

MAINE CENTRAL EMPLOYEES MAGAZINE



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Second of a Series by M. C. Manning

Miss Graffam Tells of Katahdin

By Sam E. Conner

N. E. Shippers' Advisory Board

Lots of News About the
Maine Central Family

AUGUST, 1925

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**Lewiston Journal
Printshop**

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Insures Real
Comfort**



*Right Coal Drives Out
The Cold*

WRIGHT COAL IS RIGHT

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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

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Electrical Equipment

for the home, auto
or factory



L. W. CLEVELAND CO.

441 Congress Street
PORTLAND, ME.

Sweet Young Thing—"Doctor, I think I ought to be vaccinated; but hate to think of the ugly scar showing. Where would you suggest as the best place in my case?"

Doctor—"With the present styles, you had better place the vaccine in a capsule and swallow it."—*Exchange.*

Angry Customer—"See here, you overcharged me for that suit and it was full of moths."

Isaac—"Vell, vot can you expect for 16.98? Hummingbirds?"—*Exchange.*

A REASONABLE QUERY

A preacher, addressing the Sunday School, was explaining the significance of white.

"Why," he asked, "does a bride desire to be clothed in white at her marriage?"

As no one answered he went on "Because white stands for joy, and the wedding day is the most joyous event in a woman's life."

A little fellow interrupted: "Please, sir, why do the men all wear black?"

EXPENSIVE

A farmer came to town to insert an obituary notice.

"How much do you charge?" he asked.

"A dollar an inch," was the reply.

"Heavens! He was six feet tall!"

THROWN FOR A LOSS

"I'm a little stiff from bowling," said a football player to his coach.

"I don't care where you're from. Get out on the field," replied the coach.

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**
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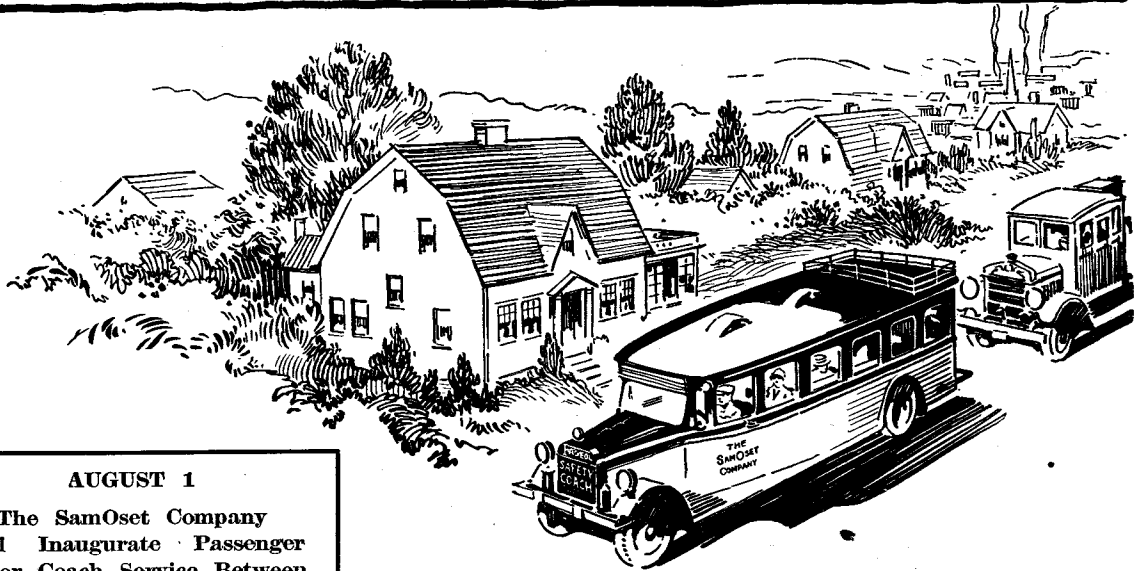
RAILROAD

Y. M. C. A.

CLEAN BEDS
SHOWER BATHS RESTAURANT
READING ROOM
ENTERTAINMENT GAMES

COMMERCIAL STREET
FOOT OF STATE
AT BRIDGE

"20 Minutes From Rigby"



AUGUST 1
 The SamOset Company
 Will Inaugurate Passenger
 Motor Coach Service Between
PORTLAND BRIDGTON
NORTH BRIDGTON
HARRISON

FARES
 Portland-Bridgton, \$2.00
 Portland-Harrison, \$2.25
**INTERMEDIATE POINTS
 IN PROPORTION**

Motor Coaches arrive and depart from and tickets may be purchased the day before as well as the day of the trip at Union Station, Portland and Railroad Stations at Bridgton and Harrison, affording through passengers station facilities and conveniences.

For Reservations Phone in Portland Forest 6240, in Bridgton 73-2, in Harrison 12-32.

THE SAM OSET COMPANY

With Modern Motor Coaches Provides Convenient, Comfortable and Reliable Passenger Service.

DAILY SCHEDULE (Eastern Standard Time)

Leave	A.M.	P.M.	Leave	A.M.	P.M.
Portland, (¶Union Station)	*6.45	*12.50	Harrison,	9.30	3.30
Prides Corner,	*7.00	* 1.05	North Bridgton,	9.40	3.40
Highland Lake,	*7.10	* 1.15	Bridgton,	9.50	3.50
Fosters Corner,	*7.30	* 1.35	Naples,	†10.10	†4.10
North Windham,	*7.40	* 1.45	South Casco,	†10.30	†4.30
Raymond,	*8.00	* 2.05	Raymond	†10.40	†4.40
South Casco,	*8.10	* 2.15	North Windham,	†11.00	†5.00
Naples,	8.30	2.35	Fosters Corner,	†11.10	†5.10
Bridgton,	8.50	2.55	Highland Lake,	†11.30	†5.30
North Bridgton,	9.00	3.05	Prides Corner,	†11.40	†5.40
Harrison,	9.10	3.15	Portland,	†11.55	†5.55
			(Union Station)		

* Passengers for points beyond Naples only.

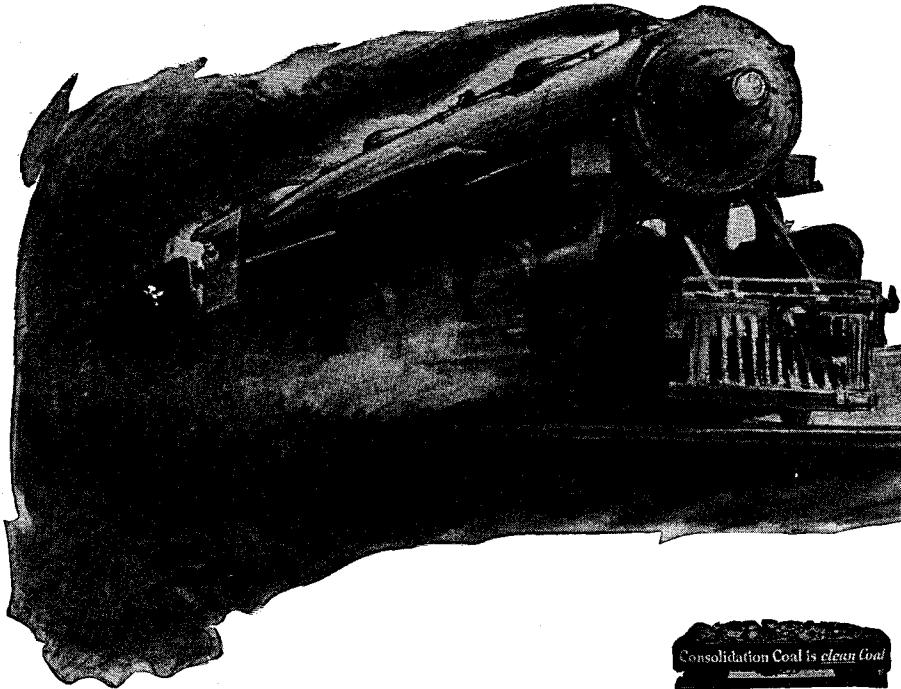
† Passengers from points beyond Naples only.

¶ Five minutes later at H. E. Murdock Company, Congress Street, at High.

D. C. DOUGLASS,
 Managing Director.



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 Lines*



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Consolidation Clean Coal invariably stands the test on heavy upgrades, when the locomotive is called upon to deliver all the excess power that it can give.

Its composition is such that it meets the demand for more power quickly after reaching the fire-box. Its low ash and sulphur content and its high heat value insure economy of operation. And its uniform cleanness, due to systematic removal of visible impurities at the mine, results in fewer engine steam failures.

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WASHINGTON, D. C. Union Tr. Bldg.
CHICAGO, ILL. Ill. Merch. Bank Bldg.

CINCINNATI, OHIO Union Cent'l Bldg.
NORFOLK, VA. Nat'l B'k of Com. Bldg.
CLEVELAND, OHIO Rockefeller Bldg.

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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

AUGUST, 1925

NO. 8

FREIGHT TRUCK SERVICE

First Venture of The SamOset Company (Owned by the Maine Central Railroad) in Motor Vehicle Field is Showing Development

As it seems that the public today desires service on the highway, as well as by rail, the Maine-Central Railroad through its subsidiary, The SamOset Company, has entered the motor transportation field with the object of co-ordinating Freight Truck Service with its rail facilities. The inauguration of this service assures the public quick, convenient and reliable service, and also marks a new era in the transportation business in the State of Maine.

On Monday, July 6, 1925, the first unit of Freight Truck Service was inaugurated between Portland, Raymond, Naples, Bridgton and Harrison, and while not enough time has elapsed for the service to become fully appreciated by the shipping public, it is showing a satisfactory development. Two round trips per day, Sunday excepted, are being operated on the following schedule, Eastern Standard Time:

	A.M.	P.M.
Leave Portland	7.30	1.30
Due Raymond	—	—
“ Naples	—	—
“ Bridgton	10.00	4.00
“ Harrison	11.00	5.00

	A.M.	Noon
Leave Harrison	8.45	12.00
Due Bridgton	9.30	1.00p.m.
“ Naples	—	—
“ Raymond	—	—
“ Portland	11.30	3.00

To insure this schedule, a pick-up service was established in Portland during the period 6.00 A.M. to 1.30 P.M., Standard Time.

Headquarters for the receipt of orders and the furnishing of information were established at the Portland Terminal Company's Office on Commercial Street, Portland, and at the offices of the Bridgton and Saco River Railroad in Bridgton and Harrison.

The second unit of Freight Truck Service of the SamOset Company was inaugurated between Bangor, Ellsworth and Bar Harbor on Monday, July 27, 1925. As on the other route, two round trips are being operated, daily, except Sunday. The following schedule, operating on Eastern Standard Time, applies for this service:

	A.M.	P.M.
Leave Bangor	8.00	2.00
Due Ellsworth	9.30	3.30
“ Bar Harbor	11.00	5.00

	A.M.	P.M.
Leave Bar Harbor	8.00	2.00
Due Ellsworth	9.30	3.30
“ Bangor	11.00	5.00

For the receipt of orders and the furnishing of information for this Eastern Division service, headquarters have been established at Maine Central Local Freight Offices; at the corner of Maine and Railroad Streets in Bangor, and in Ellsworth and Bar Harbor.

These services which were arranged by the Maine Central, through The SamOset Company, together with the existing rail service, will furnish adequate and dependable transportation facilities between the communities where the trucks are operated.

Seven trucks have been purchased, six of which are Reo Heavy Duty Speed Wagons and the seventh is one of the standard Reo Speed Wagons, which is being used for auxiliary service in Portland. Two of the Heavy Duty Trucks are in operation in Portland and the same number are being used in Bangor.

On the two center pages (Pages 16 and 17) we have arranged several pictures of the trucks which will give a very good idea of their appearance. The bodies are painted red and the lettering is in white.

Maine Central Railroad.
 SECOND DIVISION

SUPERINTENDENT'S OFFICE,

Lewiston, Me., May 29th 1874

Mr Henry H Hanson

Sir

By order of
 Mr Hatch our Genl Manager, I appoint
 you Station Agent at Auburn to
 take effect Monday June 1st —
 Mr Hersey will be there to transfer the
 freight department and Mr Clapp or
 his assistant to transfer the tickets

Yours —

A Brown

Supt

PS

You will be required to give a bond
 the form and amount of which you
 will learn from J. A. Linscott our auditor
 A. B.

A Golden Anniversary

Henry H. Hanson, Retired General Agent of Lewiston and Auburn,
and Mrs. Hanson Have Been Married Fifty Years



MR. HANSON
As Agent at Auburn.

An event of exceptional interest to members of the Maine Central Family, is the celebration by Mr. and Mrs. Henry H. Hanson of Lewiston of the fiftieth anniversary of their marriage on August 8th. Mr. Hanson, who entered the service of the railroad many years ago and who retired as General Agent of Lewiston and Auburn on December 31, 1912, is both known and loved the length and breadth of our entire system, as well as on our nearby connections.

