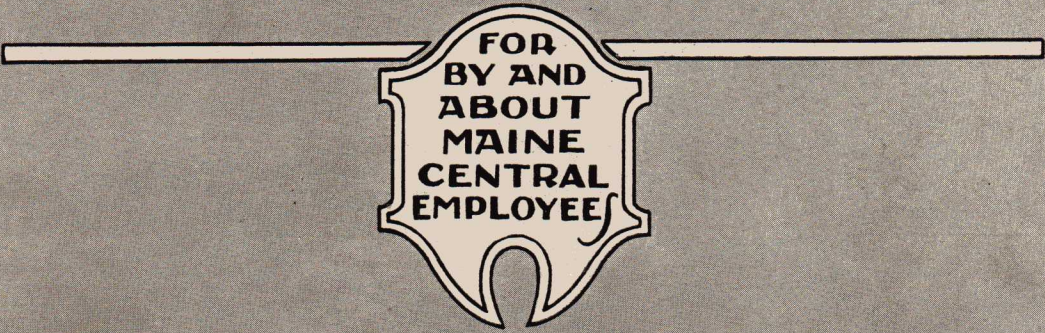


MAINE CENTRAL EMPLOYEES MAGAZINE



FOR
BY AND
ABOUT
MAINE
CENTRAL
EMPLOYEES

In This Issue—

Think, Driver, Think!

Get Out or Get In Line

Fifty Years a Maine Central Man

Buster--A Railroad Dog

Maine Central Family

Our Own National Park

Poets' Corner

JUNE, 1925

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

ALL ALONG THE LINE

of the M. C. R. R. you will find customers of this bank.

You, too, are cordially invited to make this
YOUR BANK

MERRILL TRUST COMPANY

Dexter-Bucksport-Machias-Jonesport
BANGOR, MAINE

Total Resources Over \$14,000,000.00

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

FULLER-COBB-DAVIS

TO OUR SUMMER GUEST: We wish to assist you in every possible way to make your Summer Shopping easy and pleasant, and to this end we extend the service of our shop and trust you will find it worthy of your patronage.

Coats	To all reliable patrons we send garments from our stock for selection. You are under no obligation whatever. Express prepaid to and from your home. We solicit your patronage.	Carpets
Suits		Curtains
Blouses		Crockery
Dresses		Upholstery
Skirts		Hammocks
Sweaters		Modern and
and		Antique
Millinery		Furniture
of the		restored and
better		repaired
kind		by expert workmen.

FULLER-COBB-DAVIS announce their ANNUAL SALE OF FINE FURS during the months of July and August. Furs Remodeled During the Summer Months.

Visit our Antique Shop.

Rockland, Maine

The First National Bank

OF PORTLAND

INCORPORATED 1864

Capital and Surplus One Million Dollars

A FRIENDLY BANK INVITES
YOUR BUSINESS

WATERVILLE IRON WORKS

*Machinists and
Founders*

Also Manufacturers of

Wood Room Machinery for Pulp
Mills, Machine Tools

WATERVILLE, - MAINE

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

We Want Your Duds

In Our Suds



DEERING LAUNDRY CO.

321 Cumberland Avenue
PORTLAND, MAINE
Telephone, Preble 49

THE DOLLAR

You must learn not to over-work a dollar any more than you would a horse. Three per cent is a small load for it to draw; six a safe one; when it pulls in ten for you it's likely working out West and you've got to watch to see that it doesn't buck; when it makes twenty, you own a blame good critter or a foolish one, and you want to make dead sure which; but if it draws a hundred it's playing the races or something just as hard on horses or dollars; and the first thing you know you won't even have a carcass to haul to the glue factory. —Geo. C. Lorimer.

W. M. Little Company

ROCKLAND, ME.

Wholesale Distributors of
FOOD SUPPLIES

Special Attention Given to Orders For
HOTELS AND BOATS

Curers and Packers of

RED STAR HAMS AND BACON

EGG STOVE PEA

ORDER NOW --- WHY?

QUALITY COAL SERVICE

The CITY FUEL CO.

274 Commercial St., Portland, Me.
Phone Forest 1610 John M. Flaherty, Gen. Mgr.
Prices are at the lowest level and coal is of the best obtainable quality

CHESTNUT SOFT WELSH

His brakes were bad and failed to hold,
And he was in a quandary—
The choo-choo buzzed around the bend,
Now his wife works in a laundry.
—Exchange.

THOSE IMPETUOUS LOVERS

Wife (with newspaper):—Just think of it! A couple got married the other day after a courtship of 50 years.
Husband:—I suppose the poor old man was too feeble to hold out any longer.

North National Bank

Established 1854

ROCKLAND, MAINE

YOUR ACCOUNT WANTED

—by a bank that believes in going out of its way to please depositors.

BANK BY MAIL

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

CONCERNING THE CLOSEST RACE

A Scotchman thought that the best method of saving money for Christmas was to put a penny in a money box every time he kissed his wife. This he did regularly until the holiday period came around. Then he opened the box, and out came, not only pennies but sixpences, shillings and half-crowns. The man was amazed, and asked his wife how she accounted for it.
"Weel, Jock," she replied, "it's no ivery mon that's as stingy as you are."

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

**A Warm House
Insures Real
Comfort**



*Right Coal Drives Out
The Cold*

WRIGHT COAL IS RIGHT

350 Commercial St., Portland

ON THE DOTTED LINE

Son:—"Dad, can you sign your name with your eyes shut?"

Dad:—"Certainly."

Son:—"Well, then, shut your eyes and sign my report card."

EVER MEET THIS KIND?

Sweet Young Thing:—"An' has ums ickle woogleums a kiss for his sweet lovums?"

Bachelor Passenger:—"Curse these derned foreigners."—*Passing Show.*

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

1 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

DIPLOMACY

The Young Bride (looking in a window of a jewelry store)—George, I'd love to have that bracelet.

The Husband:—I can't afford to buy it for you, dear.

The Bride:—But if you could, you would, wouldn't you?

The Husband:—I'm afraid not.

The Bride:—Why?

The Husband:—It isn't good enough, dear.

The Bride:—Oh, you darling!

—*Right Way Magazine.*

MAKE THE

Rockland National Bank

Your Headquarters when in

ROCKLAND, MAINE



4% Paid On Savings Accounts

**Rockland
Wholesale
Grocery Co.**

ROCKLAND, ME.

Wholesale Distributors for

Maxwell House Coffee

"Good to the last drop"

Hardesty Peerless Flour

"Standard of the world"

HOWEVER—NO FEAR OF
FORECLOSURE

Husband:—"Well, I have just paid the doctor \$10.00 on our bill."

Wife:—"Thank heaven, two more payments and the baby is ours."—*Saturday Evening Post.*

HONESTY FIRST!

"I think, George," said Mrs. Jones to her husband, "I'll ask the new people next door to have dinner with us tonight."

"Why?" asked the husband.

"Well, the butcher left their meat here by mistake, and it seems only fair."—*Exchange.*

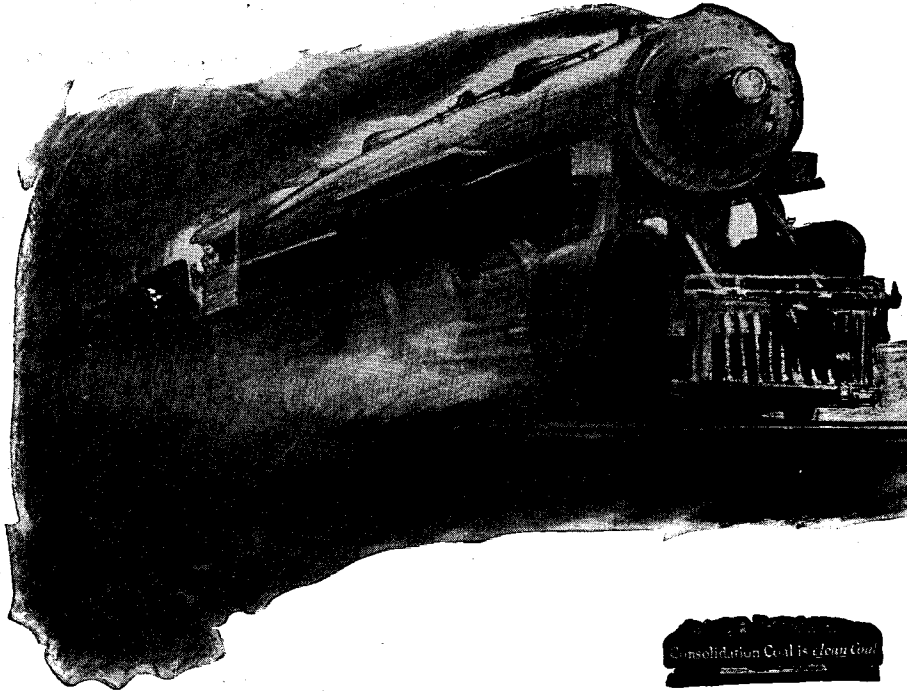
JOHN BIRD CO.

ROCKLAND, MAINE

**A Recipe For Crisp
Spiced Cookies**

1 cup sugar, ½ cup shortening, 1 egg, ½ cup molasses, 2 tablespoonfuls warm milk with 2 teaspoonfuls Three Crow Soda, 2 ½ cups bread flour, 1 teaspoonful salt, 2 heaping teaspoonfuls Three Crow Cinnamon, 1 heaping teaspoonful Three Crow Ginger, ½ teaspoonful Three Crow Mace or Three Crow Nutmeg.

Set on ice to chill for two hours (very important). Roll thin and bake in a quick oven. Makes six dozen cookies.



More Power for Sudden Demands

The desirable coal for locomotives is one which is clean and which is able to meet sudden demands for more power at critical moments.

Consolidation Coal receives the highest rating from some of the leading railroads because careful preparation at the mine insures uniform cleanness and because its composition is such that it will deliver a large fraction of its heat within two minutes after reaching the fire-box.

When locomotive coals are compared Consolidation Clean Coal is usually taken as the standard.

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.
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	MILWAUKEE, WIS. 830 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	

Maine Central Employees' Magazine

VOLUME II

JUNE, 1925

NO. 6

Think, Driver, Think!

There is a World of Meaning in Slogan Adopted by American Railway Association for 1925 Careful Crossing Campaign

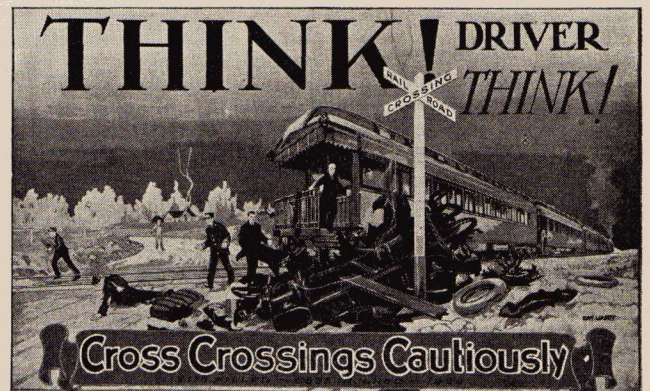
THE annual campaign of the American Railway Association for 1925 urging vehicle drivers to "Cross Crossings Cautiously," thereby reducing the number of accidents at grade-crossings was started on June 1 and will continue until September 30, which is the season of heaviest motor traffic. In this period the railroads throughout the country hope to bring about a marked decrease in the number of fatalities and injuries at highway crossings as compared to previous years.

The results of the campaign last year show that there was an actual reduction from June 1st to September 30th, of fifteen per cent compared with the previous year, in the number of fatalities at highway crossings. This decrease took place in spite of the fact that there was an increase of seventeen per cent in the number of motor vehicles in use.

In 1921, the casualties at highway crossings averaged one for each 4,397 motor vehicles registered. In 1922 there was one for every 4,646, and in 1923 there was one casualty for every 5,029 registered motor vehicles.

