviewed in one hundred pages of report will do more to discourage the tapping of the public treasury of South Dakota and of States that know the South Dakota experience than all the economic education that could be broadcasted.

—Glenn Griswold in the  
N. Y. Evening Post

## Former Governor Lowden on Farm Conditions

"There seems to be a concerted effort on the part of the financial writers on whom we must depend for our information to prove that there has been no farm depression, or that it has been exaggerated, or cured."

Mr. Lowden declared that the stabilization of agricultural prices was the greatest domestic problem now before the American people. A graph of pig-iron prices over a certain period, he said, would be represented by a straight line, while one of the price of pigs would fluctuate like a zigzag course. The reason for the disparity, he explained, was the organization of the steel industry and the lack of organization of agriculture.

Because all industries are interdependent and must be so for the sake of the country as a whole, he said, agriculture should be kept in line with other industries.

"We cannot have any permanent recovery of business prosperity," he went on, "without a return of the great basic industry of agriculture to its rightful place."

He also warned of the danger to the country in time of war if the agricultural regions should be depopulated and their inhabitants forced to flock to industrial centres.

### CALLS FARM SITUATION DESPERATE

"Whatever may be the popular opinion in the cities on the subject," he continued, "the ablest farm economists generally agree that the farm situation is desperate. This they think grows out of the great disparity between the prices of the things the farmer has to sell and the prices of the things he has to buy. They can see no permanent relief until this disparity is removed."

"We are coming to learn that unrestricted competition is not clothed with all the virtues it was once thought to possess. Unrestricted competition is but a form of warfare. Whether among the nations of the world for larger armaments or among the producers of useful commodities it has been found to entail losses to society far beyond the benefits it has conferred."

"In the modern world, the farmer alone has been the last to realize the value of organization for its own sake. Agriculture has emerged from its primitive state. It must therefore conform to those practices which have been found necessary to the success of other great industries, in all other fields of commerce, unrestricted, free and open competition in the marketing of products has been gradually disappearing."

### HOW HE WOULD SOLVE PROBLEM

"If we would avoid ruin, I see but one way out. The farmer, too, must organize for the purpose of marketing his products. Co-operative farm marketing associations are no longer an experiment. wherever co-operatives have been employed there you will find agriculture in its best estate. In those communities the farms are better improved and are kept in a higher state of cultivation and

repair. An air of thrift and prosperity is likely to abound, a better community spirit has evolved, the farm has more nearly approached the ideal requirements of a home."

—From the address of Frank O. Lowden, former Governor of Illinois, April 22, before the Bureau of Advertising of The American Newspaper Publishers Association, as printed in the N. Y. Times.

## Western Roads Seek Separate Treatment

The Western railroads cannot continue to maintain adequate transportation service under the present general level of freight rates, they declared today in the text of a joint brief filed with the Interstate Commerce Commission.

Reductions in rates on agricultural products in recent years, the document declared, have already "menaced the maintenance of an adequate system of transportation in the West."

The railroads asked the commission, which is engaged in preliminaries to a general investigation of all railroad rates, to treat separately the study of the Western railroad situation and to ascertain by additional inquiry whether there are not particular classes of industrial products which cannot bear increased charges.

### ESTIMATES OF EARNINGS

Supporting the contentions, the brief contained estimates of earnings, intended to show that for 1924 the return upon railroad investment in the West was 3.87 per cent, as compared with 4.33 per cent in the balance of the United States. In addition the wage payments of Western railroads were given as 193 per cent of their payments in 1916.

The tax accounts of Western railroads were in 1924 placed at 369 per cent of their tax accounts in 1911, while in the United States as a whole, the brief said, the increase has made the 1924 payments 334 per cent of those of 1911. The receivership of the Chicago, Milwaukee & St. Paul Railroad was cited.

"The situation of other carriers in this district is desperate," the brief proceeded. "In spite of the most rigid economies of operation, they have been faced with a diminishing net railway operating income, while there has been no tendency on the part of governmental authority to reduce the tax burden or be less stringent in respect to required expenditures for safety of operation.