It seems both fitting and proper that at this time we should publish something on the life and experience of this man and with the assistance of Mr. E. W. Cummings, the present General Agent of Lewiston and Auburn, and Mr. Hanson's remarkable memory, we prepared the following:

Mr. Hanson was born in Berwick, Maine, on December 1, 1851, and started his railroad experience

in the Sixties, but let him tell you about it in his own way;

"My father was Agent of the Portsmouth, Great Falls and Conway Railroad, a branch of the Eastern Railroad and now part of the Eastern Division of the Boston and Maine, at North Berwick. I used to help around the station in his various duties, such as selling tickets, waybilling freight, etc. Wesley Abbott and D. W. Sanborn were conductors and I frequently rode on the trains with them.

"During and after the Civil War there was a morning and evening train called the 'Navy Yard Train' which carried workmen from Great Falls, Salmon Falls, South Berwick, Great Works, Brocks Crossing (now called Jewetts), and Eliot to Kittery and D. W. Sanborn, later General Superintendent of the Boston and Maine Railroad and the father of Fred Sanborn, was conductor. The train came back light from Portsmouth to Brocks Crossing and ran up the line to Great Falls, taking a caboose and sometimes a few empty cars. The Engineer was Bial Knapp, an older brother of George Knapp, once a Conductor on the Maine Central. I used to ride in the engine on this train and sometimes the Engineer would allow me to handle it from Brocks Crossing to South Berwick or Salmon Falls.

"On one occasion when I was handling this engine with a string of six flat cars and caboose, the whole train crew, Conductor, Engineer, Fireman and Brakeman, were back in the caboose. I started out, feeling pretty proud to be handling the engine all alone. Of course I had to do the firing as well as handle the throttle. The rails were very light and the sleepers or ties were rotten, as the railroad was poor. In going over a highway crossing, which is today



MR. AND MRS. HANSON
A recent picture.

in the same place, the engine and the first four cars went over all right, but the fifth car went off the iron and as the sleeper was rotten, the rest of the train was derailed. I must have dragged them three hundred feet before they hauled me up. I was too busy firing and trying to get up speed to get up a grade going into Great Works to notice what had happened. There was nothing to do but to start for Great Falls with the cars remaining on the iron, and as they went along, the crew stopped and notified every section-hand and agent enroute to pick up all spare spikes, chains, sleepers and even fence posts, anything that would do for a railroad tie, to relay and build over the 300 or more feet of track I had torn up.

"I also used to ride with Ansel Tucker, father of Payson Tucker, who was then Conductor on the

Boston and Maine and running from South Berwick Junction to Boston.

"In 1868-69, I worked in a store in Haverhill with Edwin Collins, father of Will Collins, who was in charge of the Freight Claims Department of the Maine Central, and who died in March, 1924. In 1871, I went to Savannah, Ga., and tallied cotton from the compressor into the hold of the ship Anna Decatur, in which I later shipped before the mast to Cronstadt, Russia, where I got a clean receipt for the cargo of cotton. While in Russia, I visited St. Petersburg, later called Petrograd and now Leningrad, and also Peleokoff. From Cronstadt, I went to Viborg, a walled city in Finland, where we loaded deal lumber for Liverpool, England. From Liverpool I returned as Third Mate to Boston, and from there returned to South Berwick and went to work in a drug store.

"I came to Lewiston in 1873, to visit an unele who was in the lime and cement business near the Lower Station and was, of course, attracted to the railroad station and loafed around it more or less, getting acquainted with Mr. S. O. Wood, who had recently been appointed Agent, taking Charles Coombs' place. One day he seemed quite agitated, and on asking the trouble I found that someone upon whom he had depended to bill the freight out for the noon train, did not show up. The shipments consisted principally of cotton piece goods and a few shipments of grain for local points. I told him I had had some experience of this kind with my father who had been Agent at South Berwick, and would try to help him out. He had to sell tickets for a passenger train of which Joe Anderson was Conductor, Bob Whitney, Baggage Master and Peleg Sprague, Brakeman. The singular coincidence of this billing was that the rate to Boston from Lewiston on cotton piece goods was 12½ cents per 100 pounds, the same rate as applied from South Berwick to Boston when I billed the same class of goods for my father. When Mr. Wood came back from selling tickets, he was so pleased with my work that he asked me to come to work for him and talked the matter over with Arthur Brown, who was

then Superintendent, offering me \$40.00 a month. I accepted with the provision that I be allowed time to go home and work out a notice with my then present employers. This provision was agreed upon, and I came back to Lewiston to work for the Androscoggin Railroad which was taken over by the Maine Central on August 25th of the same year, 1873.

"I was appointed Agent at Auburn, June 1, 1874. At that time Abner Coburn was President; J. S. Cushing, Treasurer; J. A. Linscott, Auditor; Walter Hatch, General Manager; J. W. Clapp, General Ticket Agent, and Albert Hersey, General Freight Agent. Early in 1875, Payson Tucker was appointed Superintendent and General Freight Agent. Late in 1878, I was appointed Agent at Lewiston Lower Station in connection with my duties at Auburn.

"In those days personal bonds were required. My bond at Auburn was \$6000.00 and being a stranger in town, it was very difficult for me to secure signers. I finally obtained Thomas A. Huston, Dr. Benjamin F. Sturgis and Ralph C. Jewett. When I took the Lower Station in 1878, an additional bond of \$8000.00 was required. I found I was unable to find signers and did not feel like asking my bondsmen to sign for this additional amount, and so notified Mr. Cushing, in person, advising him that I would have to give up the Lower Station. He seemed quite interested in me and advised me to go back to Lewiston as there was to be a Directors' meeting shortly, at which time he would take the matter up with them. He arranged to make my bonds for the two stations \$6000.00, or \$3000.00 for each, provided I could get my bondsmen to re-sign the new bonds for \$3000.00 each. I saw Messrs. Huston, Sturgis and Jewett who cheerfully agreed to sign the new bonds. I have always held these gentlemen in highest esteem for their kindness to me as a young man. They have all passed on."

On June 1, 1904, Mr. Hanson became General Agent of Lewiston and Auburn, having charge of all three stations. He continued in this capacity until December 31, 1912, when he was forced to retire because of failing eyesight.

Many great changes in railroad-ing have been wrought within the memory of Mr. Hanson, and he has many cherished souvenirs of his experience, some of which he loaned to us, and we have reproduced in this number the letter advising him of his appointment as Agent.

To Mr. and Mrs. Hanson the Maine Central Family, at this time, your Golden Wedding Anniversary, tender our congratulations and our best wishes for your continued health and happiness.

LESS CROSSING ACCIDENTS FOR FIRST THREE MONTHS OF 1925

The report of crossing accidents of the Interstate Commerce Commission for the first three months of 1925 is out and the following figures show an appreciable decrease in the number of accidents at highway grade crossings as compared to the same period in 1924.

TOTAL ACCIDENTS AT HIGH- WAY GRADE CROSSINGS

	Killed	Injured
1924	464	1,504
1925	419	1,208

Actual Reduction 45 296

This is wonderful encouragement and should be used vigorously as an argument for people to Cross Crossings Cautiously. The public is lending itself to the publicity campaign of the safety section of the American Railway Association, who feel disposed to go into the game with increased vigor.

Let this record help to stir you to increased activities for the prevention of highway crossing accidents.

It was a sunshiny Sunday morning and Pat had brought his shaving tools out on the back porch.

Mrs. McGinnis looked over the back fence, "Shure, Mrs. Murphy, does your old man shave on the outside?"

"And phwat's bothering you," said Mrs. Murphy, "Did you think he was fur lined?"—*Western Way In News.*

Car Inspection

Number Two of a Series by M. C. Manning

Last month we promised a talk on Car Inspection and here it is—

Defective and unfit equipment cost the Maine Central, by loss and damage to freight, \$10,445.14 in 1923; \$10,124.00 in 1924 and \$4,159.26 for the first six months in 1925.

Loss and damage to freight chargeable to defective equipment arises from causes which are largely preventable, such as leaky roofs and sides. Agents, Conductors and the whole Maine Central Family should be interested in seeing that our patrons receive suitable cars for their commodities, which we hold ourselves out to transport.

Cars should be clean and free from nails and bolts to receive Paper, Grain and Cotton Piece Goods. Filth, oil and waste should be removed. The roof should be tight and no cracks in the sides of the car. The doors should fit tight, battened if necessary. When consistent, load Hides, Oil and Acids in old cars, or any other commodity which might stain the car floor and leave an odor which would render a good car unfit to receive Flour and Grain, or stain the floor and make it unfit to receive Cotton Piece Goods which might be damaged by oil spots.

Eastman Heater Cars, when set for loading of Potatoes, should be very carefully inspected to see that the insulation is good and that there are no cracks in the outside sheathing or in the floor that might destroy the heating efficiency of the car. See that the cornering around the floor is properly nailed and that there are no missing sections. Also that the inner doors close properly, that they are in good condition, that they are properly closed and fastened after the car is loaded and that the outside doors are also closed and fastened.

Vice-President and General Manager's Circular No. 88, covers the instructions relative to the placing of suitable cars and the proper cleaning of same, and agencies and yard forces will very much assist the prevention of

claims in a continual observance of these instructions.

Circular No. 99, by the Vice-President and General Manager, covers the inspection of cars, and Form F. 250 is the Record of Loading Point Car Inspection.

From a loss and damage freight claim standpoint, it is essential that we maintain a proper record of car inspection. We can all appreciate that if we keep a record of what we do that the record perpetuates the act.

Recently it has come to our attention that a certain point has two inspections; one before the car is placed in the plant for loading, and the other after it is placed. Yet they keep no record. Now, from the Freight Claim standpoint, in settling with another carrier they ask for our record, according to F. C. Rule, quoted in Circular No. 99. We say we inspected the car but kept no record. The other fellow says "N. G.," produce your record which is the evidence, or pay, and we "pay." The moral of this is that a record is evidence and it is important that we have this evidence, and that the record is Carrier's record, because that is what is necessary under Freight Claim Rules.

When a car is ordered for loading, did it ever occur to you that the man is buying a car and that you were selling it to him for the time being? Think of it this way. Would you knowing or purposely sell him a car that would damage his goods? Over \$10,000.00 worth of goods are damaged a year from cars thus sold. The deduction is that someone is a bum salesman, and that he should use more care in selling his goods. If he went to the grocer's and the grocer sells him leaky fruit and cracked eggs under the pretence that they are fresh, he gets another grocer.

Times change fast in this age; what was a custom yesterday, is poor form today. We must use progressive methods.

Don't load shipments in cars that are not in proper condition to receive them. Determine their fitness before loading.

Cars for the loading of live stock, in fact any commodity, should have sound floors which are free from holes. Any holes in the floor should be taken care of in order to avoid damage to Life and Limbs, and of course this includes people as well as live stock.

Coal cars should be given a careful inspection for holes, and to see that the doors and hampers operate properly and lock tight and securely in order that they do not leak, and cause loss of coal, gravel, sand, etc.

The close co-operation of the whole Maine Central Family will help stop the leak of Loss and Damage payments from preventable causes by making certain that we have "A Proper Car for a Proper Load, and A Proper Load for a Proper Car."

Let us all endeavor to stop this \$10,000.00 annual loss.

Commendable Service by an Eastern Division Conductor

While a crew of the Mattawamkeag local extra west was doing work at Enfield station, a lady approached one of the trainmen and asked for the Conductor. The Trainman gallantly escorted the fair one to the individual, then politely retired to his work. The lady lost no time explaining her troubles—she had been looking for a soap order for some time and would Mr. Conductor look into the freight-house at Buffalo on his way by and see if those young fellows there didn't forget to put it on the train. The Conductor assured her that he would gladly do it, and the lady departed with the remark that she would see him the next day. The following day she was at the station when the Local extra east arrived and eagerly inquired if he had found her soap order. Being an Eastern Division employee, the answer is obvious—he had, and the patron was very much pleased. After thanking him for an errand well done, she remarked—"You can't trust these young fellers to do anything right."

—By J. L. Riggie.

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

AUGUST, 1925

EDITORIAL

This Stuff Called "Co-operation"

We have heard this word "co-operation" used a great many times in late years. Of course it has been in our language for a long time, but it is only in recent years that it has become so popular. Every preacher, soap-box orator, booster and business executive uses it until it has become a by-word on the highway of speech. The meaning of the word is plain to us all. It just says to you and me, "Let's get together on this thing work and work to the same end instead of trying to work separately."

It is a mighty good word and embodies a mighty good idea, but the whole trouble is that it stops, too often, right there. It seems to be a mighty human tendency these days to be willing to co-operate in spirit but not in action. We are all too ready to pledge our support to any good movement and then sit back and let somebody else do our part of the work in putting it across.