In 1924, as a direct result of the activities of the railroads through the American Railway Association to reduce the number of accidents, the casualties at crossings was one for every 6,043 motor vehicles.

It is the belief that despite the increase in the number of automobiles, the casualty rate in 1925 will show a greater improvement than in 1924.



During the campaign this year, a number of methods will be used in an effort to impress upon the minds of motorists the necessity for guarding against accidents when approaching and passing over railroad crossings. The Safety Section has produced a poster this year by H. Day Lowry, vividly portraying a destructive accident at a crossing, due to the attempt of the driver to "beat the train." These posters have been distributed throughout the United States.

The slogan is "Think, Driver, Think," and it is doubtful if there are three other words which could express better than these, the basic cause of the majority of crossing accidents. More accidents are the result of thoughtlessness and carelessness than from all other causes combined. No less an authority than the world-famous "Cannon-ball" Baker, who holds more records than any driver, said,

(Continued on Page 10)

Get Out or Get in Line

From "Contemplations of Elbert Hubbard" and Based on an Episode in the Administration of Lincoln

If all the letters, messages and speeches of Lincoln were destroyed, except that one letter to Hooker, we would still have a pretty good insight into the heart of the Rail-Splitter.

In this letter we see that Lincoln ruled his own spirit; and we also behold that he could rule others. This letter shows frankness, wit, kindness, tact, wise diplomacy and infinite patience.

Hooker had harshly and unjustly criticised Lincoln, his Commander-in-Chief, and he embarrassed Burnside, his ranking officer. But Lincoln waives all this in deference to the virtues that he believes Hooker possesses, and promotes him to succeed Burnside. In other words, the man who had been wronged promotes the man who had wronged him, over the head of the man whom the promotee had wronged and for whom the promoter had a warm personal friendship.

But all personal considerations were sunk in view of the end desired. Yet it was necessary that the man promoted should know the truth, and Lincoln told it to him in a way that did not humiliate nor fire to foolish anger; but which certainly prevented the attack of cerebral elephantiasis to which Hooker was liable. Here is Lincoln's letter:

Executive Mansion
Washington, D. C.
January 26, 1863

Major-General Hooker:

General:—I have placed you at the head of the Army of the Potomac. Of course I have done this upon what appears to me to be sufficient reasons, and yet I think it best for you to know that there are some things in regard to which I am not quite satisfied with you.

I believe you to be a brave and skillful soldier, which of course I like.

I also believe you do not mix politics with your profession, in which you are right.

You have confidence in yourself, which is a valuable if not an indispensable quality.

You are ambitious, which, within reasonable bounds, does good rather than harm; but I think during General Burnside's command of the army you have taken counsel with your ambition and thwarted him as much as you could, in which you did a great wrong to the country and to a most meritorious and honorable brother officer.

I have heard, in such a way as to believe it, of your recently saying that both the army and the government needed a dictator. Of course it was not for this, but in spite of it, that I have given you the command. Only those generals who gain successes can set up dictators. What I now ask of you is military success, and I will risk the dictatorship. The government will support you to the utmost of its ability, which is neither more or less than it has done and will do for all commanders. I much fear that the spirit which you have aided to infuse into the army, of criticising their commander and withholding confidence from him, will now turn upon you. I shall assist you as far as I can to put it down. Neither you or Napoleon, if he were alive again, could get any good out of an army while such a spirit prevails in it. And now beware of rashness; beware of rashness, but with energy and sleepless vigilance go forward and give us victories.

Yours very truly,
A. LINCOLN.

One point in this letter is especially worth our consideration, for it suggests a condition that springs up like a deadly nightshade from the soil. I refer to the habit of sneering, carping, grumbling at and criticising the ones above us.

The man who is anybody and who does anything is surely going to be criticised, vilified and misunderstood. This is a part of the penalty of greatness, and every great man understands it; and understands, too, that it is no proof of greatness. The final proof of greatness lies in being able to endure contumely without resentment. Lincoln did not resent criticism; he knew that every life must be its own excuse for being, but look how he calls Hooker's attention to the fact that the dissension Hooker has sown is going to return and plague him. "Neither you or Napoleon, were he alive, could get any good out of an army while such a spirit prevails in it." Hooker's fault falls on Hooker—others suffer, but Hooker suffers most.

If the concern where you are employed is all wrong and the "Old Man" is a curmudgeon, it may be well for you to go to the Old Man and confidentially, quietly and kindly tell him he is a curmudgeon. Explain to him that his policy is absurd and preposterous. Then show him how to reform his ways, and you might offer to take charge of the concern and cleanse it of its secret faults. Do this, or if for any reason you prefer not to, then take your choice of these: GET OUT, OR GET IN LINE. You have got to do one or the other—now make your choice. If you work for a man, in heaven's name, work for him. If he pays you wages that supply your bread and butter, work for him—speak well of him, think well of him and stand by the institution he represents.

I think if I worked for a man, I would work for him. I would not work for him a part of the time, and the rest of the time work against him. I would give undivided service or none. If put to the pinch, an ounce of loyalty is worth a pound of cleverness.

If you must vilify, condemn and eternally disparage, why, resign

your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.

More than that, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and blown away in the blizzard's track—and you will probably never know why. The letter only says, "Times are dull and we regret there is not enough work, etc."

Everywhere you will find those out-of-work fellows. Talk with them and you will usually find that they are full of railing, bitterness and condemnation. That is the trouble—through a spirit of fault-finding they got themselves swung

around so they blocked the channel, and had to be dynamited. They were out of harmony with the concern and no longer being a help, they had to be removed. Every employer is constantly looking for people who can help him; naturally he is on the outlook among his employees for those who do not help, and everybody that is a hindrance has to go. The reward is only for the man who helps, and in order to help, you must have sympathy.

You cannot help the Old Man so long as you are explaining in undertone and whisper, by gesture and suggestion, by thought and mental attitude, that he is a curmudgeon and his system is dead wrong. You are not necessarily menacing him by stirring up discontent and warming envy into strife, but you are doing this: You are getting yourself upon a well greased chute that will give you a quick ride to hades. When

you say to other employees that the Old Man is a curmudgeon, you reveal the fact that you are one; and when you tell that the policy of the institution is "rotten," you reveal that yours is.

Hooker got his promotion even in spite of his failings; but the chances are that your employer does not have the love that Lincoln had—the love that suffereth long and is kind. But even Lincoln could not protect Hooker forever. Hooker failed to do his work, and Lincoln had to try someone else. So there came a time when Hooker was superseded by a Silent Man, who ruled his own spirit, took the cities. He minded his own business, and did the work that no man can ever do unless he gives absolute loyalty, perfect confidence and untiring devotion.

Let us mind our own business and work for self by working for ALL.

Stock Reduction in Motive Power Department

By P. G. SMITH, Asst. to Superintendent of Motive Power

A year ago a movement was started in the Motive Power Department to reduce its stock of material to as low a figure as was consistent with efficient operation.

The stock of this department includes all material for repairs to locomotives, cars, steamboats, coal-ing plants, wharf plants, steam-pumping stations, etc., scrap material removed from this equipment until same is sold, and in addition lubricating oils, fuel oil, cleaning oil and waste used by the department and necessarily represents a large number of different items of stock, in fact a great many thousand different items. In this stock is handled material varying from small tacks to large locomotive cylinders.

It was felt at the start that the desired result could be accomplished without adding to the organization handling stock at the different points or in the building up of any new organization at the

General Office. We not only wished to reduce the stock, but also to keep the cost of handling same down to as low a figure as possible.

With this in view we have made up a monthly stock report in money figures covering all points that handle a stock account. This report shows amount on hand the first of each month, amount received, amount issued, amount on hand at end of month, the increase or reduction during the month, and number of months supply on hand at end of month based on amount issued for that month. In addition to this the report shows a goal to be tried for stated in a definite amount to be carried at each point (based on the importance of the point, distance from source of supply, amount of rapid-moving material issued, etc.), the amount in excess or under the amount set to be carried and the average amount issued per month for years of 1923 and 1924.

This report in detail for each point covers the general stock (which represents very nearly the total stock) but does not include the scrap material, oil, waste, gas and miscellaneous, as these items are largely beyond the control of the individual point.

This report shows comparative figures of both the general and total stock taken as a total of each with the same period last year and with January 1, 1924, or the date we began this movement and other pertinent data, suggestions and instructions.

Each month the report is sent to all points, that each foreman may see the result being obtained at his point as well as at other points.

In instituting this plan of procedure we felt that, with a full knowledge of the situation and the purposes to be served by giving each man a clear picture of just what he is doing with the stock

(Continued on page 23)

Reflections of a Freight Car

My wheels have squealed on the frosted steel
Of on ice-bound northern world;
My sides have baked as I hauled my freight
Where the desert sandstorm swirled.
I've been frozen fast to a passing track
In the depths of the Crow's Nest Pass
And I've raced through a cloak of acrid smoke
From burning prairie grass.

I've traveled far in an aimless way,
As thousands of cars have done,
And at least I've learned that I have not earned
My keep in the long, long run.
I've been thinking tonight of the wasted miles
And the cargoes for which I've cried,
When ends didn't meet on the tonnage sheet
Because of an empty ride.

I've been routed home on empty slips
From every foreign road;
From Bangor, Maine, to the Texas plain
I've been billed with half a load.
I've come out of the west in a special train
With silk under heavy guard,
Then again I've sat till my wheels grew flat
In a congested railroad yard.

I've been dreaming tonight as I hurried along
Of those carefree days of yore—
Of the tonnage small, on the outbound haul,
With an empty trip home in store.
And yet, though pleasant my dreams have been
I find they are fading fast;
And I breathe no sigh for the days gone by
For I'm paying my way, at last.

—Author Unknown.

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Annual Banquet of Bowling Teams

The annual banquet of the General Offices Bowling Teams took place at Wescustogo Inn, Yarmouth, Wednesday evening, May 13, about 45 bowlers being present. Shore and chicken dinners were served according to the desires of the guests and either choice brought forth an excellent example of the culinary art for which the Inn is justly famous. Music for the occasion was furnished by Ed Noyes' Olympian Orchestra. Fancy hats and confetti were in order and carnival held sway. After dinner the party danced until late into the evening. The following were there:

Misses Mildred Libby, Nina Webb, Marion Willey, Ruth Mangum, Florence Bass, Pearl Bennett, Anne Biggins, Ethel Fuller, Catherine Boals, Marion Sleeper, Anne Cawley, Madeline Goudy, Gladys Greeley, Marguerite Hollywood, Frances Moran, Dorothy Hollywood, Georgie Staples, Grace Noyes, Ruth Goodridge, Helen Riley, Mrs. Howard Leighton, Mrs. Thomas Herald. Messrs Philip Winslow, William McCullum, Horace Woodbury, Edward Clarity, Charles Mills, Georgie Foster, Vernon Glidden, Herbert Oberg, Joseph Bucklin, Hollie Bucklin, Malcolm Allen, Howard

Leighton, LeRoy Hiles, John McCullum, Donald Heiskell, Thomas Herald, Roland Perry, Walter Robinson, Clayton Waite, Edward Nagel, William Tibbetts, Norton Oakes, and Howard Dodge.

LOST

By Herbert "Tickets" Tibbetts, one girl at the annual banquet of the General Offices Bowling Teams at Wescustogo Inn, evening of May 13, 1925. Started out with two but only had one when it was time to come back. Would like to know what became of the other one.

Maine Central Employees' Magazine

"For, By and About Maine Central Employees"

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 rate cards sent on application.

LeROY D. HILES, Editor and Manager

JUNE, 1925

EDITORIAL We Greet You

This is the first number under our management, and while it is not all we would like to make it, we most sincerely hope that it contains enough merit to warrant your approval.

In the course of the next few months we intend to make several changes in the physical appearance of the magazine and to incorporate several features which we think will be interesting to the Maine Central Family.

It is next to impossible to please everybody, but we shall endeavor to please as many as we can, and if you have any suggestions that can be used to advantage and will send them along, it will be greatly appreciated by your new editor.

