

# MAINE CENTRAL EMPLOYEES MAGAZINE



## *In This Issue:*

SamOset Motor Coach Service

Something New in Accident Production

B. of L. E. Honorary Badge for Two M. C. Men

Rough Handling

*No. 3 of a Series by M. C. Manning*

Save-to-Travel Clubs

*By Milton W. Harrison*

Editorials, Family News and Things of Interest

**SEPTEMBER, 1925**

EVERYTHING TO PAINT AND VARNISH WITH

-a Paint store  
*Exclusively*



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

**That Property of Yours**

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

**John C. Paige & Co.**

**INSURANCE**

of every description

40 Broad St., BOSTON

115 BROADWAY, NEW YORK

**It is** \_\_\_\_\_  
**We are proud to say:**

No longer necessary to go outside of Maine to get the best there is in wood-work of architectural or decorative nature.

Everything in MILL-WORK from special office equipment and furniture to the finest WOOD-WORK accomplishments for the home.

**SMITH & RUMERY CO.**

Architectural Wood Workers  
PORTLAND, MAINE

**YOUR JOB**  
big or little

We give the  
advice and  
services of

ARTIST  
ENGRAVER  
LAYOUT MAN  
COPY WRITER

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

**Lewiston Journal  
Printshop**



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

Our Service Includes

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

and several styles of attractive

**"HOME BANKS"**

**PORTLAND, MAINE**

## SUIT OR O'COAT

# \$23.50

MADE TO MEASURE

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

Advance Showing of Fall and Winter Samples.

### Our Salesmen Cover the State

If you cannot come in drop a card or

TEL. FOREST 9625

## A. NASH CO.

2 BROWN STREET, COR. FREE

**Portland, Maine**

## ALL ALONG THE LINE

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

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

### MERRILL TRUST COMPANY

Dexter-Bucksport-Machias-Jonesport  
**BANGOR, MAINE**

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**Total Resources Over \$14,000,000.00**

## The Ticonic National Bank

### Offers

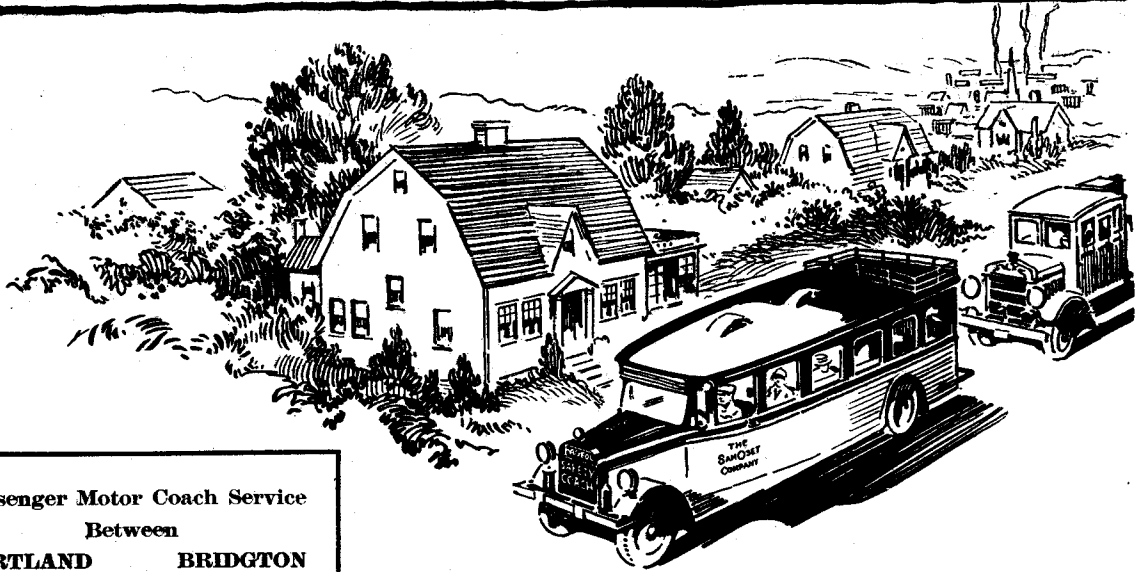
A complete banking service  
conducted under the direct  
supervision of the UNITED  
STATES GOVERNMENT

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*110 Years Continuous Business*

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**WATERVILLE, ME.**



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)**  
Effective Monday, September 14, 1925.