How often do the promoters of some good charitable or civic movement meet with this answer when they ask for a bit of a man's time, "Well, really, I'd like to, but I am so busy these days I couldn't possibly find time to help. Of course I'll be willing to endorse a thing of this kind and lend some financial aid, because I believe it to be a darn good stunt."

Why is it that people will not realize that movements for good require more than good wishes and financial aid. To be wholly successful they must have the personal attention and aid of everyone.

"Too busy" may sound like a reasonable excuse to many, but to the really busy man it is a joke. One of our greatest masters of industry, a man at the head of several large companies, said, "The only man that is too busy to lend

his efforts to any good cause, is the man with nothing to do."

There are times when it is practically impossible to assist, but these times are few and far between, and nine times out of ten you can help if you only will.

Just stop and think a minute. How many really busy men do you know that find time to devote to some good cause? How does he do it? I'll tell you. He doesn't get out to the shows as often as the fellow that doesn't help, to so many ball games, dances or other kinds of amusement. He lends his playtime to some effort to make this world a little better place to live in. While "busy" men play, he works. Still, he has his pleasure, but it is of an entirely different sort. His enjoyment comes in kindly looks and happier smiles of his less fortunate brethren who are benefited by his efforts or in the trusting, adoring faces of crippled or underprivileged children.

Don't be a "busy" man when asked to co-operate. Remember it means "lend a hand" as often as it means "lend a dollar." It means "Team-work" and put the accent on both words alike.

When you are asked to co-operate in your daily work, find time to do it. Remember, the boss keeps his eyes open for the man with the company's interest at heart. He is looking for co-operators; for "workers" and not for "shirkers."

Every business and every civic or charity movement needs the co-operation of all employed or interested to make it the success it should be.

Do your part and never mind the other fellow. You will never be a success in anything if you refuse to do things because the "shirker" refuses to do his part. Forget the "shirkers" and team-up with the "workers." Learn these few lines from Kipling which, according to our modern slang, "say a mouthful":

"It ain't the guns or the armament,
Nor the funds that they can pay,
But the close co-operation
That always wins the day.
It ain't the individual
Nor the army as a whole,
But, the everlasting team-work
Of every blooming soul."

A GOOD SLOGAN

Across the top of the July 13, 1925, issue of *Shop Craft Gossip* appears the following slogan, which to our way of thinking is a "corker":

"BOOST the ROAD you are WORKING for
or
WORK on the ROAD you are BOOSTING for."

Our Cows Are Becoming a Little Sensitive



—From the Columbus (Ohio) Dispatch

The Recipe

By Berton Braley In Forbes Magazine

It's doing your job the best you can
 And being just to your fellow-man;
It's making money—but holding friends,
 And staying true to your aims and ends;
It's figuring how and learning why,
 And looking forward and thinking high,
And dreaming a little and doing much;
 It's keeping always in closest touch
With what is finest in word and deed;
 It's being thorough, yet making speed;
It's daring blithely the field of chance
 While making labor a brave romance;
It's going onward despite defeat
 And fighting staunchly, but keeping sweet;
It's being clean and it's playing fair;
 It's laughing lightly at Dame Despair;
It's looking up at the stars above,
 And drinking deeply of life and love;
It's struggling on with a will to win,
 But taking loss with a cheerful grin;
It's sharing sorrow and work and mirth,
 And making better this good old earth;
It's serving, striving through strain and stress,
 It's doing your Noblest—that's success.

Miss Graffam Tells of Katahdin

BY SAM E. CONNER

Annually, a story—sometimes several of them—of Katahdin mountain, Maine's loftiest peak, is featured in the edition of "In the Maine Woods," which the Bangor and Aroostook Railroad distributes for the benefit of those who would like to come to this State for rest and recreation. This year's volume makes no departure from the previous issues. It has three tales dealing with Katahdin.

Each is different from the other two, each is interesting, enticing, but there is one which, to the writer's way of thinking—and he knows Katahdin—tops the others. Evidently Editor Hennessey had the same sort of a notion, for he gave it a premier position in the book. Maine Central people are interested in this story, because it is the narrative of Miss Pearl R. Graffam of the fun of a climb to the tip o' Katahdin, though she has given it a different title. She calls it "Katahdin Mid Smiles and Tears," which is good.

Miss Graffam is the daughter of M. Graffam, an employe of the Maine Central at Bangor, and is an enthusiastic out-of-door girl. She enjoys getting out into the open, studying nature and finding out things concerning the wilds by personal, first-hand observation, rather than from reading what someone else has said.

In addition to this, she has the knack of putting into words on paper the impressions she receives in a manner to entertain, impress and instruct. This is demonstrated throughout the story which appears in this year's Bangor and Aroostook book, as a reading will prove to any one. At the very start, Miss Graffam gets the reader's interest and proceeds to hold it.

What could be more tantalizingly catching than these opening sentences:

"The 'lure of Katahdin' is not a myth. It is not a mere poetic fancy. Neither is it a commercialized idea which could as well be applied to any other mountain. It is a real, positive force, distinctly and pre-eminently Katah-



MISS GRAFFAM

din's own. If you've never felt it, I'm willing to wager you've never been within sight of Katahdin. You've heard of it, though. Your literary friend has written about it; your Maine woods enthusiast has 'raved' at great length; and you, sniffing skeptically, have said, 'Pooh! What's the idea? I've seen mountains. They're all alike.' Ah, but they're not. There's your error. Katahdin is different."

And then having told you of her friendship with other mountains and ranges, she goes on to remark:

"There is something compelling about it, something that grips you, makes you loath to leave and eager

to return. You'll get the feeling once you see Katahdin. Just view it from Norcross—it's easy to get there on the Bangor and Aroostook Railroad—and inside of ten minutes you'll be admitting that there is something strangely beautiful about it. No matter how you view it, purpling in the sunlight of mid-day, or glowing in ever-changing shades of rose and orchid against the sunset sky, gleaming misty gray through the rain or outlined in black relief on a blood-red background, cloud-wreathed or snow capped, it is beautiful. You'll admit it. Inside of two days you'll be saying, 'Wouldn't it be fun to take a trip up there!' The next step comes speedily. You say, 'Come on. Let's go now.'

"That's what we did. We said, 'Let's go,' and we went."

Then follows the yarn of how they went and what they did, but it is not told in the records of a diary form. Not a bit. It is charmingly related, carrying with it the atmosphere of the woods, the canoe and the mountain. It is not overloaded with minute details, and yet you get the impression that not a single item of the trip has been omitted. There are graphic descriptions of gathering clouds, as seen from the top, when she says:

"Our experiences on top were most interesting, for we had the opportunity of being there on the barren table land during a severe thunder shower. The sun was shining brightly enough when we got there, and for some time after registering we wandered contentedly about, enjoying the view from all angles, while our guide (at last!) pointed out the different lakes and mountains and told us what they were. We hardly noticed the approaching storm until the view began to look hazy and gray and streaked with stray cloud wisps. Then quickly the clouds gathered below us. Above the little round speck that was Kidney Pond, they rolled together into a round gray ball, heavy and dark. Over in the Little Klondike, lighter clouds heaved and tossed, billow-

ing up over the crags like ocean breakers.

"Fascinated, we watched. It was a new experience. Few, indeed, are the people who can enjoy a thunder shower from the top side. For a long time we three girls sat there on a bright, sunny rock on the edge of space, and, with the absorbed interest of a puppy watching a grasshopper, we watched that heavy round ball above Kidney Pond. Suddenly, as we looked, the bottom dropped out of it and a perfect torrent poured down on the pond, churning its waters into a muddy swirl. It was over as quickly as it had begun, and what was left of the cloud floated up and away.

"By this time a new cloud mass was gathering on the Abol side. Thunder was rumbling from the mountain, seeming to come from within the very rocks on which we sat, and once or twice lightning flashed around us. From the Abol side, little wisps of cloud began to lick up over the rocks at our feet like tongues of flame in dry grass. We left our rock and wandered around studying the novel situation. Swiftly the clouds crept up the mountain, swept across the tableland and over into the Little Klondike. Sometimes we were knee deep in clouds; sometimes hardly more than our heads remained in the sunshine area. And then, all too late, we realized that it was raining. The cloud masses from opposite sides of the mountain had met.

"Quickly we scuttled in under a rock, where we listened to the reverberating peal of thunder, while the rain, beating on the edge of the rock ran down the under side—until it found a more favorable course down our backs.

"In less than no time it was all over. Again the sun shone on us and we crawled out to dry off. The earth was all dripping and sparkling, and through the breaks between passing clouds we caught glimpses of the vivid blue of sunny Chesuncook. We watched the clouds pass on before we thought of descending."

And the story ends with these words:

"That hike will always remain in my memory as one of the most



ON KATAHDIN

interesting and enjoyable experiences of my life. The whole trip had been a combination of sunshine and shower, and in spite of a few minor discomforts we had enjoyed it immensely. It takes a pretty poor sport to let a little thing like weather upset him when he has really made up his mind to be happy.

"We reached Bradeen and Clifford's Camps somewhere between 9 and 10 o'clock, located our canoe, and paddled across the pond to our own temporary home. Tired? Ye-es, sort of. And wet—uh-huh, quite so. But *cheerful!* Just ask our guide."

Freight Claim Agent's Statement Shows Decrease

First Six Months in 1925, Big Improvement Over Corresponding Period in Previous Year.

Following is a circular statement issued July 20th, by Mr. M. C. Manning, Freight Claim Agent, which speaks volumes:

"Damage charged to rough handling and concealed and unlocated damage are the results of improper loading and poor stowing and failure to properly trim and level down the freight in cars by loading and transfer crews at freight sheds, and train crews in handling freight from way cars, and in not trimming down the

loads as freight is taken out of cars between stations in way cars.

DAMAGE ROUGH HANDLING

	1924	1925
Jan.	\$2141.28	\$1575.57
Feb.	2280.73	1361.13
Mar.	1896.24	1280.23
Apr.	1485.04	1539.71
May	1701.61	1370.49
June	2431.70	1422.21
	\$11936.60	\$8549.34

DAMAGE IMPROPER LOADING

	1924	1925
Jan.	\$260.62	\$268.85
Feb.	142.91	71.28
Mar.	716.90	165.47
Apr.	154.81	208.17
May	172.84	221.42
June	207.42	585.71
	\$1656.50	\$1520.90

DAMAGE CONCEALED AND UNLOCATED

	1924	1925
Jan.	\$979.68	\$653.64
Feb.	316.01	362.09
Mar.	442.27	432.51
Apr.	522.55	551.24
May	572.11	207.22
June	440.91	367.89
	\$3273.53	\$2634.59

Grand Total \$16866.63 \$12704.83

"The damage from these preventable causes is \$12,704.83 for the first six months of 1925, as compared with \$16,866.63 for the first six months in 1924, which is a saving of \$4161.80 or about 25%.

"This is a decided and commendable improvement, and if everybody will assist, I think that you can cut it in half for the last six months of this year. It can be done if you will try, and you, my good reader, will take the proper interest in the prevention of loss and damage."

"Look, Daddy," said a little six-year-old, "I pulled this cornstalk right up all by myself!"

"My, but you are strong," said his father.

"I guess I am, daddy. The whole world had hold of the other end of it."—*Boston Transcript.*

New England Shippers' Advisory Board Formed

Representatives of the industrial, agricultural and financial interests of New England, at a meeting July 7 at the Copley-Plaza Hotel in Boston, organized the New England Shippers' Regional Advisory Board, the purpose of which is to bring about greater co-operation between shippers of those states and the individual carriers and the railroads as a whole through the Car Service Division of the American Railway Association and also to bring about a better understanding of their mutual problems.

This was the eleventh Shippers' Regional Advisory Board that has been organized in all parts of the United States, those Boards now having a total membership of more than 7,000 representatives of industry and agriculture.

After the meeting was opened by William F. Garcelon of the Arkwright Club in Boston, the temporary chairman, Mayor James M. Curley of Boston, delivered a brief address welcoming the shippers and also representatives of the various railroads located in New England, who were also present. Mayor Curley was followed by Donald D. Conn of Washington, D. C., Manager of Public Relations, Car Service Division of the American Railway Association, who urged greater co-operation between the public and the carriers, adding that "The Regional Boards serve as a centralized channel for promoting the advancement and the best interests of your transportation and industrial development."

"The agencies which are represented here," said Mr. Conn, "produce, transform and distribute every necessity of life and industry and are essentially and fundamentally partners in service and progress. The steam railroads of the country serve them all. It is therefore appropriate that representatives of transportation, industry, trade and banking should unite in adopting any form of social and economic organization that will promote and foster a better relationship among these partners, and particularly between

the public carriers and their patrons.