You will note that the title has been changed with this issue to "The Maine Central Employees' Magazine," by which name it will be known in the future. This change has been made to make plain the mission of the magazine, a publication for, by and about Maine Central Employees.

Thanks, Sam

After the introduction to the readers by Mr. Sam E. Conner, Editor, Pro Tem, of this magazine, we began to think that we were not the "guy" we thought we were, or better still the "guy" Sam would have you think. In any event Sam has given us a reputation to live up to and we are going to do our "darnedest" to live up to that reputation and to make the Maine Central Employees' Magazine the best little magazine we know how to make it.

Right here we want to express our thanks to Sam for the help he has given us and for

getting out the May number, thereby making it possible to get by without missing an issue. All things considered, Sam did a whale of a job with that number and deserves a lot of credit for it. Once again we thank you, Sam.

A Word About Our Advertisers

It is the custom of every publication to recommend that its readers patronize its advertisers. In not a few instances, readers of periodicals have followed their editors' advice much to their sorrow. This was due simply because the advertising was not properly censored by the management of the publication.

The management of the Maine Central Employees' Magazine both reserve and will exert the right to refuse any advertising which it considers of a questionable character or that does not come up to the standard required for insertion in this magazine.

By taking this stand and adhering to it we will have an advertising clientele composed of first-class business houses which any reader may patronize without fear of unsatisfactory dealings and may be assured that any advertiser in this or any future issue of this magazine will be in a position to furnish him or her first class merchandise, products and service.

We, therefore, recommend that readers patronize our advertisers, not so much because they advertise in the Maine Central Employees' Magazine but because they are reliable concerns and afford their patrons reliable service.

Think, Driver, Think!

(Continued From Page 5)

in a recent article, that he always drops into second gear when he approaches a railroad crossing, thereby eliminating the possibility of stalling his motor should he, through error, get on a crossing when there was a train approaching. If all drivers of motor vehicles would follow the example of Baker, the number of accidents on crossings would be very small indeed, in fact they would become almost eliminated.

Through the efforts of the Committee on Prevention of Highway Crossing Accidents, the support of various organizations interested in safety work have been enlisted and through them as well as through speakers, both over the radio and before public meetings, an effort will be made to urge the public to take greater precaution in order to save lives at crossings.

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Fifty Years a Maine Central Man

Being the Story of S. K. Skillings, Crossing Tender at Oakland,
but now on Sick Leave



Mr. Skillings in 1877

Should we be asked, "What makes a railroad man, especially a Maine Central man," we would answer in one word—Loyalty. It was loyalty to an ideal that made the Maine Central possible. It is loyalty that keeps it going. Cooperation would not be possible without the loyal support of its employes. A few days ago we called at St. Barnabas Hospital to see Mr. S. K. Skillings, regular crossing tender at Oakland, who is convalescing there from a recent operation and had the pleasure of meeting a man who is the embodiment of that spirit—loyalty.

Mr. Skillings first entered service in May, 1875, just fifty years ago, at Belgrade where he worked

as a spare hand around the station and on the section, going from there to Fairfield where he worked as section-hand until 1877, when he was promoted to section foreman at Pishons Ferry, now known as Hinckley. Here he remained for over ten years. In 1887, on account of better school facilities for his children, which numbered seven, Mr. Skillings moved to Madison, where he took up duties as foreman of Section No. 1 of the Somerset Railroad.

It is interesting to note that the picture we published on page 19 of the May issue showing Madison also shows Mr. Skillings' crew in action.

After 15 years on the Somerset section, Mr. Skillings was forced to lay off for a year and a half, with muscular rheumatism. After recovering from this trouble, he did not feel equal to taking up the duties as Section Foreman, so he hired out as second-hand on Section No. 41 on the main line, where he put in eleven more years of service. He was again taken sick and was transferred from the track to the crossing at Oakland, which position he now holds.

Mr. Skillings has one son in the employ of the Maine Central, S. C. Skillings, baggage-master at Foxcroft.

Mr. Skillings is getting along nicely and expects to be back on the job in a few weeks time.

The Maine Central Family joins in wishing Mr. Skillings a quick recovery and will be looking forward to that time in the near future when we can welcome him back to the fold.

The Hard Work of Failure

"I met Thomas A. Edison at the Carlton in London," said a New



A Later Picture

Yorker on the Cunard pier. "Edison astonished me with his account of working twenty hours a day for weeks.

"After lunch hour one day, Edison and I walked up the Haymarket, Edison, as usual, talked about hard work. I said:

"I suppose success always means hard work, doesn't it?"

"Yes," said Edison, "it does."

"He nodded towards a poor old sandwich man—a poor, thin, bent old fellow of seventy or so, staggering along in the gutter under three heavy and enormous sandwich-boards—and he added: 'But failure means harder.'"

—The Office Cat.

Why Freight Rates on Different Commodities] Vary Widely

"Interest in the question of why freight rates are made as they are on the various commodities of commerce is especially widespread and keen at the present time," says the *Railway Age*, "because the Hoch-Smith resolution passed at the last session of Congress has caused the Interstate Commerce Commission to begin a general investigation to determine whether a general readjustment of rates on the various commodities should not be made.

"Rates are based principally on the cost and the value of the service rendered by the railways in transporting the various commodities. The cost per ton of transporting a commodity is low when the average number of tons of it loaded per car is large, and value of the service rendered in transporting it is high if its value per ton is high. When the average value per ton and the average loading per car of different commodities are considered together, some striking and illuminating facts bearing upon railway rate making are disclosed."

The *Railway Age* publishes a table giving the average loading per car and the average value per ton of all the 69 commodities, or groups of commodities, shipped in carload quantities. The maximum difference in average loading per car is between iron ore, with an average loading of 53.5 tons, and automobiles and automobile trucks, with an average loading of only 8.2 tons. The latest statistics available regarding the average value per ton of each commodity shipped are for 1922. The smallest average value per ton of any commodity shipped was that of clay, gravel, sand and stone which, at the destination to which it was shipped, was \$2.26, while the highest average value was that of wool, which was \$1,052 per ton, or almost 500 times as great.

"While iron ore is the heaviest loading commodity," says the *Railway Age*, "and automobiles and

automobile trucks the lightest loading, at the prices prevailing in 1922 the average car load of ore was worth only \$220, while the average carload of automobiles and automobile trucks was worth \$3,281. The average carload of clay, gravel, sand and stone was almost 50 tons and the average carload of poultry 11 tons. The average carload of clay, etc., however, was worth only \$112.55, while the average carload of poultry was worth \$5,270. The average freight rate per ton on the clay, etc., was only \$1.03, while on the poultry it was \$34.74, and yet the freight rate on the clay, etc., was 45 per cent of its value at destination, while the freight rate on the poultry was only 7 per cent of its value at destination.

"Is it any wonder, in view of such facts, that those who make

Who, for example, except those initiated in rate making, would expect to find that the average loading per car of sheep and goats is the same as that of household goods and second-hand furniture—9.7 tons? Who would expect to find that the average loading of textiles and of cattle and calves is the same—11 ½ tons?

"Since the Hoch-Smith resolution is well known to have been intended to lighten the so-called 'burden' of freight rates on agricultural products, it is interesting to compare their average loading and value per car with those of other commodities. Allowing for changes in prices known to have occurred since 1922, it is found that the average load and value per car of the various large groups of commodities in 1924 were approximately as follows:

	Average tons per car	Average value per car load
Agricultural products	24.4	\$1,826
Animal products	11.8	2,940
Mineral products	49.7	235
Forest products	28.1	481
Manufactures and miscellaneous	25.9	2,848

and regulate rates on the various commodities have difficulty in adjusting them reasonably in proportion to the cost of transporting them and the rates that shippers can afford to pay on them?

"Wool, with an average value per ton of \$1,052 and an average loading of 12 ½ tons per car, has an average value per carload of \$13,150. Butter and cheese have the second greatest value per ton of any commodity shipped in carload quantities, \$734, the average load per car being 12 ½ tons and the average carload being worth \$9,175. Bituminous coal, with an average loading of 51.7 tons per car, was worth in 1922 at destination an average of only \$286 per car, and because of decline in its price is worth still less now.

"The statistics of average loading disclose some curious facts.

"The freight rates on agricultural and animal products in 1924 averaged about 6.41 per cent of their value, on mineral products about 44.4 per cent, on forest products 23.5 per cent, on consumers' goods 4.79 per cent and on all commodities about 7 ½ per cent. Present freight rates on farm products were put into effect on January 1, 1922. The total freight charges on farm products annually are from 700 to 800 million dollars, while the increase in the total net value of farm products in 1924 over 1921, as estimated by the Department of Agriculture, was \$3,986,000,000, or about five times as great as the total freight rates paid upon them annually.

"It is somewhat difficult to believe, in view of the above facts,
(Continued on Page 30)



Buster--A Railroad Dog

This story was handed to us a few days ago. We are printing it just as it came in, adding at the end such things as we know about "Buster" that the sender has not mentioned.—*Editor's Note.*

"We feel that it is now time to take up the question of family dogs and without question Rumford possesses the most famous Maine Central dog. We, therefore, take pleasure in introducing 'Buster.'

"Buster has not failed to be on time at the baggage room of the Maine Central station at Rumford for many years and comes at the usual hour each day except Sunday. He is later on that day as are the other employes. He is a great favorite with all the employes at Rumford as well as the road crews running in and out. While he is a vicious looking bull he is a great favorite with the children and would spend his entire time playing with a ball or rock if allowed to do so.

"Buster is owned by a Mrs. Horton of Cumberland Street, but stays at home at night only. His days are devoted entirely to faithfully performing his Maine Central duties.

"The story goes that a few years ago a radical change was made in the schedule of the morning passenger train from the Lakes and Buster had evidently not been informed or furnished with a copy of the new time card. He was therefore late and when he saw the train coming in, he

came tearing across the railroad bridge as would any other of the Maine Central Family finding themselves late for work.

"Buster will soon be entitled to be placed on the retired list as he is getting old and blind, but is none the less faithful and puts in his entire day at the baggage room.

"The picture accompanying this shows Buster, former baggage master Dana C. Murray, now at Lewiston Upper, Jos. DeRoche, present baggage master at Rumford and Fred J. Couture, former station porter."

Following are a few of the things that Buster does that have been brought to our attention from time to time.

He inspects the game that comes through during the hunting season. If the shipment consists of deer he merely gets in the baggage car, looks around and gets right out again. Should there be a bear or bob-cat in the car he immediately starts a fuss.

Mrs. Horton, his owner, is blind and in the morning Buster gets in front of her and barks until she picks him up and rocks him for a few minutes, then he leaves for work.

Sometimes when he has been bathed and a new ribbon placed on his neck he will go into every office and show it to every employe. If they do not notice it immediately he will bark until they do.

Buster does not allow other dogs in the baggage room and if by any chance you mention him in

your conversation he will look at you and bark.

When the baggage room is shut up at night he makes his way homeward, but reluctantly.

Magazine to Have Reporting Staff

In order that this magazine may be as efficient as possible, a staff of reporters is being organized at various points along the line, and it is expected that in the July issue we will be able to publish just who these will be.

It has been found that it is practically impossible for the editor to cover completely the entire line each month and while none was intended, oftentimes it looked as if certain places were being discriminated against. Especially did this seem true in the news about the Maine Central Family. The truth of the matter is that the editor depended largely on employes to send this news in.

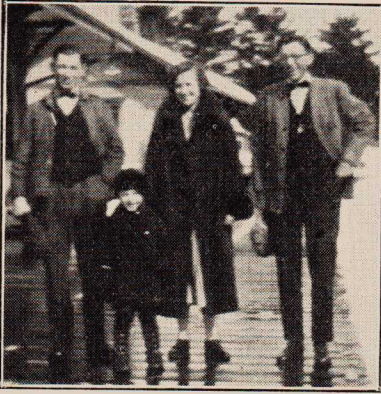
When we started to get together the material for this number, we discovered that we had no news from several places where we had reason to believe there should be. It was then that a reporting staff suggested itself. We took the matter up with several department heads and found the scheme met with approval everywhere.