### SAY FACTS WARRANT RELIEF

"Neither is the shipping or traveling public ready, so far as we are advised, to accept any impairment of service. We submit that in these circumstances these carriers are not able to withstand even for a limited time a further curtailment in their revenues. The facts instead warrant increases substantial in their nature."

Western carriers, the brief says, "had encountered a loss of tonnage by reason of Panama Canal competition."

As to the general rate investigation, the brief suggested that the commission enlist the aid of the Commerce Department branches to determine how revenues may be obtained to keep up the earnings of Western lines. Signatories to the brief were representatives of sixty-five Western railroads, including practically every carrier now operating west of the Mississippi River.

The above article is reproduced from the *New York Sun*, April 21. Substantial parts of the brief will be printed in Railroad Data next week.



E. M. Wade of the signal department, Brunswick, evolved the idea of the above cartoon. On his next visit to Portland he explained this idea to Frank R. Landers of the General Offices, who drew it, as you see. If that doesn't make an all-Maine Central cartoon, what does?

### FIRST COME, FIRST SERVED

"His death was entirely unexpected, was it not?"

"O no! He had a habit of racing in his motor car to see whether it or the locomotive could reach the crossing first."—*The Train Dispatcher*.



## Some Thoughts The Funny Fellows Think

### WHEN THE TRAIN WAS DUE

Passenger (to negro porter while on train for New York)—“What time do we get to New York, George?”

Porter—“We is due to get there at 1.15, unless you has set your watch by eastern time, which would make it 2.15. Then, of co'se, if you is goin' by daylight savings time, it would be 3.15, unless we is an hour an' fifty minutes late—which we is.”  
—*Life*.

### AN EYE FOR BUSINESS

At Podunk, Pa., a race was proposed for two express trains to run in opposite directions on a single track toward each other to a certain switch, the train entering the switch first to win the race. It was proposed by, and a prize offered by Mr. J. J. Smith, who is a local undertaker.

### MUSIC A LA RAILROAD

The sedate Philharmonic Orchestra of London has just startled the staid Britishers, by playing a piece dedicated to the American Locomotive. Whistle shrieks, steam escapes and engine pants and puffs made the audience feel as if it were being hurled through the air at the rate of seventy miles an hour on an express train. All that was needed to make it more realistic was a Pullman porter with a brush and a few smoking-room stories. These may be introduced later.—*N. Y. American*.

### MISERY LOVES COMPANY

Friend (in railroad official's office to said official)—“I notice that your clerks are all in a fine humor; have you been raising their wages or something?”

Official—“Not so you could notice it. To be frank, it's just because my wife has been in here and it tickles them to death to see someone boss me around.”

### DISCOVERED

Leonore—“What is the cause of so many divorces?”  
Elizabeth—“Marriages.”

### CALLING THE CALLER

Yardmaster (to Caller)—“Did you call Murphy up this morning?”  
Caller—“Yes, but he wasn't down.”

Yardmaster—“But why didn't you call him down?”

Caller—“Because he wasn't up.”

Yardmaster—“Then call him up now and call him down for not being down when you called him up.”—*Boston Transcript*.

### HIS OWN DEATH NOTICE

Mike was working diligently in his section gang, when the foreman handed him a letter in a black-edged envelope.

Mike became uneasy and showed it.

“Hope it's not bad news,” said the foreman.

“It is that,” said Mike, looking at the address. “It's upset I am entiorely. Me brother Pat's dead. I can tell by his handwriting.”

### A MORNING'S MOURNING

There once was a driver named Morning

Heeded no Careful Crossing warning;

He drove on to the track, alas! and alack!

Now they're mourning this morning for Morning.

—*T. E. Gurn*.

### HOW RICH IS YOUR PA?

Freddie—“My Pa is awful rich. I guess he's rich enough to buy all Brookline.”

Bobbie—“My Pa's a lot richer'n that. I heard him tell Ma this morning he was going to buy New York, New Haven and Hartford.”—*Boston Transcript*.