"We must do for ourselves what we have been insisting belongs to the government. We must regulate ourselves so that the government will have no need to attempt to regulate us. Insofar as the relations between the public and the railroads are concerned, they are making this attempt through the Regional Advisory Boards.

"From the standpoint of production, New England is consistently growing and its demands for service are becoming greater each year. In spite of the migration of people to the Western and Southern districts, of new industries and new forms of agricultural pursuits that those vast areas make possible, it is a surprising thing that the growth in population of the United States as a whole was 14.7 per cent in 1920 compared with 1910 and for New England 13 per cent. In spite of your geographical limitations, your increase in population has nearly kept pace with that of the balance of the country. In fact, the population of southern New England increased 16.2 per cent during that period, or greater than the average. This has taken place in your industrial section and indicates your increase in production.

"Production of forest products on 5,459 miles of railroad in New England was 121,276 carloads in 1924, compared with 103,166 cars on a railroad of 9,525 miles, or nearly twice the mileage, serving the North Pacific Coast and California.

"The Bangor & Aroostook Railroad of 616 miles, originated 25,894 car loads of potatoes in 1924, as compared with four principal railroads of 15,028 miles serving Minnesota, North Dakota, and Wisconsin where 25,185 car loads were originated in 1924.

"7,871 miles of New England Railroads originated 43,171 car loads of paper and its products in 1924, while three times the mileage in the paper producing sections of Wisconsin, Michigan and Minnesota, including the entire line of

the New York Central, originated only 30,777 car loads.

"5,301 miles of New England railroads originated 21,459 car loads of textiles, while 15,988 miles of line in the Southeast originated 20,067 car loads.

"4,685 miles of New England railroads originated 10,215 car loads of sugar, syrup and molasses in 1924, compared with the Union Pacific and Santa Fe combined, of 21,465 miles which originated 14,173 car loads, including their California production.

"Your shipments of pulpwood on three main originating railroads of New England, equal any other three railroads of the country.

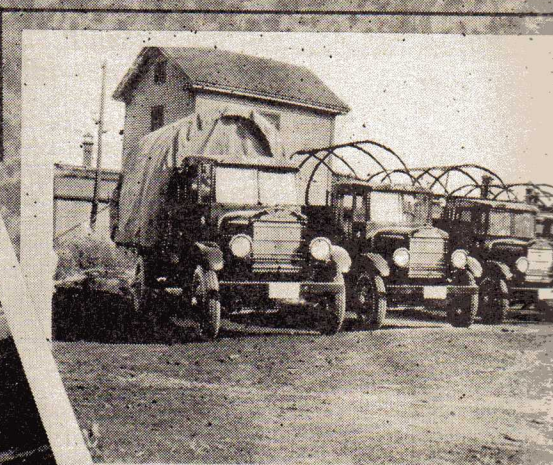
"Comparing 6,894 miles of New England railroads with the Great Northern, Northern Pacific, Missouri Pacific, Southern Pacific and Santa Fe Systems of 53,654 miles, we find that your New England railroads originated 245,618 cars of general manufactures and miscellaneous freight as compared with 179,527 car loads for the total of these western systems. Every important industrial center of the west is reached by the lines I have enumerated.

"In relation to its railroad mileage, New England is the greatest producing section of the United States. Just because you do not have vast loads of agricultural and coal production, or just because some parts of New England receive more loaded cars than they ship out, it is not proper to characterize New England as presenting a 'receiving' problem alone. This is far from the case.

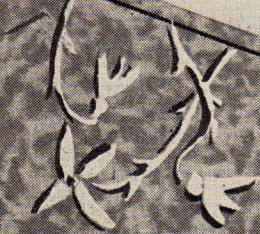
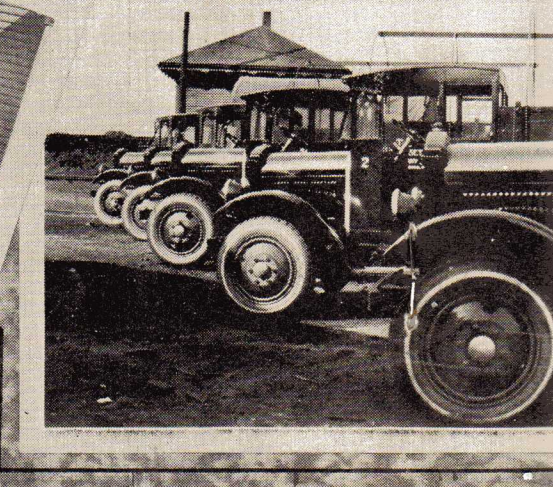
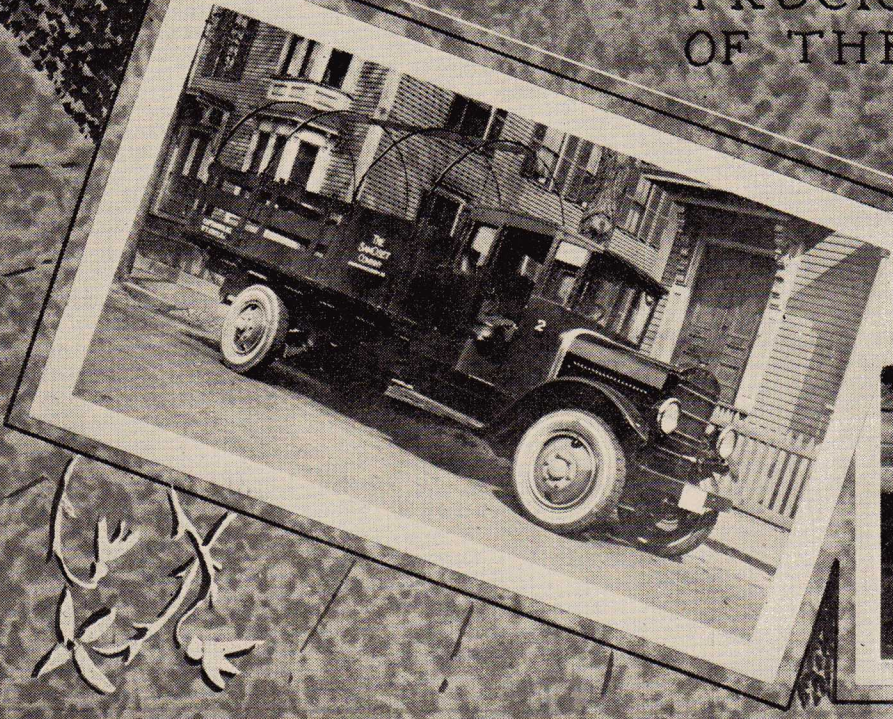
"The raw products of the soil and mines from the South and West concentrate in the producing areas of New England and East Coast. There they remake into finished products nearly 60 per cent of the general manufactured goods of the country in which there is invested 72 per cent of the capitalization of all our manufacturing establishments.

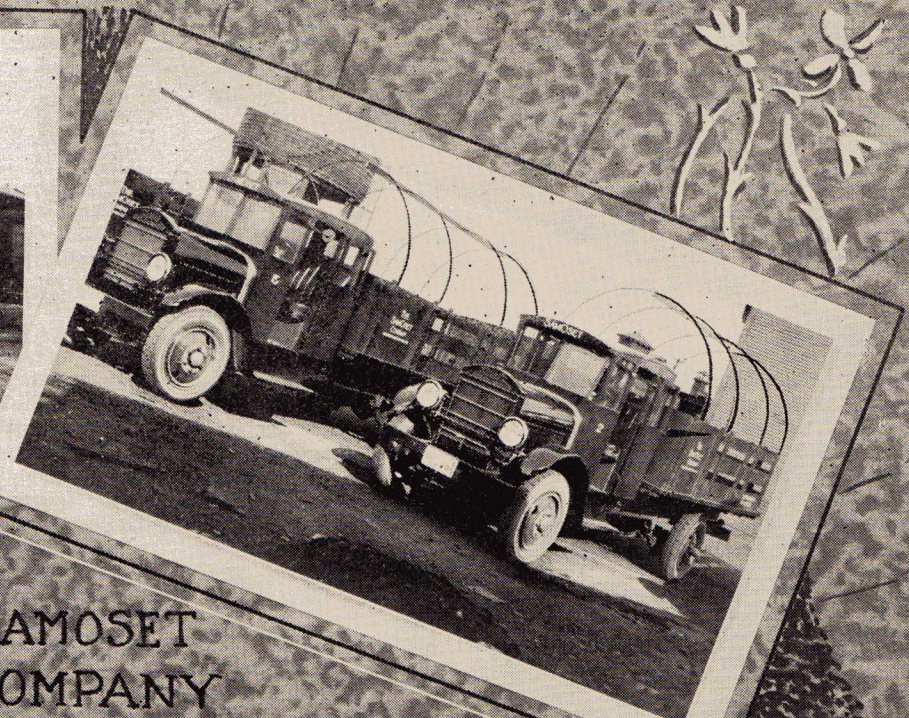
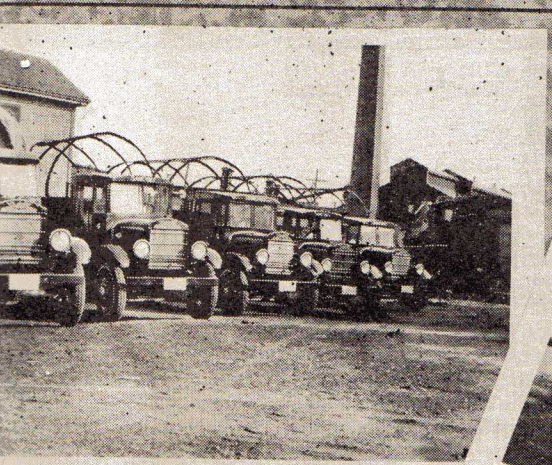
"How much equipment and rail facilities are necessary to carry on

(Continued on Page 18)

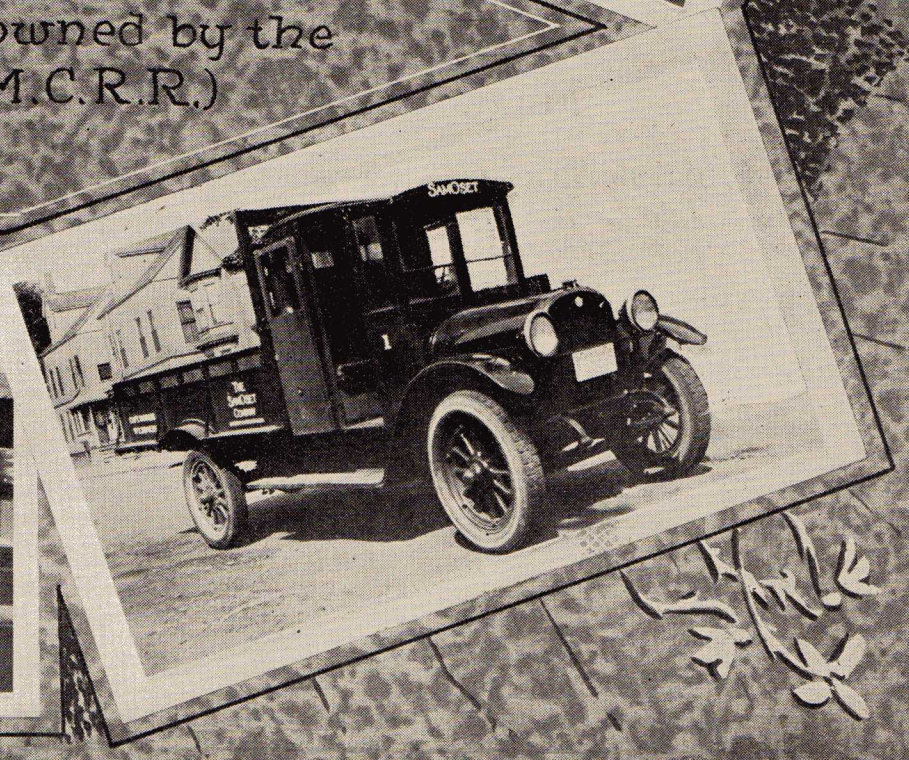
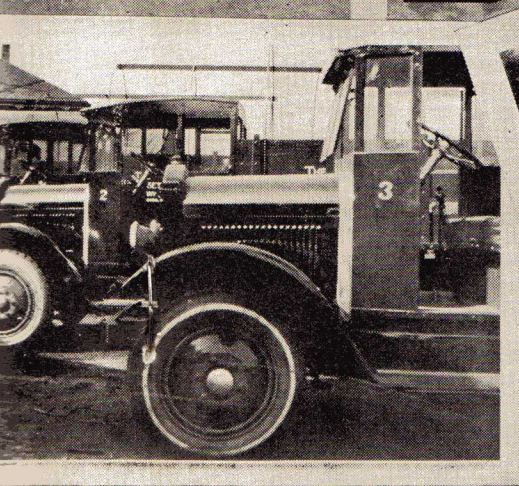


FLEET
OF FREIGHT
TRUCKS
OF THE





SAMOSET
COMPANY
(owned by the
M.C.R.R.)