Already we have established reporters at Rigby, Portland, Bangor and the General Office Building, and it is expected that shortly we will have reporters at all the shops and terminal points on the line.

THE GOLDEN RULE IN BUSINESS

To employers of labor I would say: "Treat your men right, treat them justly and liberally." To employes I would say: "Loyal, efficient service is sure to be rewarded. Do not permit outsiders to influence you to act contrary to your own interests." To both employer and employe I would emphasize the fact that each must rely upon the other for success; neither is independent of the other; they succeed or fail together.—Elbert A. Gary.

:: MAINE CENTRAL FAMILY ::



This picture shows four happy members of the family. If the saying that "a smile will go a long, long way" is true, and most of us believe that it is, then the "sky is the limit" for these exponents of Smilology. The snapshot shows the station force at Wilton. The gentleman on the right is H. A. Mattocks, Agent, next is Mrs. McLaughlin, Operator, and to the extreme left is J. M. Knowlton, Baggage Master. The little fellow is Buddy, Mr. Knowlton's right-hand man. Perhaps you are wondering if there is any special reason for this quartette to be radiating so much good nature. You are right, there is. Mr. Mattocks has just caught an 8½ pound togue, Mrs. McLaughlin has just bought a new car and Mr. Knowlton and Buddy are going to South Rangeley for the summer.

Shirley W. Flint, who has been employed in the office of Supervising Baggage Agent McMann at Portland Union Station, terminated his service on May 6. He is going to turn his attention to his 200-acre farm at Parsonsfield. Shirley has always been very popular with the force at the station as well as with the General Office force, and all unite in wishing him the best of luck in his new venture.

A. T. Brackett, clerk at Portland Freight Office, left on May 4,

on an extended trip to California via Grand Canyon. After visiting Los Angeles, Mr. Brackett will return in July via San Francisco, Feather River Canyon Route and Chicago.

F. W. Downs, fireman at Portland, has left for Taylorsville, N. C., where he is to be married. The honeymoon will be spent in Washington, New York and Niagara Falls. Best wishes are in order from the entire Maine Central Family.

Miss Madeline Goudy, of the Comptroller's office, left on May 23rd, to visit her old home town, Chicago.

There have been several recent changes in the General Passenger Agent's Office. Malcolm H. Allen has been promoted to the position of Advertising Agent. Other promotions are Clarence W. Anderson to Clerk in charge of Baggage; George G. Caldwell to Assistant Rate Clerk; Herbert Tibbetts to Stock Clerk, and Arthur Singer to Clerk Assisting Advertising Agent. Earl Fenderson has rejoined the passenger force as messenger, Mrs. Bernice K. Gellerson resigned, effective June 4th.

J. D. M. Foster, Claim Agent, was painting his house the other day, and when descending the ladder, stepped into a pail of white paint which transformed the color of his shoes. We understand that he will use these shoes to take the place of white canvas ones when he goes out to the beach this summer.

Alice O'Conner of the General Manager's Office has accepted a position at the Portland Chamber of Commerce, and has taken up her duties there.

Ethel Fuller and Gladys Greeley have just returned from Washington where they have been spending a week's vacation.

M. C. Manning, Freight Claim Agent, has been in Kansas City attending the annual meeting of the Freight Claim Division of the American Railway Association.

Treasurer L. M. Patterson has just returned from a fishing trip to Moosehead Lake, where he caught some fine fish.

Merle C. Grey who has been Baggage Master at Bucksport since April 28, 1922, recently completed his duties at that point on account of position abolished.

Guy Wescott who for the past few summers has been Ticket Agent at Bar Harbor, is recovering from blood poisoning in his arm, at St. Barnabas Hospital in Portland. It is anticipated at this writing that he will be able to assume duties at Bar Harbor early in June.

S. A. Frost is substituting as freight clerk at Brewer Junction during the absence of D. F. Brown, who is taking a well-earned rest.

D. E. St. Pierre, Station Baggage Master at Bangor, with Mrs. St. Pierre and child have been on a two weeks' vacation trip to Detroit, Montreal and Quebec. J. P. Connolly has been substituting for Mr. St. Pierre during his absence.

E. K. Vandine, Freight Clerk, Bangor, and Mrs. Vandine have returned from a two weeks' vacation trip to Boston, New York and Washington, where they have been visiting friends and relatives.

J. L. Temple, I. C. C. Hours of Service Inspector, was in Bangor recently.

Three enthusiastic fishermen from the Superintendent's Office in Bangor, viz, "Joe" Riggie, Arthur McCormick, and "Tom" Hendrickson, made an unsuccessful trip up the Middle Branch of the Union River.

(Continued on Page 21)

Our Own National Park

Lafayette National Park on Mount Desert Island is one of the Most Beautiful Spots on the North American Continent

An Appreciation of its Beauty

Although one of the smallest, including as yet only eight square miles, Lafayette National Park on Mount Desert Island, Maine, contains all the essentials of the perfect national park. To those who associate sublimity only with towering peaks it proves that altitude is not at all necessary to national park quality. No small part of Lafayette's contribution to the national park conception is that scenery of the fullest national importance may result from the association of elements which are not individually commanding. As genius fashions a masterpiece from a few pigments, so nature has wrought here a work of extraordinary beauty.

Mount Desert Island is the most celebrated beauty spot on the entire Atlantic seaboard and is the largest of the group of many islands east of Penobscot Bay. Its general shape is round, cut deeply into east and west halves by Somes Sound, the only fiord, or glacial estuary, east of the Northern Pacific and south of Newfoundland.

The island is indented on all sides by bays and inlets of many sizes and shapes. Its ocean front is picturesquely rocky, abounding in masses of wave-swept rocks and high cliffs into which the ocean has bored caves. East and west across the island for twelve miles stretches a range of more than twenty mountain summits. To the north, south and west of these lie forested levels, rolling hills, lakes, meadows, marshes and bogs.

In writing of this section Clara Barnes Martin wrote the following description and although brief it is one of the best and most sympathetic ever written.

"Bleak mountain side, and sunny nook in sheltered cove; frowning precipice and gentle smiling meadow; broad, heaving ocean and placid mountain lake; clashing sea-foam and glistening trout brook; the deep thunder of the groundswell and the stillness of the mountain gorge; the impetuous rush and splash of the surf and the musical cadence of far-off waterfalls."

Lafayette became a unit of the National Park System, by act of Congress, on February 27, 1919 and was dedicated for the benefit and enjoyment of the people. It is the only National Park east of the Mississippi River and, also, the only one on the Atlantic Coast.

Since its inception as a national park it has grown steadily in popularity and in 1924 its visitors numbered 71,758. During its six years as a part of the national system it is estimated that the visitors there numbered well over 400,000.

Perhaps one of the most interesting features of Lafayette is its remarkable forest, which is varied, highly colored and luxuriant. To the very brink of the ocean her slopes are crowded with rich forest, shrubby thicket, meadow, marsh and bog. Even the ledges and rock walls are covered with many-hued lichen. The energy of vegetation in the tropics is hardly greater. Here mingle the species of the far north and the south. Two hundred and thirty species of plants common to the arctic grow in close association with coastal examples from as far south as Georgia and Florida, and with inland species of the middle west and beyond. Within a few thou-

sand feet of each other may be found a dense grove which might have grown in Labrador and a luxuriant forest identical with those found in southern New Jersey. Or these stranger trees may appear together in the same stretch of woodland.

According to the United States Geological Survey map there are twenty-one summits on Mount Desert Island and with the exception of one, these are all within the confines of the park. In most cases the larger of the mountains have been named to perpetuate the early history of the island. To illustrate: Champlain receives its name from the fact that he sailed along the coast in 1604 on a voyage of exploration and described the island thus: "Very high and notched in places so that there is the appearance to one at sea of seven or eight mountains extending along near each other. The summit of them is destitute of trees as there are only rocks upon them. I named it, 'Isle des Monts Desert.'"

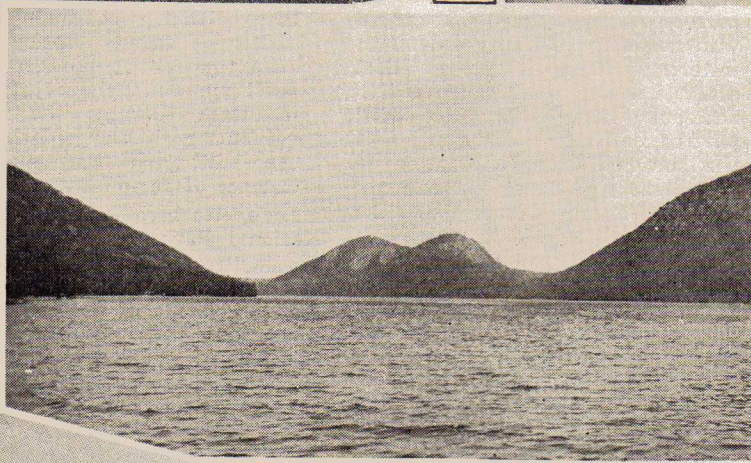
The lakes, some partly and others entirely, within the boundaries of the park, mountain-girted and forest-bordered, transport the visitor, in imagination, a thousand miles from the sea. These lakes, exquisitely beautiful beyond written description, are well stocked with salmon or trout, or both. To the fisherman this offers a decided novelty inasmuch as he may fish for salt water species and should he desire to change to the fresh water variety, it is only a matter of a few moments and a short distance to do so.

Somes Sound, that remarkable fiord previously mentioned, divides

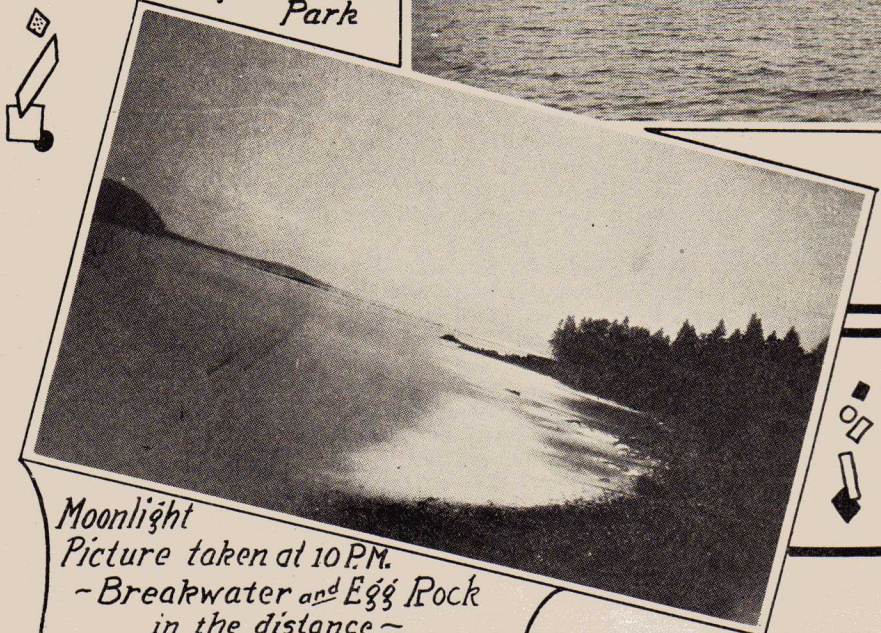
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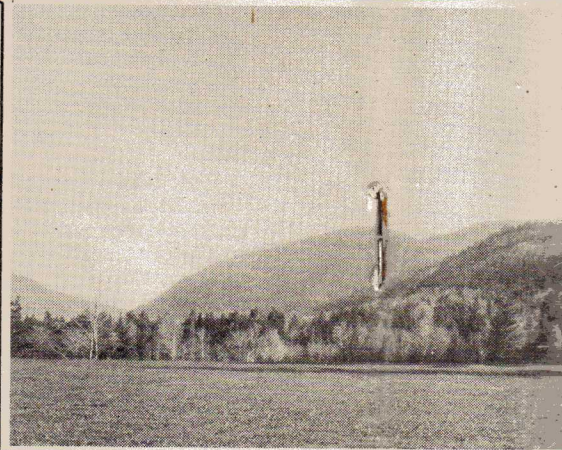
*View
of Islands in
Frenchman's Bay
showing M.C.R.R. Steamer*