### PASSING THE BUCK

Crew Dispatcher (just bawled out)—“Not a man on this railroad will get off this week.”

Trainman—“Give me liberty or give me death.”

Crew Dispatcher—“Who said that?”

Trainman—“Patrick Henry.”

### PROBABLY

He sauntered into a railroad office with much self-assurance and an air of familiarity, threw down his business card and inquired:

“Who's the main squeeze around here?”

“Well,” said the good looking stenog, “they'd all take me for it if I'd let 'em.”

# The First National Bank

OF PORTLAND

INCORPORATED 1864

Capital and Surplus One Million Dollars

A FRIENDLY BANK INVITES  
YOUR BUSINESS

DEPOSIT ACCOUNTS INVITED

## The Portland National Bank

UNION MUTUAL BUILDING

**4%**

On Savings Accounts

**4%**



# The Perry, Buxton, Doane COMPANY

**Iron and Steel Scrap**  
and  
**Non-Ferrous Metals**

### OFFICES

BOSTON  
HARTFORD

PHILADELPHIA  
NEW YORK

### YARDS

COATESVILLE, PA.  
PROVIDENCE, R. I.  
PAWTUCKET, R. I.

PORTLAND, ME.  
SOUTH BOSTON, MASS.  
WORCESTER, MASS.

Established 1863

Incorporated 1893

# W. H. Glover Co.

ALL KINDS OF LUMBER AND BUILDING  
MATERIALS

CONTRACTORS  
BUILDERS



Millwork. Estimates submitted on all size jobs.

ROCKLAND, MAINE

# Hotel Rockland

"The Home of the Traveling Man"

One minute's walk from R.R. Station and Steamship Wharf.

**Centrally Located**

Rooms with bath and running water

**Excellent Table**

Choice foods, the best the market affords, carefully selected each day and prepared by a chef with years of experience.

We solicit your patronage

"Service" is our motto

## AMERICAN PLAN

THOMAS F. KEATING, Prop.

**Rockland, - Maine**

# LIME

for

**Building, Chemical  
Agricultural  
Purposes**

**ROCKLAND & ROCKPORT LIME CORP.**  
ROCKLAND, MAINE

101 Park Avenue  
New York

45 Milk Street  
Boston



We have opened a Retail Department for your convenience and solicit your patronage.

Our stock of Lighting Fixtures and Radio Supplies should surely interest, as we carry the largest stock in Northern New England.

## EASTERN ELECTRIC SUPPLY CO.

45-47 Market St., Portland, Me.

Phone Forest 2960



## Chosen <sup>B</sup> <sub>Y</sub> Leaders

IN EVERY LINE OF INDUSTRY

In fact, more plants today are painted with *Barreled Sunlight* than with any other interior white paint, because *Barreled Sunlight* means clean, light reflecting interiors and less repainting. It is not only the most desirable finish but the most economical.

**FRANK M. BROWN CO.**

PORTLAND, MAINE

## THE SPORTING GOODS STORE

### *Winter Sports*

SKIS, SNOWSHOES, SLEDS, TOBOGGANS,  
SKATING SHOES, SWEATERS, TOQUES,  
SPORT BLOUSES, ATHLETIC EQUIPMENT  
FOR ALL SPORTS

*We Equipped Maine Central Baseball League*

## THE JAMES BAILEY CO.

264 Middle Street, PORTLAND, MAINE

☞ June 25, 1888, the Boston Herald paper train officially opened the Union Station, Portland, Me.

☞ Sept. 9, 1888, the West End Shoe Store was opened, and is still catering to railroad men.

**KAVANAUGH** says he has Chesley's R.R. Caps.

## Tondreau Bros. Co.

WHOLESALE AND RETAILERS OF

MEATS, FISH AND  
GROCERIES

Three Stores in Brunswick and One Store in Bath

Special Attention Paid to Parcel Post and Telephone Orders.

## I. L. SNOW CO.

*Ship Builders,  
Marine Railways*

Machinists, Steam Fitters and Boiler Makers  
Oxyacetylene and Electric Welding

SHIP CHANDLERS

*Dealers in Materials for Building and Repairing Vessels*

ROCKLAND, MAINE



## **On Adequate and Dependable Transportation**

Depends the prosperity of manufacturers and farmers in the State of Maine.