Shippers' Board

(Continued from Page 15)

the commerce of the country depends to a large extent upon the quantity of purchasing power, methods of sale, storage capacity, and the use actually made of the equipment by those in this Eastern district where the density of population and consumption is the greatest. We can not divorce the prosperity of the railroads or the industry of one of these sections from those of another. Each must contribute its share in promoting efficiency in our distribution and transportation channels from the standpoint of adequate national service. There is, therefore, a direct community of interest between New England and the Western district, or Texas or Florida, and through the Regional Boards it should be our aim to relate the problems of your re-

ceiver with those of the producers in other sections, to determine if we can not take up the slack in the chain between the producer in this vast Western and Southern area and make it possible to give more transportation with fewer cars, by making constantly better use of what we now possess. This reacts directly to the benefit of both the shipper in the West and the receiver in Massachusetts."

Other speakers included Percy R. Todd, President of the Bangor & Aroostook Railroad, who discussed "The Advisory Boards from the Viewpoint of the Railway Executives;" M. J. Gormley, of Washington, D. C., Chairman of the Car Service Division of the American Railway Association who spoke on "The Relationship of the Advisory Boards to the work of the Car Service Division" and W. J. L. Banham of New York, General Chairman of the Atlantic States Advisory Board.

TEN COMMANDMENTS

- I Thou shalt learn to recognize railroad crossings and approach them with extreme care.
- II Thou shalt look both ways and listen for trains.
- III Thou shalt be doubly alert if there are two or more tracks.
- IV Thou shalt always use good judgment at railroad crossings that thy days may be long upon the land and the enjoyment of thy car continuous.
- V Thou shalt not kill the passengers within thy care.
- VI Thou shalt keep thy brakes girded with effective brake lining.
- VII Thou shalt not depend upon the driver of the car ahead.
- VIII Thou shalt, when in doubt, take the safe course always.
- IX Thou shalt not try to "beat the train."
- X Thou shalt Cross Crossings Cautiously.

Financial Report

\$155,106 Surplus After Charges In May

The statement of Maine Central operating results for the month of June—made public June 25 shows surplus after charges of \$155,106, as contrasted with a surplus of \$22,540 in June, 1924.

The surplus after charges from January 1st to June 30th, 1925 is \$544,600. In the corresponding period in 1924 the surplus was \$107,855.

President McDonald's statement in full, follows:

	June 1925	June 1924	Increase
Freight Revenue.....	\$1,111,283	\$1,099,138	\$12,145
Passenger Revenue.....	346,715	392,966	Dec. 46,251
Railway Operating Revenues.....	1,638,957	1,655,974	Dec. 17,017
Surplus after Charges.....	155,106	22,540	132,566

PERIOD FROM JANUARY 1ST TO JUNE 30TH—(Six Months).

	1925	1924	Increase
Railway Operating Revenues.....	\$10,039,544	\$10,310,838	Dec. 271,294
Surplus after Charges.....	544,600	107,885	436,715

MORRIS McDONALD, President.

MAINE CENTRAL FAMILY

RIGBY BROADCASTS

BY JOHN F. DUNN

This is Station R-I-G-B-Y broadcasting from the newly established broadcasting station on the ground floor of the Administration Building, Rigby Yard, South Portland (the only city in Maine without a railroad station).

Yes, here we are, one month late making our debut, but we will try to make amends for our delay by keeping our eyes open, our ears cocked and our typewriter working overtime in our endeavor to please those of whom we write and those who may perchance read us.

You undoubtedly have at some time or other, read, seen or heard about Rigby. If you have, you have opportuned to learn something about one of the most important points on our railroad system; if you have not, you have missed something worth knowing.

It is our intention to write a few lines now and then concerning some of the interesting persons and things in which Rigby abounds. The writer has been at Rigby nearly a year, but despite this fact, has not seen a great deal of this immense plant. In fact the smoke is generally so dense that one cannot see a great deal of Rigby at one time.

Speaking of smoke, Foreman Harry Walker has been trying very hard for the past month to obtain a specially prepared "Blow Down Hose," but as yet has not succeeded in getting it and we hope he won't, because we think that smoke blows down sufficiently without any special apparatus. If Harry would requisition for a "Blow Up Hose," we might buy him a good cigar.

In getting back to the subject, the writer feels that Rigby is such an important part of our road, it should gracefully take its proper place in our magazine. To ac-

complish this, some forethought and planning will be needed. Being appointed correspondent for Rigby, I desire to cover the ground as thoroughly as possible in the space allotted to us in the magazine. To this end I invite each and every one of the smoke-caters at Rigby to send to the correspondent, care of the General Foreman, any and all items of interest which may come to the attention of members of our family. Everything will be treated confidentially, put through the grist mill, and what remains will appear in the following issue of our magazine.

Vacation time is in full bloom at Rigby. Jawn McGary, first trick Engine Despatcher, started the ball rolling by laying off July 4th for a fortnight, and returned to work on the 18th under a brand new set of traces.

Lawrence Strout of the Despatcher's office, combined his vacation with his honeymoon, which was cut short by the death of his mother. He has now returned to work and we desire at this time to tender to him our deepest sympathy in his great loss.

Charlie Heal, clerk on the night-owl crew, has taken himself and "Little Eddie Jr.," to parts unknown for a complete rest.

Victor Dobooski of the laboring force, whose back was broken in a fall at the Coal Shed last December, returned to work on July 15th.

Roy Kane, the Oil King of Rigby, took a flying trip down "East," the middle of last month, to accompany his wife home. That sounds like a good excuse, Roy, but nevertheless we can draw our own conclusions.

Eddie Conley, the popular mechanic of Mr. Garrison's office, started July 24th on his annual

trip to Quebec, St. Anne and Montreal. He contemplates meeting Henry Fountaine of the same office in Montreal. These two gents say that they may go further west (?) but we doubt it.

Jack McWilliams, General Foreman of the night forces, left on July 16th with his wife and family, on a motor trip through the White Mountains. Jack took a camping outfit with him, and will stop wherever night overtakes him.

Leonard E. Malone, machinist on the 7 to 3 shift, recently bought a touring car, much to the surprise of his fellow-workmen, who believed a roadster was just what he required. On Sunday, July 19th, a son was born to Mr. and Mrs. Malone. Both mother and son are getting along nicely. Is this the reason "Mac" decided on a five-seater?

Mr. and Mrs. A. R. Fifield are being congratulated upon the birth of a daughter recently.

According to the Sunday Telegram of July 19th, Jimmy Nally, helper in the late trick boiler-maker crew, must have been in a nervous mood while waiting for the City Clerk at Portsmouth, N. H., to decide whether or not he would make the title, "Mr. and Mrs.," possible. What's the big idea in sneaking off like that, Jimmy?

SOUTH PORTLAND SHOPS

BY JOSEPH D. ROURKE

J. B. Anderson, carman, has been confined to his home for the past month, having received a broken toe while performing his duties.

David Avery, carman, has returned to work after spending three weeks in Canada, having been called there on account of sickness.

George H. Reilly, carman and shop steward, has been granted a three months' leave of absence.

F. T. Palmer, Assistant Foreman, has returned to work after spending a two weeks' vacation in Massachusetts.

J. V. Boyd, carman, has returned to his duties, having spent two weeks in Canada, visiting Montreal and St. Anne.

A. W. Munson has returned to work after spending two weeks in Chicago.

WOODLAND NEWS

BY R. H. JOHNSON

Philip Holmes, Agent at Woodland, was away on a ten days' vacation recently, spending a portion of his time in Baring, where the towns-people were celebrating the one-hundredth birthday of their town. Mr. Holmes reports having a good time, meeting old friends who were home for the first time in many years. R. H. Johnson, clerk and operator, relieved Mr. Holmes, and operator R. D. Costain, a new man, held down the telegraph job.

F. L. Tyler, former clerk here, acted as Chief of Police at Baring during the Centennial Celebration.

Trackman John Hall is spending his annual vacation in Boston.

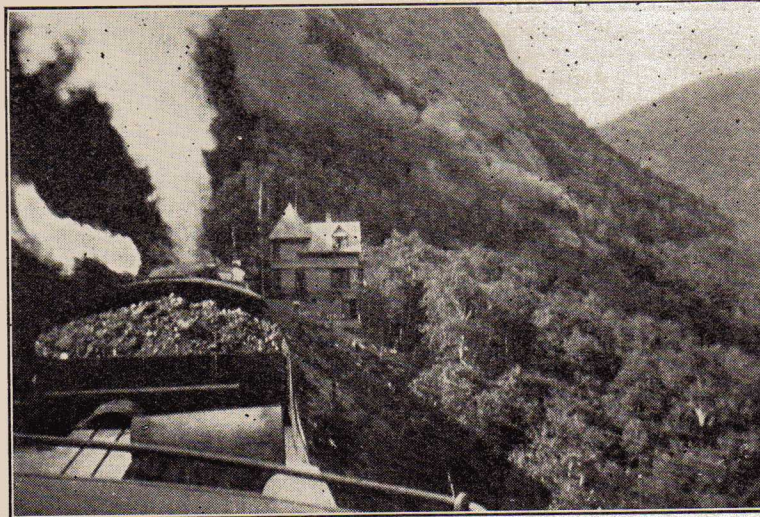
Mr. and Mrs. Harry Brann of Passadumkeag, and Mr. and Mrs. James F. Ryder, have been recent guests of Operator and Mrs. R. H. Johnson.

WATERVILLE NEWS

BY ARTHUR A. THOMPSON

Roadmaster Lloyd F. Brean of Rumford, spent the week of July 12th with Mrs. Brean and daughter, Beverly, who are summering at Mrs. Brean's parents' cottage at Northport.

Miss Fay Barker and Miss Beatrice Light of the Master Mechanic's Office at Waterville, were recent guests of Mr. and Mrs. Ramsdell at their cottage at Northport. The girls say that they certainly had their fill of clams and lobster.



UNUSUAL FREIGHT TRAIN PICTURE

The picture above was taken the latter part of June by Conductor J. L. Mayberry of Portland. It depicts a freight train going through Crawford Notch, passing Mount Willard, and shows the engines on either end of the train. The picture was taken from the top of the moving caboose.

Charles H. Gibson attended the meeting of the New England Railroad Veterans' Association in Boston on June 21st, as a delegate from the M. C. R. R., to make inquiries regarding the detail of the B. & M. and N. Y., N. H. & H. pension plan.

C. R. Plummer returned recently from Kansas City, where he attended the convention of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

J. H. Blaisdell of Waterville Shops, attended the races of the Boston Model Yacht Club in Boston, on July 10th and 11th.

J. Irving Foster of Waterville and Lydia A. Webber of Juneau, Alaska, were married Tuesday evening, July 14, at 8 o'clock at the Free Baptist Parsonage by Rev. Benjamin Beatty. Miss Webber was in the Government Service as nurse in Juneau for ten years, and during the war was Matron of a hospital at Mineola, L. I. Mr. Foster has been employed by the Maine Central for over twenty years, and at present is Foreman of Passenger Repairs. After a honeymoon of two weeks

at Messalonskee Lake, they will make their home at 201 College Avenue. The "boys" at the shops presented a large leather upholstered mahogany chair to the couple. Charles Gibson made a few remarks in presenting the gift, and Mr. Foster responded in a fitting manner.

Lee Ramsdell and Curtis Orchard, say that the "queens" at Revere Beach are dazzling.

On July 12th, a party consisting of Mr. and Mrs. L. L. Ward, Mr. and Mrs. Chris Carstenson, O. M. Whittier and Lars Anderson, motored to the home of Carroll Neally in Northport, where a shore dinner was enjoyed.

Perley Hanson and Ed Balsam, who fish at Moose Pond, catch nothing but big ones, as the pictures they carry will show.

Assistant Foreman Painter, James O'Neill, has his mare, Three Bells, entered in several races this season.

Engineer Murray Williams of the Boston and Albany, has been the guest of his brother, Foreman Ansley A. Williams of Waterville.

On June 21st, at the invitation of Car Inspector and Mrs. M. E. Fitzgerald, a large party of the Maine Central Family and friends motored to their camps at North Pond, one of the Belgrade Lakes. Upon arrival at the camps, which are called The White Rock Camps, the whole place was turned over to the guests. The forenoon passed very quickly, and when the dinner bell sounded, the guests gathered around three large tables. The bowls of perch chowder, with all kinds of other "eats," were tempting, and all ate their share. In the afternoon, different sports were enjoyed and at night a luncheon was served. The guests returned to their homes in the evening, voting Mr. and Mrs. Fitzgerald perfect hosts.