Leave	P.M.	P.M.	Leave	A.M.	P.M.
Portland, (¶Union Station)	*12.45	*4.00	Harrison,	9.00	3.30
Prides Corner, *	1.00	*4.15	North Bridgton,	9.10	3.40
Highland Lake, *	1.10	*4.25	Bridgton,	9.20	3.50
Fosters Corner, *	1.30	*4.45	Naples, †	9.40	†4.10
North Windham, *	1.40	*4.55	South Casco, †	10.00	†4.30
Raymond, *	2.00	*5.15	Raymond, †	10.10	†4.40
South Casco, *	2.10	*5.25	North Windham, †	10.30	†5.00
Naples, *	2.30	*5.45	Fosters Corner, †	10.40	†5.10
Bridgton,	2.50	6.05	Highland Lake, †	11.00	†5.30
North Bridgton,	3.00	6.15	Prides Corner, †	11.10	†5.40
Harrison, Arr.	3.10	6:25	Portland, Ar. (Union Station)	11.25	†5.55

\* 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.



*Patronize Reliable  
Transportation  
Lines*

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# 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.

VOLUME II

SEPTEMBER, 1925

NO. 9

## MAGAZINE CORRESPONDENTS

### Portland Terminal

Miss A. Z. Donahue	Freight Office	John F. Dunn	Rigby
C. D. Atherton	" "	Herbert Jackson	Thompson's Point
Joseph D. Rourke	South Portland	John A. Webber	Superintendent's Office

### Eastern Division

J. L. Riggie	Superintendent's Office	V. A. Cunningham	Old Town
C. H. Leard	Bangor Motive Power Dept.	R. H. Johnson	Woodland
C. A. Jefferds	Bangor Car Department	E. F. McLain	Calais

### Portland Division

E. W. Tibbetts	Brunswick	A. F. Smith	Lewiston
E. E. Walker	Augusta	R. C. Brown	Lewiston
A. A. Thompson	Waterville	S. O. Swett	Rumford

### General Offices

A. W. Sawyer	Motive Power Dept.
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## IMPORTANT TO CORRESPONDENTS

Items, articles or pictures for the October number must be submitted on or before September 20. This is the "dead-line" date for every month. This does not mean that Correspondents should wait until the last minute. Come in early—by the 15th if possible—and avoid the crush!



# Maine Central Employees' :: Magazine ::

VOLUME II

SEPTEMBER, 1925

NO. 9

## SAMOSET MOTOR COACH SERVICE

The first passenger motor coach line of the SamOset Company went into operation between Portland and Harrison on August 1st. This is the third unit of motor vehicle transportation to be inaugurated by this company, which is a subsidiary of the Maine Central Railroad Company.

The coaches are operated on a two round trips per day, Sunday included, leaving Portland Union Station 6.45 A.M. and 12.50 P.M., arriving Harrison 9.10 A.M. and 3.15 P.M. In the opposite direction they leave Harrison 9.30 A.M. and 3.30 P.M., arriving Portland Union Station 11.55 A.M. and 5.55 P.M. Although coaches arrive and depart from Union Station an uptown stop is made, in both directions at the H. E. Murdock, Y. M. C. A. Building at the corner of High and Congress Streets. There is no local service between Portland, Prides Corner, Highland Lake, Fosters Corner, North Windham, Raymond, South Casco, and Naples, stops being made at these points only to receive and discharge passengers to and from Bridgton, North Bridgton and Harrison. Complete details of this schedule were printed in the advertisement on page 3 of the August issue of this magazine.

These coaches are the very latest in motor coach design and are known as the Fageol De Luxe Safety Motor Coach and should never be referred to as a motor "bus" as there is a distinct difference between these coaches and that type of motor vehicle commonly called a "bus."

The bodies of the coaches are painted a beautiful shade of blue which is called Minnesota Blue. The top is painted white and a wide white stripe is extended around the body just below the window casings. The disc wheels are also painted white.

The motor used in Fageol Coaches is the famous Fagiol-Hall-Scott Motor which was designed exclusively for motor coach work. Each motor, which is of the six cylinder type, is equipped with a governor, so that the speed may be controlled, and the governor is set for

a maximum speed of 38 miles per hour, beyond which speed the power of the motor is cut off. The motors are geared for four speeds ahead.

The coaches are 28 feet long, over all, and are 7 feet 9 inches wide. They have a wheel base of 235 inches, but despite this extremely long wheel-base, they can be turned around in a comparatively small arc of  $44\frac{1}{4}$  feet.

Inside, the coaches are both luxurious and commodious and contain the very latest appointments for motor coach comfort. Each coach is arranged for the accommodation of 29 passengers, exclusive of the driver. With the exception of the driver's seat, the extreme rear seats and a single seat over the rear wheel housing on each side, the seats are arranged in pairs with an aisle extending through the center of the coach which permits easy passage. The seats are of the wicker comfort style and are upholstered in leather. Each seat is equipped with double cushions, which consists of a spring cushion underneath thick air cushions and are unquestionably the most comfortable and easiest riding seat yet designed.

The seats are numbered and assigned after the fashion of Pullman Cars, the odd numbers being on one side of the coach and the even ones on the other. The diagram method is used in assigning space to passengers and reservations may be made on the day of trip or in advance through the ticket office at Portland Union Station, or at the stations in Bridgton and Harrison.