The Maine Central Railroad with 1471 miles of track in Maine, penetrating every county except York, forms the connecting link between Maine and the ever-increasing markets of New England and the West and enables Maine shippers to compete successfully with other sections of the country through its well defined policy of developing the State by maintaining high-grade, all-year-round service and favorable freight rates.

A complete system of merchandise cars is operated daily from Bangor, Waterville, Augusta, Gardiner, Brunswick, Bath, Rockland, Lewiston, Auburn and other points to Portland and Boston, providing prompt and expeditious handling of shipments without transfer en route.

The Maine Central has over \$1,500,000.00 invested in specialized equipment, such as heater and dairy cars for the proper and safe handling of dairy products, potatoes and other vegetables. Warm car service for handling less carload shipments perishable freight is operated weekly from Portland during the winter season to all principal points in Maine.

A special milk train is operated daily from Bangor to Portland and Boston with open pick-up car, iced in summer and heated in winter, stopping at practically all stations en route. Milk and cream leaving Bangor 3.30 p.m. arrives Boston in ample season to be served on the breakfast table the following morning.

Among the many State of Maine products transported over the Maine Central lines during the calendar year 1922 were:

60,804 CARS LUMBER AND FOREST PRODUCTS  
35,777 CARS POTATOES, APPLES AND OTHER VEGETABLES  
25,923 CARS PAPER AND PAPER BAGS  
4,106 CARS MILK AND CREAM

**THE MAINE CENTRAL SERVES MAINE  
EFFICIENTLY AND WELL**

GEORGE H. EATON,  
*Freight Traffic Manager,*  
PORTLAND, MAINE.



**FIDELITY TRUST COMPANY**

*Member of Federal Reserve System*  
Checking, Savings, Bond and Trust Departments—Foreign  
Exchange, Safe Deposit Vaults, Travellers Cheques and Collections



**YOUR JOB**  
big or little

We give the  
advice and  
services of

ARTIST  
ENGRAVER  
LAYOUT MAN  
COPY WRITER

We lay out your job  
so you can see it as  
it will be finished

**Lewiston Journal  
Printshop**

**John C. Paige & Co.**

**INSURANCE**

of every description

40 Broad St., BOSTON

115 BROADWAY, NEW YORK

F. S. STROUT  
PRESIDENT

WM. H. OHLER  
TREAS. & MANAGER

**TUCKER PRINTING COMPANY**  
INCORPORATED  
PRINTERS AND BINDERS

105 EXCHANGE ST. 116 MARKET ST.  
PORTLAND, MAINE

**Men and Women ALWAYS WELCOME**



TRY THE  
**Y. W. C. A. Public  
Dining Room**  
120 Free Street  
38 Oak Street

Quick Service Best of Home Cooking

Why not stay with us during your visit in Portland?

FOR

**VACATION DAY**

Books, Cameras, Maps  
Stationery, Fountain  
Pens, Vacuum Bottles  
Picnic Sets : : : :

**LORING, SHORT & HARMON**  
Monument Square Portland

**FIGHT PYORRHEA**

**Depyro**

The wonderful Medicated Dentifrice,  
Heals Bleeding Gums, and prevents Py-  
orrhoea, cleans and whitens the teeth

AT YOUR DRUGGIST

DEPYRO LAB., Inc., Portland, Me.

## ROCKLAND WHOLESALE GROCERY CO.

ROCKLAND, MAINE

Wholesale Distributors for

**Maxwell House Coffee** "Good to the last drop"  
**Hardesty Peerless Flour** "Standard of the world"

## GEO. C. SHAW CO.

Maine's Largest and Finest Markets

**Importers and Grocers**

TWO STORES

Down Town  
At 7 to 11 Preble Street

Up Town  
At Congress Square

PORTLAND, MAINE

## Galt Block Warehouse Co.

PORTLAND, MAINE

**Storage, General Merchandise  
Autos and Household Goods**

Private Track, Sprinkler Equipped, Low Insurance Rate.  
Storage in Transit on Flour, Cereals and Canned Goods.