F. L. Roderick, who has been in the employ of the Maine Central at Waterville for the past twenty-one years, resigned recently to enter the service of the Lockwood Company. The Foreman and Clerks presented him with a silver pencil and a generous supply of cigars and tobacco. The Yard Crew of which he was Foreman, gave him a large leather upholstered oak rocker. When Frank first saw the crowd, he said, "Oh! boys, this is an awful place to put a fellow in," and then he gave us a good speech.

Joseph H. Hall, who was employed in the Blacksmith Shop, has been appointed Yard Foreman.

Foreman Painter, J. H. Bradburn, has returned from Jersey City where he was called by the illness and death of a brother.

The Horace Purinton Company, which is reconstructing the Waterville Freight Shop, has the work well under way.

Erecting Foreman J. T. Prince and wife have returned from Moncton, N. B., where they were called by the death of their brother, M. T. Hogan, who was Ticket Agent at Moncton for the Canadian National Railways for many years.

Foreman Car Inspector F. M. Elliot, is building a cottage at Messalonskee Lake.

Raymond J. Reny, who has been employed at Waterville Freight Office in various capacities since May 10, 1912, has been appointed Chief Clerk in that office, succeeding B. C. Kirkpatrick, who has been assigned to the Rumford Office.

Mr. and Mrs. Thurlow W. Severy have returned from a vacation spent in New York, Chicago and Detroit.

A. S. Ladd has returned from Detroit, where he went as a delegate to the Convention of the Brotherhood of Locomotive Firemen.

Annie Hancock of the Waterville Freight Office has been granted a two months leave of absence.

L. L. Hartley, who has been Claim Clerk, has bid off the Billing Clerk position. F. J. Nickols, who held the second trick in the Ticket Office, has bid the Claim Clerk position, and Harold Keniston has taken the Ticket Office position. H. T. Crock has bid off the position left vacant by Mr. Keniston.

Foreman Herman Proudman and family, are enjoying a vacation at Old Orchard.

Gas Welders King, Hilton and Traynor, recently passed the welding test with excellent percentages.

Assistant Yardmaster and Mrs. J. T. Trueman, are spending their vacation with their daughter in Syracuse, N. Y.

Engineman J. E. Butler of Waterville, is ill at his home on College Avenue.

F. W. Richardson, who has been Night Foreman at the Bangor Engine House, has been appointed Division Foreman at Waterville, vice J. T. Carriars, deceased. Fred needs no introduction to the Waterville boys and we all wish him success.

F. W. Piper of the Master Mechanic's Office, has purchased a "flivver." "Pipe" says, "It's easy to learn to drive when you have proper instructors," and then looks across the office out of the corner of his eye. It is reported that he drives very well with one hand.

EASTERN DIVISION

By J. L. RIGGIE

Willard E. Pierce, Car Distributor, Bangor, is the proud father of a son, Willard Jr., born July 4th.

George E. White, Time Clerk, Superintendent's Office, Bangor, recently passed around the smokes, and announced the arrival of a son, born July 5th.

C. H. Loftus, Clerk and Stenographer, Superintendent's Office, Bangor, celebrated the Fourth of July in Skowhegan. They say that "Hap" got wet.

Mrs. H. L. Annis, wife of Caretaker at Lincoln Center, who underwent an operation in a local hospital at Bangor, July 7th, is recovering very nicely.

C. V. Tracy, formerly Night Crossing Tender at Ellsworth, is filling in as Clerk and Operator at Mount Desert Ferry.

D. M. White, Spare Operator, is covering second trick at Cherryfield.

A. A. Babkirk, Agent, Bancroft, is enjoying his annual vacation. H. W. Caldwell is relieving him.

C. E. Reynolds, Train Dispatcher, Bangor, has gone to Chicago as representative of The Train Dispatchers' Association.

J. J. O'Connell is filling in as Telegrapher Car Distributor at Bangor, vice W. E. Pierce, who is covering position of Relief Dispatcher.

J. E. Gibbons, Freight Agent, Bangor, recently returned from his annual vacation.

Mrs. A. J. McCormick, wife of 2d Trick Chief Dispatcher, Bangor, who has been confined to the Eastern Maine General Hospital, returned home, July 3d.

R. E. Cunningham is relieving G. E. Cutler, Clerk and Operator, at Lincoln. Mr. Cutler has not been well for some time, and is taking a much needed rest.

J. W. McEwen and R. F. Martin, of the Superintendent's Office force

at Bangor, attended the big celebration at Bar Harbor, July 4th.

W. E. Kingston, Assistant Superintendent, Bangor, now commutes in his own—Covered Wagon—a new Essex coach.

The following clipping from the Brunswick Record was sent us by Mr. E. J. Hayes, Agent at Freeport, with a note that reads in part as follows: "We blushing admit to receiving many compliments relative to the station and grounds, and while the 'boss' usually gets the compliments as well as the knocks, it is only fair for me to state that the credit belongs to the sincere and interested cooperation of the station force, 2d trick Operator Coffin, 3d trick Operator Allen and Station helper LaFleur."

The clipping reads: "A very decided and worth-while change this spring and early summer in the yard and grounds adjoining the M. C. R. R. station at Freeport. All the old timber which littered the yards has been removed and in its place there are two neatly mowed lawns. Through the center of the one bordering the long platform west, several flowering shrubs such as hydrangea, Japanese quince, etc., with rose bushes between have been planted and are growing rapidly. In two years time there will be a bower of bloom on which the eye of the weary traveler may rest when entering this little station with its uniform sign of blue and white announcing it is Freeport. Many sister stations vie with it, for it is one of the objects of the order of Telegraphers and the Agents of the M. C. R. R. to make their surroundings beautiful and attractive, and we are informed by E. J. Hayes, station agent, to whom great praise is due for time and labor spent to make a spot of beauty, that there is much competition among the men of different stations, as to whose grounds will be the most attractive. A move in the right direction so much stressed by our Governor, Ralph O. Brewster, to keep clean and make beautiful waste places in our cities and towns, that tourists may be favorably impressed with each, and Maine as



A MEMORIAL TO THE BUILDERS OF A RAILROAD

Not far from the tracks of the Maine Central in Bretton Woods and familiar to many employees, stands the tablet pictured above, fastened to a huge boulder. The inscription, which is self-explanatory, reads:

IN MEMORIAM

SAMUEL JAMESON ANDERSON
1824—1905
PRESIDENT

AND

JOHN FARWELL ANDERSON
1823—1887
CHIEF ENGINEER

OF THE PORTLAND AND OGDENSBURG RAILROAD
THE ORGANIZATION AND CONSTRUCTION OF WHICH ARE DUE
TO THEIR UNTIRING ENERGY AND SKILL

JOHN ANDERSON
1853—1911
SON OF SAMUEL JAMESON ANDERSON
THROUGHOUT HIS LIFE A LOVER OF THESE MOUNTAINS
AND ACTIVE IN THE DEVELOPMENT OF THIS REGION
MEN OF FIRM INTEGRITY AND PURPOSE LOYAL TO THEIR
IDEALS AND FRIENDSHIPS

a whole. Where is there a better place for publicity than around railroad stations and yards? We give the grand honors to Mr. Hayes for what he is doing."

Miss Ruth Liberty of the Motive Power Department, General Offices, and a party of friends have recently returned from a two weeks motor trip to Montreal and Quebec,

stopping at several points of interest enroute. At Quebec the party stopped at Chateau Frontenac several days and at Montreal spent two or three days at the Windsor Hotel. They returned via Plattsburg, N. Y., North Adams and Lowell, Mass., passing over the Mohawk Trail. At Plattsburg the party visited Au Sable Chasm.

BANGOR MOTIVE POWER DEPARTMENTALS

BY C. H. LEARD

M. Christy, Boilermaker of Bangor Shops, and Mrs. Christy, have recently returned from Mrs. Christy's home in St. John, N. B., where they spent a very pleasant two weeks vacation.

Old friends were very glad to greet Frank L. Patten and family from Washington, D. C. Mr. Patten, for a number of years, was an engineman on the Eastern Division. He now has a very responsible position with the Government at Washington, and his son Walter has a lucrative position with the National Geographical Society, being in charge of one of their branches. Mr. and Mrs. Patten and son drove through from Washington in their car, and are visiting acquaintances in Bangor for two or three weeks.

H. Hutchings, W. M. Beek and Richard Moran, all Machinists at Bangor, attended the Annual Convention of the Loyal Orangeman's Institution held at Gardiner on July 11th.

A party of Motive Power Employees of Bangor, composed of W. T. Gonyer, Roy Daigle, Richard Moran and N. W. Nichols, recently returned from a very successful fishing trip at Sebobeis Lake. According to their report, there are only about a dozen fish left in the lake, they having caught the rest and brought them to Bangor. Speaking of fishing—it isn't every day that fishing is brought right to one's door, but that is what actually happened at Bangor Engine House quite recently. When B. & A. Engine 55 arrived there it was soon noised around that the water tank was full of small trout. How they got there is a mystery, but anyway the fishing was good while the engine remained in Bangor.

D. V. O'Leary, employed at the Bangor Engine House, sustained very painful injuries when returning home from his work on the night of June 20th. He was run down by an automobile which was

going at a high rate of speed, while he was crossing Main Street, the car passing over both of Mr. O'Leary's limbs and dragging him for 30 or 40 feet. Luckily for Mr. O'Leary there were no bones broken, but he was so badly bruised and lacerated, that he was unable to resume his duties for nearly four weeks.

Enginemen R. E. Penney, C. W. Kingsbury, W. H. Maney and H. H. Hammond, have recently returned from Montreal, where they were in attendance at the Annual Convention of the Brotherhood of Locomotive Enginemen. They report having had a magnificent time and being sumptuously entertained. Perhaps one of the most enjoyable parts of the entire trip was a sail around the bay and down the St. Lawrence River, which was furnished as part of the entertainment by the Canadian Brotherhoods. They also visited Quebec, St. Anne de Beauport, Montmorency Falls. Messrs. Maney and Hammond returned by way of the White Mountains, while Messrs. Penney and Kingsbury, who were accompanied by their wives, returned by way of Lake Champlain, Troy and Albany. While in Quebec, Mr. and Mrs. Penney and Mr. and Mrs. Kingsbury were delightfully entertained by Mr. J. M. Kerr and family. Mr. Kerr is Master Mechanic of the Canadian National Railway in that City.

HE OUT-"IKES" WALTON

BY J. E. WINSLOW

A new piscatorial stunt was recently performed by J. F. Collins, Roadmaster at Lancaster. Most fishing enthusiasts are particular about their tackle—their rods must be of the right kind, and their bait is selected with care. But "Ted" uses an ordinary shovel, with lime for bait—and best of all, he gets the fish. The story is that when the pond which supplies water for engines at Lime Ridge was recently drained, Ted took a shovel and scooped up several fine trout which were flopping around in the shallow water. Then he proudly exhibited his "catch" to an envious crowd of unsuccessful anglers at Lancaster.

Congratulations etc., are being extended to J. Ernest Fournier, Boilermaker at Bangor Engine House, on the birth of a son, Joseph Robert Fournier, July 25th. Joseph Robert weighed 11 lbs. on arrival and is the tenth child living, Mr. Fournier now having 5 boys and 5 girls, all of which are exceptionally smart children. Two or three of the younger girls are already showing quite an aptitude toward art.

C. H. Mayo, A. R. A. Clerk in G. C. Hewey's office, commenced his annual vacation of two weeks, July 18th. Mr. Mayo plans to occupy a cottage at Bayside with his family.

Miss June Upton, Clerk, M. P. Dep't at Northern Maine Junction, is at present enjoying his annual vacation.

One of the chief occupations of the youngsters of Bangor is to go swimming off the railroad bridge and dive for change thrown in by passers-by, and it is very seldom they come up without the coin, one boy making nearly \$3.00 in one day in this manner.

Quite a few members of the General Office force went to Peaks Island, July 24th, on a picnic. It is almost needless to say that everybody had a good time. Those who went were: James Pride, Robert Innes, Elton Twaddle, Clayton Atkins, Vincent Whitten, Earl Woodbury, Henry Coburn, Pearl Bennett, Georgietta Staples, Dorothy Sawyer, Viola Nickerson, Marjorie Munson, Rose Langlais, Nora Desrochers.

Mr. and Mrs. M. F. Rhoades are being congratulated on the birth of a son.

MCGUIRE-HUTCHINSON WEDDING

John Wilfred McGuire and Miss Frances E. Hutchinson were married Saturday morning, July 4th, in St. Mary's Catholic church, Rev. M. A. Clary, P. R., officiating with a nuptial mass.

The couple were attended by Miss Kathleen B. McGuire, a sister of the bride, and Willard E. Pierce.

The bride was becomingly gowned in blue, trimmed with pearl, wearing a gray hat and white shoes and stockings. The

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The couple were attended by Miss Kathleen B. McGuire, a sister of the bride, and Willard E. Pierce.