*Jordan Pond and
The Bubbles -
Lafayette Nat.
Park*



*Moonlight
Picture taken at 10 P.M.
- Breakwater and Egg Rock
in the distance -*



*View of Mountains from Blaine
Building of Arts -
- Lafayette National Park -*

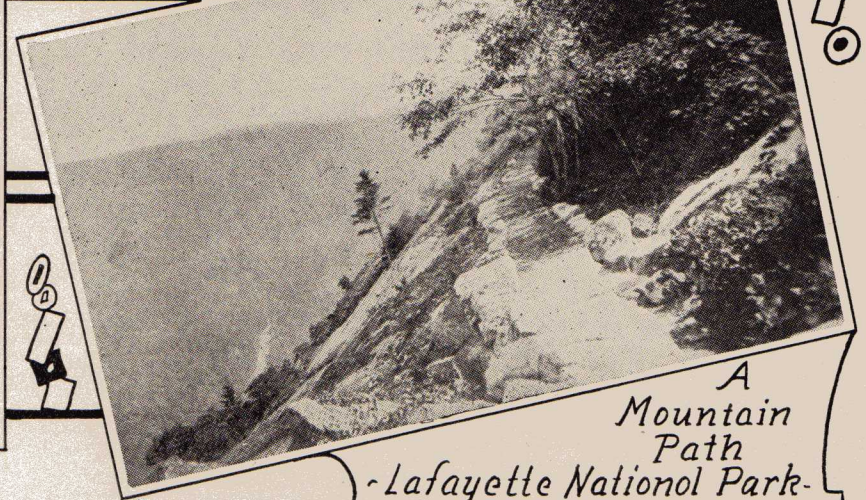
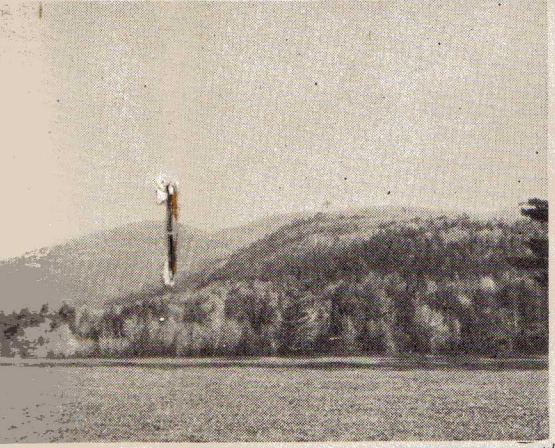


View on the OCEAN DRIVE - MT. DESERT



A View from the Ocean Drive -Mt. Desert-

Looking south showing the Gorge Taken from the head of the farm



of Mountains from Bldg. of Arts - Lafayette National Park -

A Mountain Path -Lafayette National Park-

Bar Harbor and Rockland Express Service

To be Inaugurated June 15th

Maine's premier trains, one from New York and the other from Philadelphia, will begin operation on June 15th, and will operate throughout the summer season. Following is a summary of the schedule on which they will run.

The New York-Bar Harbor Express, leaving New York daily except Sundays 6.45 P.M., and carrying through sleeping cars, arriving in Portland daily, except Mondays, will connect with Maine Central train, leaving at 6.00 A.M., making stops at Danville Junction, Auburn, Lewiston, Winthrop, Belgrade, Oakland, where connection is made for Kineo branch points, Waterville, Bangor, Ellsworth, Waukeag and Mount Desert Ferry, where connection will be made with steamer for Bar Harbor.

Connection is also made at Portland with Maine Central train leaving at 6.15 A.M., for principal stations on the Rock-

land branch and commencing June 30, connecting at Rockland with steamer for Dark Harbor and Castine.

The Philadelphia-Bar Harbor Express with through sleeping cars will leave Philadelphia 3.45 P.M., commencing June 15, daily except Sundays to July 3rd, inclusive; Mondays, Wednesdays and Fridays July 6th to August 21st inclusive; and daily except Sundays, August 24th to September 25th inclusive, connecting at Portland with trains Nos. 153 and 53, having through sleeping cars for Rockland and Mount Desert Ferry.

Westbound Maine Central train No. 156, with steamer connection from Bar Harbor, will begin operation June 16th, having on that date through sleeping car from Waterville to New York, and commencing June 17th through sleeping cars from Mount Desert Ferry to New York, Philadelphia and Washington.

Commencing June 16th, there will be through sleeping car from Rockland to New York and Philadelphia, operating in Maine Central No. 80 to Portland.

The State of Maine Express will continue to operate as at present, leaving Portland daily at 7.40 P.M., arriving at New York 6.36 A.M.; leave New York daily at 6.00 P.M., arriving at Portland 5.10 following morning.

The Rockland Week-end Express will operate from New York Fridays only, commencing June 19th, leaving New York at 6.35 P.M., having through sleeping cars to Portland, Bath and Rockland, cars operating from Portland in Maine Central No. 53, leaving Portland at 6.15 A.M.

The New York Week-end Express will operate from Portland Sundays only at 6.50 P.M., commencing Sunday, June 21st, arriving at New York, Monday mornings at 6.10 A.M.

\$24,739 Surplus After Charges in April

The statement of the Maine Central operating results for the month of April—made public May 27, shows surplus after charges of \$24,739, as contrasted with a surplus of \$766 in April, 1924.

The surplus after charges from January 1st to April 30th, 1925, is \$280,395. In the corresponding period of 1924 the surplus was \$73,282.

President McDonald's statement in full, follows:

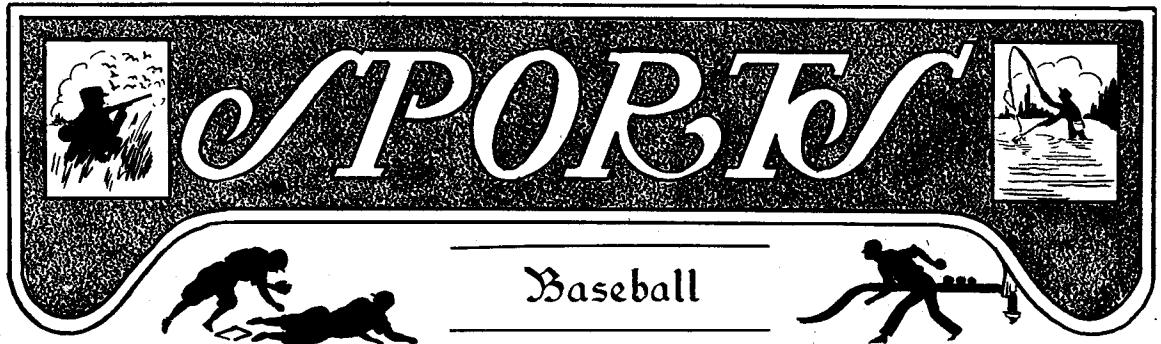
MAINE CENTRAL OPERATING RESULTS

	April 1925	April 1924	Decrease
Freight Revenue.....	\$1,149,887	\$1,182,205	\$32,318
Passenger Revenue.....	289,864	371,680	81,816
Railway Operating Revenues.....	1,587,672	1,682,200	94,528
Surplus after Charges.....	24,739	766	Inc. 23,973

PERIOD FROM JANUARY 1ST TO APRIL 30TH—(Four months)

	1925	1924	Decrease
Railway Operating Revenues.....	\$6,713,170	\$7,013,706	\$300,536
Surplus after Charges.....	280,395	73,282	Inc. 207,113

MORRIS McDONALD, President.



Baseball

The following letter addressed to the manager of the baseball team found its way into our hands and as it did not say which team, we are reproducing it here that any of the teams interested may take the matter up with Mr. Daly direct. The letter reads:

Dear Sir:

We are booking games for the St. Joseph's baseball team to be played in Biddeford in July, and would like to have you play us here at any time in that month. Please state what guarantee is necessary.

(Signed,) Daniel Daly, Manager
St. Joseph's Baseball Club
170A Elm Street,
Biddeford, Maine

Portland Union Station
to Have Team

Call for candidates by Captain Simpson of the Portland Union Station Team brought out many veterans of last year's crack team. Among them were Cummings, Monroe, Haley, Meehan, Flavin, Flaherty, Baker, Levesque, Palmer, and Junior Meehan, who will again serve as mascot. The team will have the backing of the same committee as last year, viz., Meehan, Chairman, Cady, Trott and Bean. There are strong hopes that the pitching staff may be strengthened by the addition of George "Streak" Harris. However, it is understood that George is considering several offers from fast professional teams, and it is more than possible

that he will accept one of these, and the station team will be deprived of his highly valued service.

No Team as Yet at
General Offices

As yet there has been no baseball team formed at the General Offices this year, and unless something is started along these lines pretty soon it is doubtful if the Offices will be represented on the diamond this season. There has been considerable talk about a team and there is certainly a wealth of good material for one, but unless someone comes forward who is willing to take over the managerial reins, it is hardly probable that there will be a General Office organization.

Yard Athletic Association
Has Crack Ball
Team

The Yard A. A. (Portland) has come out with a challenge to all baseball clubs in general and Maine Central ball clubs in particular anywhere and anytime. And well they may, for there is no question but what they have a whale of a team. To give some idea of their strength, this is the way the batting order looks:

F. Flaherty Third Base
B. Flaherty Shortstop
Grimmer Left Field

Payne First Base
Kilmartin Second Base
McNealus Catcher
Libby Right Field
Wallace Center Field
J. Flaherty Pitcher
West Pitcher
McFarland Pitcher


To anyone familiar with amateur baseball around Portland, it is easy to appreciate what a formidable aggregation the Yard A. A. has put on the diamond this season.

Five games have been played by the Yard team to date, of which they have won four. The fifth was lost by them, but a return game was speedily arranged and the boys in the yard are looking forward to this game and to sweet revenge.

Scores of the games played to date:

Yard A.A.	10	Thornton Heights	6
Yard A.A.	12	American Can Co.	9
Yard A.A.	9	Portland Shoe Co.	3
Yard A.A.	9	American Can Co.	3
Yard A.A.	8	N. E. O. P.	10
Yard A.A.	48	Opponents	31

Any Maine Central Teams desiring to cross bats with this outfit, either in Portland or any other point on the Maine Central, may make arrangements to do so by communicating with Mr. J. L. Quincy, General Yardmaster at Rigby.



AND. & KEN. AND PEN. & KEN. RAILROADS.

Passenger Tariff

COMMENCING APRIL 15, 1862.

	Bangor	Hermon	Hermon Pond	Carmel	Etna	E. Newport	Newport	Detroit	Pittsfield	Burnham	Clinton	Kendall's Mills	Waterville	W. Waterville	N. Belgrade	Belgrade	Readfield	Winthrop	Monmouth	Leeds Junction	Greene	Lewiston & Aub.	
Hermon	25																						
Hermon Pond	40	15																					
Carmel	50	35	20																				
Etna	65	50	40	20																			
East Newport	90	75	60	40	25																		
Newport	100	85	70	50	40	15																	
Detroit	115	100	85	65	50	30	15																
Pittsfield	125	115	100	80	65	40	25	20															
Burnham	150	140	125	105	90	65	50	45	25														
Clinton	175	165	150	130	115	90	75	70	50	25													
Kend. Mills	200	185	170	155	135	115	100	95	75	50	25												
Waterville	200	185	175	160	140	120	100	100	85	60	35	10											
W. Waterville	225	210	200	185	165	145	135	125	110	85	60	35	25										
N. Belgrade	235	220	210	195	180	155	145	135	120	95	70	45	35	15									
Belgrade	250	235	225	210	195	170	160	150	135	110	85	60	50	35	15								
Readfield	275	260	250	235	220	195	185	175	160	135	110	85	75	60	45	30							
Winthrop	295	280	270	255	240	215	205	195	180	155	130	105	95	80	65	50	20						
Monmouth	300	295	285	270	255	230	225	215	195	170	145	125	115	100	85	70	40	20					
Leeds Junct.	300	300	300	295	270	245	240	230	210	185	160	140	130	115	100	85	55	35	15				
Greene	300	300	300	300	285	260	250	240	225	200	175	155	145	130	115	100	70	50	30	15			
Lew. & Aub.	300	300	300	300	300	290	280	270	255	230	205	185	175	160	145	130	100	80	60	45	30		
Danville Junct.	310	300	300	300	300	300	300	285	275	250	225	200	200	185	165	150	120	100	80	65	55	25	

Passenger Tariff.... And. & Ken. and S. C. Railroads.