Office, 20 Commercial St., Portland, Maine

J. S. SAWTELLE, Manager

## SAVE A LITTLE EVERY WEEK

**A** HOME of your own, a good education for your children, protection in time of sickness or accident—these are some of the things you can realize if you save a part of your earnings each week regularly. Banking by mail is safe and convenient.

We pay 4% on Savings Accounts

Compounded Quarterly

Open Friday Evenings, 7 to 8

**Old Town Trust Co.**

OLD TOWN — ORONO

## Crescent Hotel

NEWLY RENOVATED  
GROUND FLOOR OFFICE  
ROOMS WITH BATH AND RUNNING WATER  
ELEVATOR SERVICE

*The Home of the Commercial Traveller*

L. T. AUDET, Proprietor

Waterville, Me.



Portland - Bangor - Biddeford - Westbrook  
**OUTFITTERS TO MEN AND BOYS**

Carrying a Full Line of  
Train Men's Apparel

## KEYES FIBRE COMPANY

**PAPRUS**  
PLATES, DISHES, ETC.

From Pure Spruce Fibre

WATERVILLE, - - MAINE

We Cater to the Mail Order Trade.

## Allen's Drug Store

Telephone 58

Nyal PRESCRIPTIONS OUR BUSINESS Winsol

MAIL ORDERS PROMPTLY ATTENDED TO

118 Main Street

Waterville

Maine



# George E. Warren Corporation

Cable Address: WARRENCOAL, New York, Boston, Norfolk

## "ADMIRALTY" NEW RIVER COAL

TIDEWATER AGENTS for

AMHERST COAL COMPANY

Gas Coal

TIDEWATER AGENTS for

RED JACKET CONSOLIDATED COAL  
& COKE CO.

Splint and Steam Coal

NEW ENGLAND AGENTS for

EBENSBURG COAL COMPANY  
COLVER COAL (NAVY STANDARD)

## MINERS AND SHIPPERS OF

High Grade Bituminous and Anthracite Coal  
Pennsylvania, New River, Pocahontas,  
Kanawha, Fairmont

## AMERICAN COALS FOR EXPORT

BUNKERS Supplied at all ATLANTIC PORTS

### OFFICES

Park Square Building  
BOSTON, MASS.  
416 House Bldg.  
PITTSBURGH, PA.

Grand Central Terminal  
NEW YORK  
Medea Bldg.  
JOHNSTOWN, PA.  
9 Wellington St., East,  
TORONTO, CANADA

Bank of Commerce Bldg.  
NORFOLK, VA.  
First National Bank Bldg.  
HUNTINGTON, W. VA.

# New England Coal & Coke Company

"THE HOUSE OF SERVICE"

NEW RIVER  
PENNSYLVANIA

OPERATING OUR OWN  
MINES, TRANSPORTATION AND  
THE LARGEST STORAGE PLANT IN  
NEW ENGLAND

FAIRMONT  
POCAHONTAS

111 Devonshire Street, Boston, Massachusetts

TELEPHONE—CONGRESS 8020

### Did You Know---

That a certain Maine Central institution will protect you, and your family, every moment?  
That the cost of belonging is very small and the benefits derived are very great?

IT'S THE

Maine Central Railroad Relief  
Association

You owe it to yourself--more than that,  
you owe it to your family--to find out all  
about it.