The bride was becomingly gowned in blue, trimmed with pearl, wearing a gray hat and white shoes and stockings. The

bridesmaid wore a yellow chiffon gown and black picture hat.

Following the ceremony, a wedding breakfast was served, at the home of the bride's parents, Mr. and Mrs. J. C. Hutchinson on Center Street, to the immediate families. Miss Josephine Smallwood catered.

The groom is the son of Mr. and Mrs. D. J. McGuire of South Street. He is a graduate of Bangor High School and was employed in the local offices of the Maine Central Railroad for five years. Of late he has been employed as an inspector for the Burrows Company in Dorchester, Mass.

Miss McGuire is likewise a graduate of Bangor High School, and a former member of the office force of the Maine Central Railroad Company, at the Bangor Branch.

Mr. and Mrs. McGuire have many friends in Bangor and other parts, who will join in extending best wishes. They will reside in Dorchester, Mass.

—From a Bangor Paper.

OLD TOWN TOPICS

By V. A. CUNNINGHAM

Checker Elden Dolan of the Old Town Freight Office Force, with a friend in a new Chrysler, nearly passed a cut-down Ford racer, containing three ladies, near Lagrange tonight.

After the battle, the Ford limped into its corner on three legs, nursing many cuts and bruises.

The lady owner viewed the remains and sobbed bitterly. "Look at my poor Henry," she wailed. "I just bought it Monday,—where is he, let me at him!"

"There, there, lady," consoled Dolan, "I didn't know you loved him so; look at the broadside my new fifteen hundred dollar Chrysler got, she is peeled down closer on the left side there, than Miss Old Orchard in the bathing beauty parade," and letting a note of joy creep into his voice, he added, "Look, there is air in a couple of those tires yet; let's salvage them and then with my next week's pay we can build you a new hot-dog can."

And such was the force of his personality, that the evening was successfully terminated, for all

concerned, at the dance at Bradford.

Elden L. Dolan, formerly of the Dolan Transfer Company at Old Town, has filled the vacancy of Freight Checker at Old Town station, occasioned by the death of John Hogan.

A. L. Applebee and Harry E. Tourtillotte are getting much enjoyment week-ends at their cottage on Saponac Lake, near Burlington. They are making record catches of Pickerel, Perch and Bass. Last Sunday, while attempting to land an exceptionally large Pickerel, their canoe was overturned, and a number of fish and some equipment was lost.

Car Inspector, J. J. Barnett and wife spent the week end of July 18th with their daughter, Mrs. Frank Wood, at Cranberry Isle.

The advance agent for the Walter L. Main Shows, was in this office today, and made arrangements to play Old Town on August 17th. They will be delivered by the Bangor and Aroostook Railroad, from Millinocket. This show left a very favorable impression with us last year, and was favorably commented upon by our local newspapers. The Train-Master last year, remarked that the Maine Central was one of the few railroads which had received a letter of appreciation, for courteous and efficient service, from the President of the Walter L. Main Shows.

McCourtney's paint crew have arrived, and soon everything at Old Town will shine like new.

Several days ago, an Indian family left for their season's activities at a Maine summer resort, and shortly after the train's departure, their dog arrived at the station, having swam the Penobscot River from the reservation. Later a member of the family came from the reservation and took the dog home, but within a few hours, the dog was back at the station, watching the trains for the return of his master, and no inducement can coax him away.

At present, various employes are sharing their meals with him, and

he lies quietly in a corner, patiently awaiting the return of the train that carried his master away.

Cyrus G. Messer, Baggage Master at Old Town, spent the past week-end at Chemo Pond with his family, and reported the fishing good.

V. A. Cunningham, Cashier at Old Town, and two sons spent the past week-end at his farm in Greenfield, and reports the deer are badly damaging his apple trees.

A. L. Dennis and family made a pleasant trip by auto to Seal Harbor, last Sunday, where he reports they are doing a rushing business, with hotels turning patrons away.

334 went through with two engines and 85 cars on the 21st. We think this is making history on the Eastern Division—let the good work go on.

TAYLOR-LANDRY WEDDING

William Taylor, Sectionman at Old Town, was married Monday morning, July 27th, to Miss Evon Landry at St. Joseph's Catholic Church, Fr. Gauthier officiating. Both of these young people are residents of Old Town. Miss Landry is a graduate of Old Town High School, of the class of 1924, and since graduation has been employed as clerk in the store of John Levasseur, on Treat and Webster Island.

They will spend their honeymoon in Lewiston, and later reside in Old Town.

Reported by V. A. CUNNINGHAM.

MOUNTAIN DIVISION ITEMS

By J. E. WINSLOW

J. S. Powers and J. F. Carney, Trainmen, Lancaster, with their wives made an auto trip to Quebec, St. Anne and Montreal. They report a fine trip.

A. Y. Baird, Foreman Carpenter, passed two weeks vacation with his brother and other relatives in Ottawa and Montreal.

C. F. Burnell, former Agent West Baldwin, spent a few days at Kineo, and reports catching a lake trout out of Moosehead Lake,

which weighed 15 pounds, and was 31 inches long.

James Asnault, former Superintendent, with Mrs. Asnault, visited their son Raymond in Boston, and secured a rent which they intend to occupy in September. Mr. Asnault is somewhat improved in health this summer and is able to enjoy himself with the boys.

The following item was clipped from the Lancaster Democrat:

RESCUED DROWNING MAN

There are many in Lancaster who think that Henry White, fireman on the Maine Central Railroad, is entitled to a Carnegie Medal. Recently while in the cab of the train running between St. Johnsburry and Lancaster, he discovered a man on the railroad bridge over the St. Johns River at Whitefield. The man suddenly dropped into the water. The train was stopped and an effort made to locate the man who was soon found in the water near the bridge.

Mr. White took a hook from the engine but could not reach the man from the top of the bridge, so the fireman climbed down one of the girders and at that time the man was under water and sinking. He was able, however, to grasp hold of the hook and held on for a time, but finally lost consciousness and released his hold on the hook.

Mr. White grappled, caught hold of the man by his coat and held him out of the water until Engineer Joseph Marchant arrived with another hook. The man was finally taken out of the water with the assistance of a man named Powers. The man was Henry Forester.

F. J. Runey, Superintendent of the Portland Division, has purchased a new Studebaker special duplex phaeton auto which he keeps at his home in Lancaster.

Mrs. Samuel Tyack, youngest daughter of W. A. Wheeler, Superintendent, is visiting him.

Frank Washburn, Engineman, Lancaster, is still fishing the Isreal River near Lancaster. One afternoon recently he caught three rainbow trout which weighed five pounds.

W. M. Rich, Agent, North Concord, is enjoying a week's vacation.

Some unknown party or parties broke into the station at East Concord, the night of July 22d, ransacked the office and stole a few tickets. As this is written, they have not been captured.

J. S. Sullivan, Conductor on the Bartlett local, was absent a few days. P. B. Moore relieved him.

T. A. Lambert, Trainman, is still in the hospital at Sherbrooke. His friends hope to see him out soon.

Mrs. Nina Fiske, Clerk, Lancaster, spent a few days in Boston, recently.

PORTLAND TERMINAL TOPICS

BY MISS A. Z. DONAHUE

Mr. Nicholas M. Foley, Foreman of Laborers, Portland Terminal Co., and Mrs. Foley, are receiving congratulations on the arrival July 18th, of a daughter.

Mrs. Bessie W. Desmond of the Portland Freight Office, is spending a few days in New York City and Philadelphia.

Miss Katherine F. Driscoll of the Portland Freight Office, is on a leave of absence.

Friends were grieved to learn of the death of former Freight Conductor, John Scribner, which occurred recently in California.

H. A. Melaugh, Freight Agent, Portland Freight Office, has returned to his duties after spending a very enjoyable vacation.

Bartley J. Riley, who has been on a leave of absence, has returned to his duties at the Portland Freight House.

W. H. Fagan of Freight Agent's Office, and C. L. Wiggin of the Interchange and Per Diem Office, attended the Knights Templar Conclave at Bangor, June 24th, and report a fine time.

Louis P. Foley, Waybill and Revision Clerk, Portland Terminal Freight Office, has bid summer position at Union Station.

CARD OF THANKS

I want to thank the brother employees, also our Roadmaster, C. H. Higgins, for the donation received from them.

J. L. HARMON
Sebago Lake, Maine.

Annual Outing

The Portland Railway and Steamship Traffic Association held their annual outing on July 13th at the Moulton House, Dunstan.

After arriving at the Moulton House, ball teams were organized by H. P. Horne, T. F. A., Wabash Railway, and W. E. Barrows, T. F. A., Reading Company. After seven innings the scores were counted up and it was found that Captain Horne's team had won by the score of 20 to 15.

Next a pipe race was run off in four heats, the final being won by H. H. Clatur, T. F. A., of the Reading Company.

In the ball batting contest, T. F. A. Horne of the Wabash succeeded in getting the greatest distance.

In the ball tossing contest, P. E. Quimby, T. P. A. of the Seaboard Airline proved the most accurate.

In the ball throwing contest, G. A. Shaw of the Maine Central was the most successful contestant.

The golf ball contest was won by C. B. Hoxic, G. A. of the Wabash Railway, doubtless on account of his skill at the game.

At 6:30 the famous Moulton House shore dinner was served, and during the dinner the prizes were awarded, and the annual election of officers was held. The following officers were elected for the ensuing year:

President, J. J. Doane, Asst. to G. P. A., Maine Central Railroad.

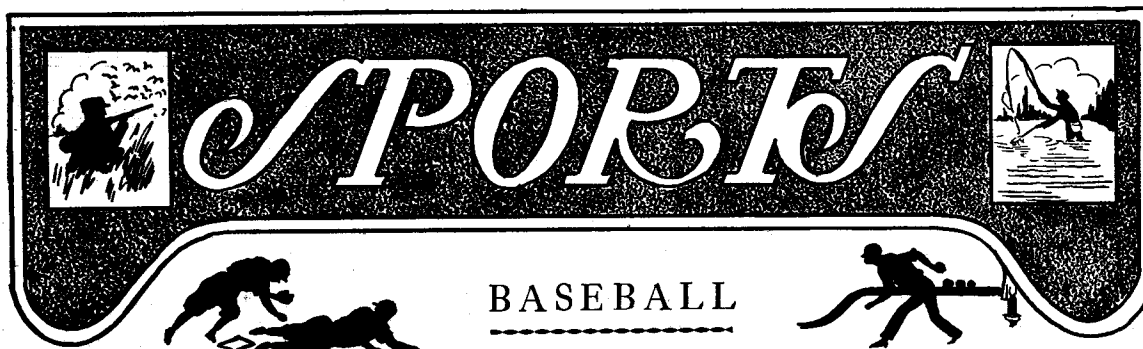
Vice-President, G. J. Browne, T. F. A., New York, New Haven and Hartford Railroad.

Secretary and Treasurer, G. H. Thompson, Maine Central Railroad.

Executive Committee:—S. E. Beane, Ticket Office, Union Station; W. E. Barrows, T. F. A., Reading Company; S. T. Morley, T. F. A., Penna. Railroad; I. W. McCaughey, C. A., Erie Railroad; P. J. Mullaney, A. G. F. and P. A., Boston and Maine Railroad.

A SLOGAN

A butcher in a certain town had read considerable about the "Milk from Contented Cows," and wanting to keep up with the times, he placed this sign in his windows: "Sausage from Pigs that Died Happy."—*I. C. Magazine.*



BASEBALL

Bangor Motive Power Ball Team

BY C. H. LEARD

As mentioned in the July Number of the magazine, the Maine Central Baseball Team pictured on next page, journeyed to Derby on July 11th. They were defeated by the Bangor and Aroostook aggregation in a hard-fought battle by the score of 6 to 5 in favor of the Derby team. Although our boys were beaten, they all enjoyed themselves and report that they were royally entertained by the employees of the Bangor and Aroostook. It was the occasion of a local field day for the Bangor and Aroostook Employees and the time was occupied by band concerts, dancing, water sports and the ball game in which the Maine Central Team participated. In the evening, Governor Brewster delivered a very able address from the bandstand. The Bangor and Aroostook delegated three foremen to escort the members of our team through their shops and plant while there. Our boys cannot speak too highly of the cordial treatment and entertainment they received while on the trip.

A Twilight League has been formed in Bangor of teams in the towns surrounding the place. Our team is a member of this league. Last night our boys played the Northern Maine Junction Team and beat them in a very one-sided contest, to the tune of 14 to 2. The principal feature of the game was King's pitching.

Last month, the name of J. C. Cayford was omitted in error from the line-up.