COMMENCING APRIL 15, 1862.

	Bangor	Hermon P.	Carmel	Etna	E. Newp't	Newport	Detroit	Pittsfield	Burnham	Clinton	Kend. M.	Waterville	W. Wat'v	N. Belg'de	Belgrade	Readfield	Winthrop	Monmouth	Leeds J.	Greene	Lew. & Au
New Glouce'te	310	310	310	300	300	300	290	275	250	225	205	205	195	185	170	140	115	100	90	80	45
No. Yarmouth	315	315	315	310	300	300	290	275	250	225	210	210	205	200	185	155	135	125	110	95	65
Yar. J. & Yar.	325	325	325	320	300	300	290	275	250	230	215	215	210	210	200	175	155	140	125	110	80
Portland	350	350	350	330	310	300	290	275	260	240	225	215	215	210	200	200	180	160	145	130	100
Boston	500	500	500	500	475	460	450	435	410	385	360	350	350	350	350	350	330	310	295	280	250

An Old Passenger Tariff

On the opposite page is a full-size reproduction of an old passenger tariff issued by the Androscoggin and Kennebec and the Penobscot and Kennebec Railroads on April 15, 1862. This tariff was handed to us the other day by William Locke, Traveling Freight Agent, and was so interesting that we asked his permission to reproduce it in the magazine, which he readily gave.

The reproduction shows all there is to the tariff and compared with the passenger tariffs of today is small, indeed. In fact it is not as large as the usual single page supplement.

As you have probably already noticed that bottom part of the

tariff is apparently issued in concurrence with the Grand Trunk Railroad; the reason for this being that the A. & K., and the P. & K., service from Bangor, run only as far as Danville Junction and it was necessary for passengers to come into Portland over the Grand Trunk which at that time was the only line between these points.

A study of the rates will prove interesting, especially when compared with the modern passenger tariff and the basis on which the present fares are made. It would be quite a difficult matter to sit down and attempt to figure out just how fares were based in those days; however, it is obvious

they were based on exact mileage as they are today. For instance you will notice that the fare from Bangor to Monmouth, Leeds Junction, Greene, Lewiston and Auburn and Danville Junction, are the same although the distance from Monmouth to Danville Junction is over twenty miles.

Another interesting feature is that all fares, both local and through, end either in 0 or 5, while at the present time, fares are figured to the exact cent, except when excursion, convention or other special rates apply.

The West Waterville shown is now, as you have probably guessed, Oakland.

Maine Central Family--(Continued from page 14)

Adelbert C. Phinney, who has been assistant and clerk at Dennysville, completed his duties at that point on May 16.

Earle F. Sanborn is filling the position of Agent at Brewer Junction, vice G. H. Smith, deceased.

W. E. Kingston, Assistant Superintendent, Bangor, has sold his place on Kossuth Street, and has purchased a house on Norway Road.

Joseph J. O'Connell who has been Agent at Costigan since January, 1916, completed his duties at that point on May 15th, account of agency being discontinued. "Joe" will now be seen at various places in the role of relief agent and operator.

Conductor W. H. Hall has been on a leave of absence for some time on account of illness of his wife.

Charles F. Crane, Conductor on Motor Trains 435 and 436, has a new car which he says is a "Bird." That's a new make to us, Charlie; where do they make them; not in Detroit by any chance?

Stanley G. Tebbetts terminated his service as clerk in the Bangor Ticket Office on May 16th.

Word has reached this office that when Elmer W. Cummings, General Agent at Lewiston and Auburn, starts out for any distance greater than ten blocks in his car, he takes along a can of polish so he can remove any spots as soon as they get on it.

We understand that a while ago a trunk marked Mrs. J. Dolan was received at Brunswick. You don't suppose Joe "has went and done it," do you?

Speaking of Joe reminds us of the time he decided to raise chickens. We are not so sure that we ought to tell you about this as it is a very sad tale. However, we'll take a "Brodie" and here goes:—About ten years ago Joe conceived the idea that he should be a poultryman, and when he sprung it on Joe Brooks, who is the Roadmaster at Brunswick, he was promptly informed where he could secure some fine setting eggs of the variety he wanted; furthermore Mr. Brooks being in his usual ac-

commodating mood, offered to secure said eggs for Mr. Dolan for five dollars a setting. This seemed a pretty stiff price for Joe D., but taking it for granted that Joe B. knew what he was talking about, told him to go to it. Mr. Brooks got the eggs and after boiling them a while turned them over to Joe who paid him the amount agreed upon and put them beneath a setting-hen. Joe waited until it was time for the eggs to hatch, but never a sign of a chick, in fact he waited until he could stand it no longer, and then he opened one of the eggs to find out what the trouble might be—alas and alackaday—it was hard-boiled and so were the rest. Joe said it was all right but it was a darn poor trick to play on the hen. It is almost needless to say that shortly after this Mr. Brooks furnished Mr. Dolan with eggs that would hatch and everything turned out O. K.

Some one looking over our shoulder as we were typing this page, asked if the hen that Joe Dolan set on the hard-boiled eggs was a broiler.

When it comes to raising tulips, William Locke, Traveling Agent on the Mountain Division,

should be awarded the Grand Prize. At this writing, we are told that he has 1,500 ready for cutting, which is quite a few. We examined a few dozen samples the other day and our only regret is that we are not blessed with the ability to write a fitting description of their loveliness. However, if it is possible, we will secure a picture of them for our next issue.

Mr. George D. Crane, formerly Agent at Bucksport, who retired after fifty years of continuous service, was a recent caller at the Bangor Union Station.

Baggage Master D. C. Murray of Lewiston Upper Station, went auto-riding with a friend the other day and just as they got near the fire station an alarm came in, and the fire apparatus came pouring forth from all directions. Mr. Murray's friend became rattled and sent the car first forward, then back and then side-ways. Mr. Murray was so lame when he finally got out that he vows he is through with automobiles forever.

G. S. Staples, Agent, Pittsfield, and formerly Agent at Sebago Lake, spent a few days fishing at Sebago Lake and reported a good catch.

J. A. Warren, Agent at Bridgton Junction, has been taking a well earned vacation. L. K. Chipman relieved him.

W. R. Burnell, Agent, Conway Center, has been absent a couple of weeks due to illness of his wife.

John Asnault, Engineman, was in Lancaster recently calling on his brother, James Asnault, former Superintendent.

D. McKaig, Conductor, Lancaster, is running the Lancaster Road Switcher and O. J. Gormley, Conductor, is running mixed and freight trains between Lancaster, St. Johnsbury and Whitefield.

M. H. Pickard, Agent, North Conway, is taking a two weeks vacation, spending part of it in Schenectady and Buffalo.

Delmont W. Bishop of Waterville is to be Ticket Agent and

R. J. Birmingham Assistant Ticket Agent at Fabyans this summer. C. J. Griffin is to be Baggage Master and Timothy Flynn Assistant Baggage Master. W. J. Wright and Morris Adams are to return as Switch Tenders.

J. E. Winslow, Chief Clerk to Superintendent, Lancaster, has been absent on account of the recent death of his father.

C. H. Adams, Dispatcher, Lancaster, has been off duty several days on account of illness.

Mr. W. J. Sterling is again summer Baggage Master at Glen.

F. W. Fearon, Conductor, Beecher Falls, has been taking a vacation, his place being filled by F. B. Kingsley.

D. J. Octeau, Portland, has recently bid in position as Conductor of No. 372 and 373's extra.

G. M. Murch, Operator, Bartlett, is laying off a few days on account of illness, L. K. Chipman relieving him.

Mrs. J. F. Collins, wife of Roadmaster, Lancaster, was in the Lancaster Hospital for an operation, but is now on the gain.

W. H. Simard, Yard Clerk, Beecher Falls, underwent an operation for appendicitis in a hospital in Sherbrooke. He has returned home and is out around, but not quite able to return to work.

Mr. O. J. Gormley, Conductor, Lancaster, is taking a trip to Washington, D. C.

W. A. Dunphy, Conductor, has bid off position on 375's extra and 376.

Mrs. L. O. Parker, wife of Agent, Colebrook, was in New York for an operation which was successful and she has now returned home.

Agent Petrie, Quebec Junction, is a frequent visitor at Lancaster. It is understood he has an Overland auto and is now negotiating for a Radio set—a la "Bell" style.

Thomas C. Foss Heads Station Employees



At the bi-ennial session of the Grand Brotherhood of Railroad Station Employees at Manchester, recently, Thomas C. Foss was elected President.

Mr. Foss has long been active in the affairs of the organization, serving on the arbitration committees and boards of adjustment. During the past two years he has held the office of Vice-President of the grand body. Through his activities much of the excellent progress of this organization has been due. He was one of the first officers of the Portland local, which is one of the largest in this organization. He is a native of Leeds, but has been a resident of Portland since a young man. He succeeds P. J. Coyle of Boston, who died about a year ago. It is expected that Mr. Foss will make his headquarters in Boston.

Mr. Foss has been employed as a checker at the Portland Terminal Freight Sheds since January 31, 1912.

OBITUARY

GEORGE H. SMITH

The death of George H. Smith, Agent at Brewer Junction, occurred on May 24th. He had been on a leave of absence since March 11, and his death resulted after several weeks of illness.

Mr. Smith entered the service of the company on October 25, 1897 as assistant agent at Great Works. On May 1, 1898 he became agent at Orrington and in November of the same year became agent at Wytopotlock. On July 12, 1899 he went to Bangor as operator and in June of 1900 went to Vanceboro in the same capacity. He remained at Vanceboro for fifteen years or to April 14, 1915, when he was appointed agent at Brewer Junction, which position he has held up to the time of his illness.

Mr. Smith has been very active in the affairs of the city of Brewer both politically and socially. He had served three years as alderman and was a trial justice at the time of his death.

HENRY G. BRIDGES

Henry G. Bridges, popularly known as "Ben," passed away on May 19th. Mr. Bridges first entered the employ of the company in 1897 as trainman and served in that capacity and as conductor for several years. He has been employed as crossing tender at Brewer Junction since April 26, 1915.

JAMES T. CARRIANS

James T. Carrians, who for the past four years has been foreman at the roundhouse at Waterville, died there very suddenly on Sunday, May 17th.

Mr. Carrians was born in Portland 45 years ago and has been a most valued employe of the Maine Central since he was eighteen.

He was well liked by all who knew him and his death came as a great shock to his friends and co-workers. Although he died very

suddenly, he had been threatened for the last few years with a lingering illness, but has never shown his fellow-workers that he was suffering in any way, always treating them with a gentlemanly manner and kindly disposition for which he was so well liked.

FORREST G. POPE

While preparing to engage in his work as engineer on one of the shifters in the Portland Terminal yards at West Commercial Street on Wednesday, May 13, Forrest G. Pope of South Portland, suddenly fell dead. Death was due to natural causes according to the medical examiner who was summoned.

Mr. Pope started service with the Maine Central in 1910 as a fireman and was promoted to engineer in 1917.

R. M. GILMAN

R. M. Gilman, Senior Freight Clerk, was fatally injured on Saturday, May 9th; he lost control of his automobile and plunged over an embankment near Brawn's Crossing at East Newport. He was taken to the Eastern Maine General Hospital at Bangor where he was operated on, but the injuries proved to be of a fatal character and Mr. Gilman died on May 13th.