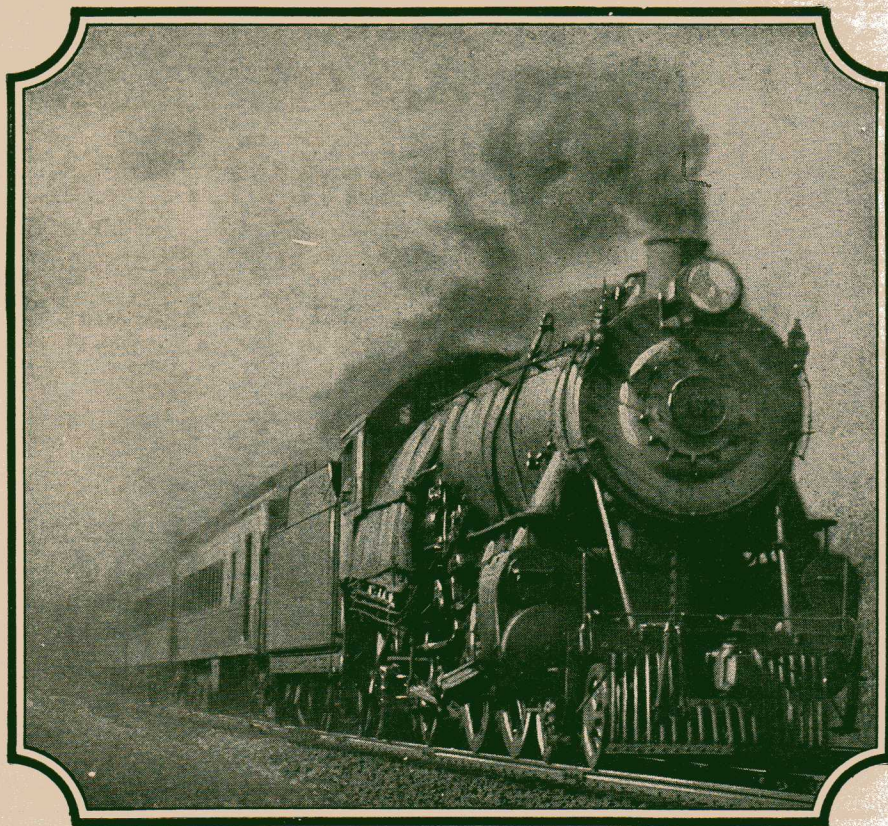
THE PLATE WORK IN THIS PUBLICATION SHOWS THE HANDICRAFT OF OUR WORK SHOP.

WE ASSIST MANY OTHER CONCERNS IN THEIR ENGRAVING PROBLEMS, AND OFFER YOU OUR CLOSEST COOPERATION IN YOURS.

DAVIS ENGRAVING COMPANY

12 MONUMENT SQUARE, PORTLAND, MAINE





## Clean Coal Reduces Operating Expenses

Every railroad has transportation costs in coal prices f. o. b. coaling stations.

Dirty coal may be cheap at the mine but expensive in operating a railroad. Its impurities must be paid for in haulage charges and in engine failures.

Some of the largest railroads of the United States select Con-

solidation Clean Coal because it reduces operating expenses. It is coal from which all visible impurities have been removed at the mine—coal high in heat value, low in ash and sulphur.

Because it is CLEAN it takes less Consolidation Coal to operate a railroad than coal less carefully prepared for the firebox.

## The Consolidation Coal Company

Incorporated

MUNSON BUILDING, NEW YORK CITY

DETROIT, MICH., First Nat'l B'k Bldg.	BOSTON, MASS., State Mutual Bldg.	CINCINNATI, OHIO Union Cent'l Bldg.
PORTSMOUTH, N. H., 137 Market St.	PHILADELPHIA, PA. B'kers Tr. Bldg.	NORFOLK, VA. Nat'l B'k of Com. Bldg.
BALTIMORE, MD., Continental Bldg.	WASHINGTON, D. C. Union Tr. Bldg.	CLEVELAND, OHIO Rockefeller Bldg.
	CHICAGO, ILL. Ill. Merch. Bank Bldg.	

MILWAUKEE, WIS. 843 South Canal Street

Foreign Offices } LONDON, ENGLAND Billiter Sq. Bldg.  
 } GENOA, ITALY 10- Via Roma

Sales Agents { ST. PAUL, MINN. North Western Fuel Co., Merchants Nat'l Bank Bldg.  
 } "TORONTO, CANADA, Empire Coal Company, Ltd., Royal Bank Bldg."  
 } GREEN BAY, WIS. F. Hurlbut Company