Rigby Motive Power Get Underway

BY J. F. DUNN

We read with great interest the splendid account of the very successful program of sport the Yard A. A. has put over thus far this season, and we take this opportunity to congratulate them. By the way, have you heard of the Motive Power Club? Well, we toot a pretty shrewd gang of ball tossers ourselves, and we have been roaming around the various diamonds with more or less success but without a great deal of boasting.

Since the last issue of the magazine, we have had four scheduled contests in the Terminal League, and this is the way she goes. On the night of July 2d, we trembled as we romped onto the diamond occupied by the immense peacock of the Yard A. A. As she spread her wings and plumage, we shuddered and lo! as our smouldering campfire burst into flames and ascended high into the air, the poor peacock became choked with our smoke, and dropping, singed its beautiful feathers as she took the count of nine to seven.

Hearing of this great disaster to the Yard A. A., and not knowing what might befall them, the boys at the Station arranged with some friends to use Richardson's Field on the evening set for our encounter, and thus somebody was spared a loss. On the 16th, we grappled with the rugged Freight Handlers with all their latest decorations, and after going along for seven innings, our friend, "His Umps" Mr. Carpenter, called the game on account of darkness with the score one and one.

Monday night, July 20, saw the Power boys swapping punches with the fast aggregation carrying the Fidelity Trust banner. After the bout had lasted seven rounds, it was found that the railroaders had pushed over five more punches than the money-grabbers, with the verdict of six to one.

Fired with the enthusiasm of this victory, our spirits were at a high pitch for the gloaming of July 23, which night we were booked to meet the Yard A. A. in our second encounter. Onto the field we marched with that feeling that Milliken-Tomlinson puts on their labels and the war was on. Frankie Woodbury was on the mound for our club and was opposed by Joe Flaherty. Coach Fred Emery left his pitch pipe at home, so our band was a bit out of tune. We feel we had the best club of the two, but "Old Dame Fate" thought otherwise, and the cards stacked against us, and—well, you know the rest. The above is not meant for an apology, as we offer none. It's one and one now, Messrs. Yardmen, so don't feel too cocky, because the next time we meet it is going to be an unlucky day for one of us, as we meet on August the 13th.

In closing, allow us to express our appreciation for the fine sportsmanship exhibited by our boys thus far this season. We fully realize the sacrifices made by each and every player on the club, for which we want to thank you, whether they are large or small. Remember, boys, that it takes more than nine men to make a successful ball team, but that only nine men can play at one time. Thus if you participate in the game at all, whether it be for the whole game or a small part, you are doing your bit to bring about the success we desire.



BANGOR MOTIVE POWER DEPARTMENT TEAM

Left to Right—Front Row—Roach, Randall, Violette, Shepherd, King, Aughterton, Cahill.
 Back Row—Drew, Rice, Babcock (Manager); W. L. Blethen, J. L. Blethen, Taylor, Banks (Captain);
 McNamara.

Terminal League Results

July 2—Rigby 9; Yard A. A. 7.

Batteries—Rigby—Norton and Dunningham; Yard—West, J. Flaherty and McNealus.

July 14:—Union Station 3—Yard A. A. 1.

Batteries—Union Station—Taylor and Cummings; Yard—Kilmartin and Connolly.

July 16—Rigby 1—Freight House 1.

Batteries—Rigby—Finn and Dunningham; Freight House—Foley and Kane.

(Game called on account of darkness).

July 23—Yard A. A. 6—Rigby 4.

Batteries—Yard—J. Flaherty and McNealus; Rigby—Woodbury and Dunningham.

July 28—Yard A. A. 4—Freight House 1.

Batteries—Yard—Kilmartin and Connolly; Freight House—Foley and Kane.

League Standing

	Won	Lost
Union Station	3	1

Yard A. A.	4	2
Rigby	1	2
Freight House	0	3

N. E. O. P. Team Beats Yard

On July 24th, the team from the New England Order of Protection, defeated the Yard A. A. 1 to 0 in a close, exciting game. The batteries for the N. E. O. P. were Taylor and Deriden; for the Yard, Kilmartin and Connolly.

OBITUARY

LOUIS VIGUE

Louis Vigue died from a complication of diseases at the Sisters Hospital on June 20, 1925. "Brawm," as he was called, was born on Oct. 13, 1871, and entered the employ of the Maine Central Railroad in 1885. He served as Brakeman on the switchers in Waterville Yard and became a Yard Conductor which position he held for a good many years. In Feb. 1915, on account of poor health, he asked to be set back to brakeman which request was granted and on Jan. 1, 1922 he was pensioned. A widow and daughter survive.

—Reported by A. A. THOMPSON.

JOSEPH R. CLARK

Joseph R. Clark, who held the longest service record at Waterville Shops, having worked there for thirty-seven full years, passed away on June 3, 1925.

Mr. Clark worked up to within a few days of his death. He was born in South China, Maine on July 13, 1852, and attended the country schools, finishing his education at Oak Grove Seminary in Vassalboro. He then taught school for a number of years, giving it up to work at the carpenter's trade, but he never ceased his endeavors to improve himself by reading and studying.

"Joe," as he was called by his shop-mates, possessed a wonderful memory and his council and decision were often sought. A feature of his service record is that in all the thirty-seven years service, he was not away from his work more than two weeks.

CHEERFUL WORKERS ARE USUALLY BEST

By B. C. FORBES

Employers usually have reason to complain most about those workers who complain most. Workers who have the right attitude towards their job, who are animated by enthusiasm, who are

He is survived by a widow, a son, two daughters and four grandchildren. The funeral was held on June 5th, at the home of his son, Assistant Foreman R. H. Clark, No. 8 Abbott Street. The bearers, with him in his work, were:

M. F. RHOADES

E. C. BICKFORD

I. J. FOSTER

D. L. DELANO.

—Reported by A. A. THOMPSON.

ALONZO WIGGIN SAWYER

Alonzo Wiggin Sawyer died on July 26th, after a long illness. "Bud," as he was popularly known, entered the Maine Central service as a messenger during his school vacation period in the summer of 1916. On May 23, 1917, he went to work in the Engineering Department, where he worked up to the position of Tracer. He had been on a leave of absence since January 10, 1924.

The funeral was held from the Undertaking Rooms of Hay and Peabody. Masonic Burial Services were conducted by Ancient Landmark Lodge, No. 17, and the pall bearers were from Hadattah Lodge of Odd Fellows. Rev. W. E. Jacobs of the First Baptist Church, also conducted part of the service. The Pall Bearers were: Carl Brims, Herbert Harris, Ernest Elgee and Leroy Leonard, all from the General Offices. There were many beautiful floral pieces. Interment was made in Evergreen Cemetery.

"Bud" was loved by all who knew him, and the Maine Central Family extend their heart-felt sympathy to his family.

determined to do their very best, are so interested in striving to achieve that they have neither time nor inclination to whine.

A little extra work means nothing to the employee who is eager to render the greatest possible amount of service, whereas a little extra work is regarded as a

terrible nuisance by the employee who wants to do the least possible amount of work. Promotion awaits the employee who radiates cheerfulness, not the employee who spreads gloom and dissatisfaction. Every employer desires to have his organization function smoothly and harmoniously. It cannot function smoothly and harmoniously if executives and others are perpetually grouchy. A grouchy boss incites grouchiness among his subordinates. Doctors tell us that cheerfulness is an invaluable aid to health. Cheerfulness is also an invaluable aid to promotion.

QUITTERS

If thar's somethin' worth a gunnin' fer,

Get on the job right strong;

Put on yer scrappin' outfit an'

Jest sail in straight along.

Don't ever you let up a mite

Afore you win your plan;

For the quitters are the critters

That are scorned by God an' man.

Though the sleddin' may be heavy
you

Keep pluggin' all the way;

Never let the dark clouds skeer you,

An' you'll find a brighter day.

When you feel like one tailender,

Don't you yield the briefest span,

For the quitters are the cattle—

They're disowned by God an' man.

Should some troubles big as moun-
tains

Try to block you on your way,

Grit your teeth and go plumb to it,

Nor let your will go astray.

Even cowards worship courage,

An' adore the men who can;

While the quitters are the fellers

Hated by both God an' man.

Here's a gospel worth the learnin'

By each pal that's worth the
while;

When there's trouble crowdin'
'round you

Meet it with a fearless smile.

For the heart that knows no danger

Every kind of ill will ban;

While the quitters are the rubbish

That are spurned by God an' man.

—H. Macpherson.

:: NOW I'LL TELL ONE ::

SELF-REVELATION

"John, dear, I am to be in an amateur theatrical. What would folks say if I were to wear tights?"

"They would probably say that I married you for your money."

STRICTLY SEDATE

"Is my wife forward?" asked the passenger on the limited.

"She wasn't so to me, sir," replied the polite conductor.—*I. C. Magazine.*

"Rastus, I am sorry to hear that you've buried your wife."

"Yassuh, boss, ah jus' had to—she was dead."—*I. C. Magazine.*

RIGHT

Teacher: "Rufus Rastus, what animal is most noted for its fur?"

Rufus Rastus: "It am de skunk. The more fur you is from it, the safer you is!"—*Selected.*

PROBABLY

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

"Who's the main squeeze around here?"

"Well," said the good looking stenog, "they'd all take me for it if I'd let 'em."—*Exchange.*

"Thankful! What have I to be thankful for? I can't pay my bills."

"Then, man alive, be thankful you are not one of your creditors."—*Exchange.*

WHEN YOU TAKE CHILDREN ALONG

"What was the name of the last station we stopped at, mother?"

"I don't know. Be quiet. I'm working out a cross-word puzzle."

"It's a pity you don't know the name, mother, because little Oscar got out of the train there!"—*Kasper (Stockholm).*

What makes you think Ernest don't know anything about sport?

Well, he told me he knew Babe Ruth when she was a chorus girl.

HIAWATHA AMONG THE ADS

By Spencer C. Clark

By the shores of Cuticura,
By the sparkling Pluto water,
Lived the Prophylactic chiclet,
Danderine, fair Buick's daughter.
She was loved by Instant Postum,
Son of Sunkist and Victrola,
Heir apparent of the Mazda,
Of the tribe of Coca-Cola.

Thru the Tanlac strolled the lovers,
Thru the Shredded Wheat they
wandered,

"Lovely little Wrigley Chiclet,"
Were the words of Instant Postum;
"No Pyrene can quench the fire,
Nor Aspirin still the heartache,
Oh, my Prestolite desire,
Let us marry—little Djer Kiss!"

OH, SNEEZE!

A yard of silk, a yard of lace;
A wisp of tulle to give it grace;
A flower placed where flowers go;
The skirt knee-high, the back waist
low;

One shoulder strap, no sign of
sleeve,

If she should cough, Good Morning
Eve!

—*The Horne Pipe.*

NO WITNESS

The case concerned a will, and Tom Smith was witness.

"Was the deceased in the habit of talking to himself when he was alone?" asked the lawyer.

"I don't know," replied Tom.

"Come, come, Smith," said the lawyer, impatiently, "you don't know, and yet you pretend that you were intimately acquainted with him?"

"Well, sir," said Smith dryly, "I never happened to be with him when he was alone."—*Literary Digest.*

"What brand's the butt?" said Bill to his friend with the end of a cigar in his mouth.

"That's a baseball special."

"Gwan, there ain't no such rope."

"Sure there is. It was a ground-er and I picked it up."—*Okeh.*

THIS WORKS ONLY ONCE

A Hebrew storekeeper, much to the surprise of his brethren, suddenly decorated his windows with a gorgeous new blind. It was the admiration and envy of all his neighbors.

"Nice blind of yours, Isaac," remarked one of them.

"Yes, Aaron."

"What did it cost you?"

"It didn't cost me nothing. My customers paid for it."

"What! Your customers paid for it?"

"Sure, I put a leedle box on my counter, 'For the Blind,' and they put in the money."—*Exchange.*

A MARKED ERROR

Gino—Where'd you get that black eye, old top?

Raymond—That's a birth-mark. Gino—Oh, I say now!

Raymond—That's right. I tried to get into the wrong berth.—*Exchange.*



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Both faithfully and well did Muggins perform her duties and became a great favorite with all the boys. When Yard No. 5's office was closed, she was taken across the street to the P. and O. (Yard No. 8) where she spent her last days; always on the job and always on time to get her share when the boys were having lunch.

After her long service in the Yard, Muggins, who had always been careful, forgot her usual cautiousness and took a chance. As is usually the case this once proved to be too often, and the next morning Muggins was buried. She went under a string of box cars instead of walking around them.

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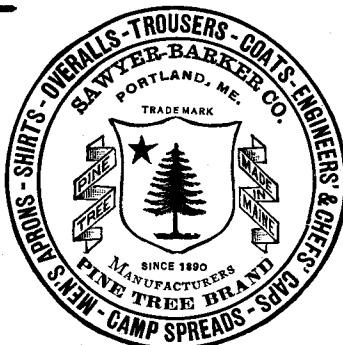
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