"Ross," as he was popularly known, had been employed at Newport Station for 18 years and was very popular with all who knew him. He was a thorough railroad man and handled nearly all the accounting and billing at that station.

Beautiful floral pieces were sent by the station employes and also by the trainmen who run through there. During the funeral services which were held on the afternoon of May 16 the places of business in the town were closed as a fitting tribute to the esteem in which he was held by the townspeople.

Our Own National Park

(Continued From Page 15)

Lafayette Park between Norumbega and Parkman Mountains on the east and Saint Sauveur and Acadia Mountains on the west and stretches toward the interior for a distance of seven miles. Viewed from the coast looking north, the mountains on either side, or from the more distant highlands, its striking and extraordinary charm mark it among the most unusual of the country's scenic gems.

While Lafayette is indeed beautiful and holds its own in competition with its surroundings, it should be borne in mind that Mount Desert itself is exceedingly lovely, as are its environs. Frenchman's Bay broadens eastward into a great island-dotted estuary. The sea fronts of slate and granite on the east and south abound in bold headlands, cliffs, spouting rocks and caves, made by the ceaseless pounding of wind and wave. Southward are broad habitable islands, including the Cranberry Isles, and east and south of these rise other islands inhabited only by lighthouse keepers and sea birds.

As a fine jewel looks the better in a fine setting, so Lafayette National Park stands forth in greater grandeur because of the beauty of its surroundings.

Stock Reduction

(Continued From Page 7)

under his charge and showing in a simple and direct way what results are desired and how they may be obtained, a considerable improvement in lessened investment in stock could be made and at the same time meet all operating needs with an adequate stock of materials and supplies.

The response of the men in charge has been most gratifying and the results of their hearty co-operation in application of the more detailed knowledge available to them in these reports before mentioned, are reflected in the very satisfactory results which have already been accomplished.

On April 1, 1925, our general stock showed a reduction over April 1, 1924, of over one-third, or about \$443,000.00.

We Stand Corrected

The following letter from M. Sutherland, Signal Engineer at Brunswick, is self explanatory. Needless to say, we are only too glad to have this error brought to our attention.

"The first paragraph on page 20 of the April issue under 'The Language of the Signals' reads as follows:

"These sentinels on duty 24 hours a day, 365 days a year, with no time off for meals or recreation, do their work so reliably that our records show an average of only one train stopped by a signal failure in 12,000 signal operations."

"The 12,000 is an error, and should have been 120,000 operations. The omission of the cipher to those versed in signaling would indicate that our maintenance is not as efficient as we have claimed in the article. Our signals are well maintained and would you kindly draw attention to the readers of this magazine to this error."

Rory

By Leverman, Tower Two

The best-natured fellow
And good old slob
Is Rory McCoy
On the old shop job.

His one strong point
In the railroad ring
Is to argue with you
'Bout any old thing.

When you start a story
And know what to say
Get rid of Rory, or
Quit right away.

He will argue your story
And pick it apart
And get you to boiling
If you'll just let him start.

Steer clear of Rory,
He is surely some boy.
You can kid lots of folks
But you can't KID McCOY.

Right of Way

Let the stately locomotive revel in its right of way; this determination votive fills me as I drive my dray. Here's the locomotive tossing smoke wreaths in the balmy air; I could beat it to the crossing by some seven feet, I swear; that might give some satisfaction, that might fill my breast with pride; but the perils of such action can't be truthfully denied.

I have legs I greatly cherish, I have ribs that yield content, and I'd hate to see them perish in a crossing accident. So I stop and look and listen ere I cross the iron rails, where the painted signboards glisten, warning reckless, speeding males.

I have whiskers richly flowing from the suburbs of my face; I've a bonnet which the knowing call a credit to the place; all the things I highly treasure, all my gems, of priceless glass, are protected, in a measure, if I let the engine pass.

But if I should try to beat it to the crossing, in my dray, if I raced and failed to cheat it of the valued right of way, there would be a fierce collision and my bus would strew the ground, and would horrify the vision of all rubbernecks around.

Crushed and broken, overmastered, I'd be mingled with the dray, and my whiskers would be plastered on a pole a mile away. And my hat would be a ruin, and my gabardines a wreck, and my motor, done with chooin', would be hanging round my neck.—*Walt Mason.*

The Railroad Point of Contact

From the New York "Commercial"

The individual patron judges a railroad by the treatment he receives from the representatives with whom he comes in contact. The railroad employe, whether conductor, freight agent, ticket seller, baggagemaster or road worker, is the point of contact between the railroad and the patrons of that road.

Therein lies the keynote to public relation. The patron draws no line of demarcation between the clerk who delivers his freight and the actual management of the road in some distant office. The management may have high ideals of proper service for a railroad to render its patrons. This means absolutely nothing to the individual who meets the road through discourteous, indifferent or disloyal employes. The attitude of employes toward the public may be an important element in the task of the railroads to give good service, improve their property and pay even a small return upon the capital invested.

The public policy of a railroad is reflected through its employes. For this reason it is important that constant efforts be maintained to imbue such contact-point employes with the idea of loyalty, integrity and the personification of courtesy. Many roads have gained immense prestige through employes with whom it is a pleasure to transact business.

Technicalities

A whole lot of the folks in our organization are pretty well posted on technical points concerning railroads, and so are apt to forget that what seems perfectly plain to them may sound like Sanskrit to others.

Which reminds us of the description afforded of a machine once upon a time installed in a machine shop. "By means of a pedal attachment a fulcrumed lever converts a vertical reciprocating motion into a circular movement. The principal part of the machine is a large disc that revolves in a vertical plane. Power is applied through the axis of the disc and work is done on the periphery, and the hardest steel by mere impact may be reduced to any shape."

The machine was a grindstone.
—*Exchange.*

NO HURRY

"Go 'head, Ezry, it's your move."
"Dern it, wot's the rush? I haven't got rested from movin' thet other checker, yit."—*Judge.*

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Safety and Grade Crossing Accidents



At a cost to themselves and you of tens of millions of dollars, American railroads have been ordered to install automatic devices to stop trains.

Whether this law was inspired by professional railroad hecklers, or by those who had something they wished to sell the railroads, will not be discussed here.

The bare fact is that three years ago forty-six roads were summarily ordered to start this expensive installation of automatic train-stoppers. It is understood that ten have been able so far to equip fully one engine division with such alleged life-savers.

And last Monday morning you read in your newspaper that during 1924 the auto had killed 19,000 persons in the United States.

How many passengers did all railroads in the United States kill last year?

Only 149!

These figures show how zeal or malice will run away with the taxpayer's pocketbook.

For every passenger killed in a railroad train, fifty are killed at grade crossings. These automatic train stoppers will not in any way reduce this larger death roll. It may possibly help cut down that already insignificant list of 149 passengers who in one year lost their lives while riding in a railway car.

Thus you see that this automatic stopper law is gunning for a flea at a cost of millions, while ignoring a flock of elephants crowding around on all sides.

All who take the trouble to read the records know that about the safest place you can be today is in a railroad train.

All America's 265,000 miles of railroads combined last year carried just about a billion passengers. Of those only 149 perished.

How many passengers are a billion? Nine times the whole population of the United States.

So if everybody in the United States took nine rides in a train last year all but 149 of them emerged alive.

Autos in the streets of Philadelphia alone killed many more than that. Still we have no laws to force the expenditure of millions here in order to protect pedestrians. And Philadelphia is quite as safe as other cities in this respect.

Railroad operators urged that instead of squandering these millions to equip trains with such automatic brakes, the money be spent to erase grade crossings.

With 17,000,000 autos whirling across scores of thousands of railroads at grade the chance of an accident is enormous.

Every railroad kills many more people outside of its own cars than inside. The grade crossing is a menace both to the train and to the auto as well as to millions of pedestrians.

There's the flock of elephants overlooked by the zealots who insisted that the real place to save life is in railway coaches where life is already virtually 100 per cent safe. No use to ask if you can beat that kind of stupidity, because you cannot.

Butchery at these thousands of grade crossings will go on fast as ever after the railroads have by order of that new law been equipped with their new toy.

Figures prove this fact beyond argument:

Every time your child starts to school it runs ten times the hazard of death which you encounter when you board a railroad train.

There are no automatic signals to stop the speed maniac in an auto to spare your little boy or girl. But at a cost of many thousands of dollars the railway division you traverse may keep trains from colliding even though the hazard of collision fatal to passengers was already zero.

And please do not for one split second jolly yourself into thinking

this is the money from some other than your own pocket.

Any folly spread over the United States by a Federal law touches every purse, yours included.

I repeat that the one to carry an accident policy is the fellow who walks down town, or your children going to school.

You reach the zone of greatest safety when you settle down comfortably in a chair in an all-steel railroad car. Death tolls prove that absolutely.

If you move at all out of your own home—and statistics nail down this assertion also—you move at smallest hazard over the smooth rails and rock-ballasted track of a railroad where the auto cannot harm you.

Nevertheless, somebody thought of that automatic train-stop scheme. Thousands of devices had been offered to the railroads during the past forty years—that is to say, offered at a price. None could stand the tests, but Uncle Sam apparently has found a way.

Very shortly now you will ride over certain divisions of our leading railroads where the automatics are at work. You will not be able to tell the difference, but you will have paid your share of the expense.

This is like making you foot the bill for another big dinner, just as you emerge from a banquet hall and are satiated.

When railroads were invented a century ago, farmers feared trains would kill all the cows. Hence the cow-catcher on a locomotive.

Our dead cow bill has long been regarded as negligible. Air brakes, steel cars, heavy steel rails, stone-ballasted track, automatic signal systems, automatic switches and train dispatchers equipped with telegraph and telephone unite to make traveling as safe for the traveler aboard as the private right of way makes it for the cow outside.

(Continued on Page 28)

THE POETS' CORNER

FROM A RAILWAY CARRIAGE

Faster than fairies, faster than witches,
Bridges and houses, hedges and ditches;
And charging along like troops in a battle,
All through the meadows the horses and cattle;

All of the sights of the hill and the plain
Fly as thick as driving rain;
And ever again, in the wink of an eye,
Painted stations whistle by.

Here is a child who clammers and scrambles,
All by himself and gathering brambles;
Here is a tramp who stands and gazes;
And there is the green for stringing the daisies!

Here is a cart run away in the road
And here is a mill and there is a river,
Lumping along with man and load;
Each a glimpse and gone forever.

—Robert Louis Stevenson.

THE SECTION BOSS

In speaking of men on the railroads,
How few are the bouquets we toss
In tribute to him who keeps the track trim—
The vigilant section gang boss.

He captains a crew on a handcar,
And sees that the track is O. K.
And every load that speeds over the road
Depends on the part he must play.

Don't fancy his job one that's humble,
Or that he of learning is bare;
Believe me, he's wise in track lore and ties,
Spikes, rail and such dope—he is there!

Though, perhaps, he's not much with a pencil,
And maybe can't manage a pen,
I'll say he is slick with a shovel and pick
And knows how to handle his men.

His eye is as keen as the keenest,
His brain is as good as the best,
And his is the knack of maintaining a track
To stand the most rigorous test.

In speaking of men on the railroads,
Of fellows who put 'em across—
Whatever you do, in your list of Who's Who,
Remember the section gang boss.

—Exchange.

RIGHT WHERE YOU ARE!

By JAMES EDWARD HUNGERFORD

Right where you are, if you'll "get-up-and-git,"
And hustle and rustle and do,
And put your heart in it, and never say "quit"—
There's plenty of good things for *you!*
The prizes are waiting right there to be got;
You'll find them wherever you are,
By proving if you're a "go-getter," or not—
A "flash-in-the-pan"—or a "star!"

The "croakers" are croaking about the "hard times,"
And how things are hopelessly "punk;"
They're mourning the shortage of nickels and dimes—
But that kind of "junk" is the "bunk!"
And while they are buzzing 'bout biz being bad,
The "wise ones" are hopping about,
And copping the *prizes* right there to be had—
And putting old "hard times" to rout!

It's always "hard times," if you're *thinking* that way,
And prospects are "gloomy" and "blue,"
But, while the sun's shining if you will "make hay"—
You'll *get* what is coming to you!
Don't let "hard times" flood you and steal your good
"rep;"

Don't dream about "green fields afar;"
We know you're a winner—now show us some "pep"—
Make good on the job where you are!

—Selected.

THE MAN WHO FAILS

The man who fails is the sort of chap
Who is always looking around for a snap;
Who never misses a chance to knock,
Who neglects his work to watch the clock.
He is grouchy and slow when work begins;
When it's time to quit he jokes and grins.
He is always as busy as busy can be,
When he thinks the boss is around to see.
He believes that a pull is the only way
By which he can ever draw bigger pay,
And he sulks and growls when he sees his plan
Upset by the "push" of the other man.
He's on the job when he draws his pay.
That done, he soldiers his time away,
While the men who tackle their jobs with vim
Keep pushing and climbing ahead of him.
For the man who fails has himself to blame
If he wastes his chances and misses his aim.
He'd win if he'd use his hands and wits.
The man who fails is the man who quits.

—Clipped.

This, That and the Other



--Some Sense and Nonsense

NOT RESPONSIBLE

Workman:—"Mr. Brown, I should like to have a small raise in wages. I have just been married."

Boss:—"Very sorry, my dear man, but I can't help you. We are not responsible for what happens outside the shop."

IT IS ALL IN HOW YOU EXPRESS IT

Bob was sitting on the sofa with his friend Dot. On her knee was her little niece. The door of the next room was wide open and the family as usual were there listening. This is what they heard:

"Kiss me too, Aunt Dot."
"Certainly dear, but don't say too, say twice; too is not good grammar."

NOT SURE

Joshua Kornshux was paying a visit to the city, and while there ran into a fellow-townsmen.

"How do you like the city, Josh?" he was asked.

"I dunno," was the dismal reply, "my wife's along."

WHO WOULDN'T FORGIVE?

The Judge:—"This lady says you tried to speak to her at the station.

Student:—"It was a mistake. I was looking for my roommate's girl, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed, and—

The Witness:—"I don't care to prosecute the gentleman. Anyone might have made the same mistake."
—*Right Way Magazine.*

KEEP YOUR TEMPER—NOBODY WANTS IT

"Remember that when you're in the right, you can afford to keep your temper; and that when you're in the wrong, you can't afford to lose it."—*Exchange.*

RAILROADS ARE GREATEST FACTOR IN PROSPERITY

The railroads, in my opinion, have made during the year 1924 the largest contribution to the prosperity of this country that they have ever made, and greater than has ever been made by any single industry.—*W. J. L. Banham, General Traffic Manager, Otis Elevator Company, and General Chairman, Atlantic States Shippers Advisory Board.*

CAN YOU SING IT?

This is the Gospel of Labor—ring it, ye bells of the kirk,
The Lord of Love came down from above to live with the men who work:

This is the rose He planted, here in the thorn-cursed soil—
Heaven is blessed with perfect rest, but the blessing of earth is toil.

—*Henry Van Dyke.*

ROUNDABOUT VENGEANCE

"Jim, that necktie you are wearing is the worst I ever saw."

"Say, dine with us to-night, will you, old man?"

"Sure! But what's the connection?"

"I want you to repeat that remark before my wife."—*Boston Transcript.*

RUINS

The American heiress had just come back from her first trip to Europe. At dinner her neighbor inquired: "Did you see many picturesque old ruins during your trip?"

"Yes," she replied. "And six of them proposed to me."

—*Irish Weekly Times.*

THEY SATISFY

Fatima—Why do cigarettes have oriental names?

Murad—Because they have good shapes and thin wrappers.

—*N. Y. C. Lines Magazine.*

THE LAST WORD

Wife:—"Don't you dare speak to me again for a month."

Husband:—"D'you think you'll have finished all you want to say by then?"—*Passing Show (London).*

INVALUABLE ASSISTANCE

Teacher:—"Why do you always add up wrongly?"

Scholar:—"I don't know!"

Teacher:—"Does anyone help you?"

Scholar:—"Yes, my father!"

Teacher:—"What is he?"

Scholar:—"A waiter!"

Vikingen, Oslo.

WHY IS IT?

While the season of automobile accidents is on, we wish that some one would explain to us why it is that it is necessary for an engineer to spend years of apprenticeship before he can run a locomotive, when anyone with a couple of dollars can get a license to run an automobile.

EMPLOYEES BENEFIT WHEN ROADS ARE PROSPEROUS

"I have always tried to impress the membership with the fact that their interests as employes are directly in accord with the interests of those who are operating the property; that it is to their interest to assist rather than oppose any honorable method that will increase the earning capacity of their employer; that if the railroad is earning a fair revenue the employes will have a better chance of securing an increase in pay; that in working against the interests of their employer they are really working against their own interests, and they can have little hope of securing better working conditions and more compensation by so doing."

W. G. LEE,
President Brotherhood Railroad Trainmen

Great occasions do not make heroes or cowards; they simply unveil them to the eyes of men. Silently and imperceptibly, as we wake or sleep, we grow strong or we grow weak, and at last some crisis shows us what we have become.—*Canon Westcott.*

"If you want to appreciate the way the American railroads are operated, just visit some other country, especially the countries where they have Government ownership of railroads. It makes you feel that you hope it will never happen in America."

JAMES J. DAVIS,
Secretary of Labor.

HOW DID HE KNOW?

A lady telephoned the water office relative to hours for watering the lawn.

"What is the proper time to put on my hose?" she asked.

"Really, madam, I believe immediately after your B. V. D.'s," came the response.

—*Boston Advertising News.*

Take care that the face which looks out from your mirror in the morning is a pleasant face. You may not see it again all day, but others will.—*The Watchman.*

WOMAN ALWAYS PAYS, SUPPOSEDLY

"What makes you look so fatigued?" was asked of an undersized Arkansas Cityan the other day. "Well, it's like this," he replied. "My wife is walking to reduce, and the only time she can do it without attracting the attention of the neighbors is in the evening. She then insists that I go along, even if I am tired. The past two weeks I have lost eight pounds and she has gained two ounces."—*Arkansas City (Kan.) Traveler.*

A COSMOPOLITAN

"I say Harry," said a miner to his mate, "what's a cosmopolitan?"

"Suppose there was a Russian Jew living in England with an Italian wife, smoking Egyptian cigarettes, near a French window in a room with a Turkish carpet on the floor. If this man drank American ice cream sodas while

listening to a German band playing 'Come Back to Erin,' after a supper of Dutch cheese made up as a Welsh rarebit, then you might be safe in saying he was a cosmopolitan."—*Los Angeles Times.*

THE BIGGEST GAME IN THE WORLD

"For, when everything's said and done, this business of railroading is a game, about the biggest game in the world.

"I don't suppose it looks like much of a game to the fur-clad lady who steps into an up-to-the-minute vestibuled Limited and complains about the carnations not being fresh on the dining-car tables.

"She isn't supposed to know anything about how that road came to be there for her convenience, how money was poured out for its building, how the dollars were harvested for its maintenance, how hills were cut and water was spanned to link it up, how men labored and sickened and died to make its roadbed smooth, how human brains, mightier than labor or capital, keep it an organized whole flowing with its flange-wheeled blood of life."

—*From "Power," by Arthur Stringer.*

"Truth can never run fast enough to overtake a statement made up of wrong information or misrepresentation."

—*Warren G. Stone, President, B. of L. E.*

"It is about time that the people realize that the railroads are their railroads. They do not belong to somebody else. They are an integral part of every man's business."—*Dr. Frank Crane.*

Freight Rates

(Continued From Page 12)

that the Interstate Commerce Commission, as a result of its general investigation of rates, will find that there is any justification for making any special reduction of rates on farm products. As a matter of fact, if it should base a general readjustment of rates on the principles laid down in the Hoch-Smith resolution, it would make advances rather than reductions in the rates on most farm products."

Grade Crossing Accidents

(Continued From Page 25)

But cow-catcher statesmen are still abroad in the land. They evolve no way to protect you from the hourly menace in packed streets. Not a penny will they appropriate to erase death traps at 10,000 railroad crossings.

However, they have ordered highly expensive equipment—much more expensive than the cow-catcher on an engine—to save you from a peril that does not exist.

One might cite many other instances of how cow-catcher statesmen divert your cash from the greater to the lesser object.

Just now I can think of none that compares with automatic train stoppers when faced by these figures:

In 1924, 19,000 persons in the United States killed by autos.

In 1924, 149 railway passengers in the United States lost their lives.

—*Girard, in the Philadelphia (Pa.) "Inquirer"*

A Railroad Man's Prayer

An old railroad man was converted, as the story goes, and was asked to lead in prayer. Here is the way he did it: "Oh, Lord, now that I have flagged Thee, lift my feet off the rough road of life and plant them safely on the deck of the train of salvation. Let me use the safety lamp known as prudence; make all couplings in the train with the strong link of Thy love. And, Heavenly Father, keep all switches closed that lead off to sidings, especially those with a blind end.

Oh, Lord, if it be Thy pleasure, have every semaphore blocked along the line; show the white line of hope that I may make the run of life without stopping. And, Lord, give us the ten commandments as a schedule time and when my train shall have pulled into the great dark station of Death, may Thou, the Superintendent of the Universe, say with a smile: 'Well done, thou good and faithful servant; come up and sign the pay roll and receive your check for eternal happiness.'"

IN PORTLAND, STOP AT

RAILROAD

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SHOWER BATHS RESTAURANT
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The benefits are \$1000 at death; \$1000 for permanent disability; an income for 16 weeks in case of illness---at remarkably low cost.

A family institution---for and by employes of the Maine Central Railroad.

HAVE YOU JOINED IT?

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:

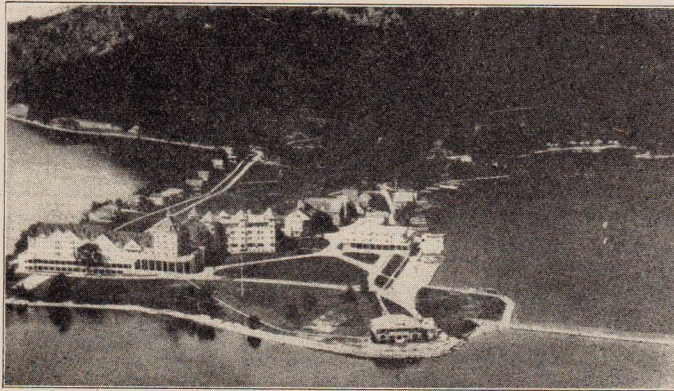
60,804 CARS LUMBER AND FOREST PRODUCTS
35,777 CARS POTATOES, APPLES AND OTHER VEGETABLES
25,923 CARS PAPER AND PAPER BAGS
4,106 CARS MILK AND CREAM

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AEROPLANE VIEW



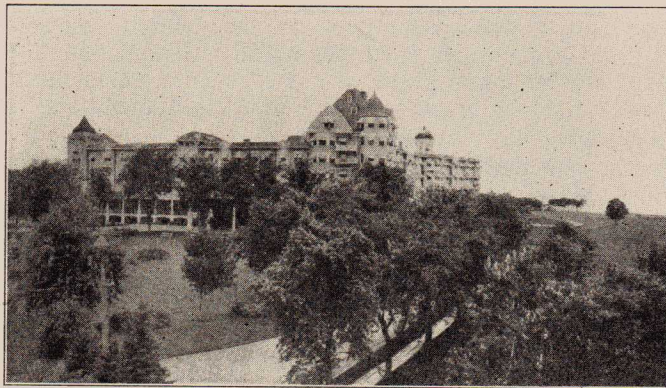
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That the cost of belonging is very small and the benefits derived are very great?

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Association

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

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