Hand baggage is transported without charge and a rack is provided for it on the rear section of the top of the motor coaches, over which a large canvas is spread to keep off dust and moisture.

These coaches are being driven by Perley B. Sanborn of Portland and Harry B. Gore of Bridgton.

Pages 16 and 17 of this issue have been given over to pictures of these coaches and the reproduction of a diagram of the seating arrangement.

# OPERATING HAND BRAKES

Last Year 34 Killed  
2042 Injured

# 37% CAUSED BY FALLS



## REMEMBER THE GOAL 35% REDUCTION IN ALL ACCIDENTS BY 1930

EDUCATIONAL BULLETIN No. 11  
Committee on Publicity and Education, American Railway Association

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## Something New in Accident Prevention

A bulletin issued by the Safety Section of the American Railway Association entitled, "Something New in Accident Prevention," has just made its way into this office. This bulletin announces that the Safety Section has fixed a goal calling for a reduction in all railway casualties by the end of 1930, which will be equivalent to 35 per cent. In fighting for this goal, a systematic "All the Year—Every Year" Safety Campaign has been arranged.

This committee will study two or more distinct causes of accidents each month and the results of this study, with suggested ways and means of prevention, will be furnished to all railroads, in advance, to be utilized by them as they may deem advisable.

These suggestions will be in the form of matter comprising—

- a—Illustrated Bulletins.
- b—Analyses of causes and results.
- c—Suggested remedies.
- d—Suggestions to Foremen.
- e—Suggestions to Safety Committeemen.
- f—Appeals to Employees.
- g—Material for short talks.
- h—Suggestions for Carrying Safety into the Schools.

Before launching this endless campaign the committee sought the advice and comment of the residents of forty-eight leading railroads and have received their warm approval and assurance of hearty co-operation.

Tremendous effort has been made by the Railways, through the Committee on Prevention of Highway Crossing Accidents, to reduce accidents at crossings.

To this end the confidence and co-operation of the public and press have been sought to such good end that there was a splendid reduction in casualties at Highway Crossings during the last year.

This is excellent work and must be continued with always increasing vigor, but in the meantime emphatic cognizance must be taken of the fact that while there were 62,000 casualties (Killed and In-

jured) in Highway Crossing accidents during the past ten years, accidents involving employees on duty occurred Twenty-four (24) times as often and resulted in the death or injury of more than One and a half Million of our Railroad workers.

It is the hope and aim of the Safety Section that the "All the Year—Every Year" Safety Campaign now being launched may be of the same educational value and benefit to employees as has accrued to the public through the Careful Crossing Campaigns of the past four years.

The Maine Central Railroad is heartily in accord with this plan and urges the hearty co-operation and vigorous support of all employees.

On the last page of this bulletin which is being sent to all Officers and Foremen together with other material to be posted on bulletin boards and distributed among employees, there is a reproduction of a letter by Mr. D. C. Douglas, Vice-President and General Manager, which should be carefully read by all employees. The text of the letter follows:

"The American Railway Association, through its 'Safety Section' has inaugurated a campaign having for its object a 35 per cent reduction in the number of railway casualties in the next five years.

"There is attached Educational Bulletin No. 10, copies of which are to be posted introducing this 'All the Year' campaign, details of which are outlined in this circular. The goal sought is a very laudable one, and you are urged to enlist the co-operation of all employees that the object may be reached.

"During the year 1924 on the Maine Central Railroad and Portland Terminal, two employees were killed and two hundred and thirty-seven were injured, and every effort should be made by officers and foremen to reduce this casualty list by continually keeping before the employees the necessity of safe methods in doing their work and

the elimination of all unsafe and dangerous practices which cause a large percentage of accidents.

"Educational bulletins and other matter will be issued from time to time for the information of employees and should be given as much publicity as possible with this end in view."

Every member of the Maine Central Family should get behind this great humane plan to reduce casualties and work to the end that a World's Record for the Minimum of Railway Accidents may be established and held for the Maine Central.

### TRUE LOVE

Engine Driver's Sweetheart: "And, do you always think of me during your long night trips?"

Engine Driver: "Do I? Why, I've wrecked two trains that way already."

Engine Driver's Sweetheart: "Oh, you darling!"—*Tid-Bits (London)*.

### AIN'T IT?

An Irish barrister spoke on behalf of his client whose cow had been killed by a train: "If the train had been run as it should have been ran, or if the bell had been rung as it should have been rang, or if the whistle had been blown as it should have been blown, both of which they did neither, the cow would not have been injured when she was killed."—*American Boy*.

### HER MAIDEN NAME!

A little colored girl who had learned to read had this conversation with her mother:

"Mother, was your name Pullman before you were married?"

"No, dear, why do you ask?"

"Well, I just wondered. I see that name on most of our towels."

"Now Willie, I want you to tell the class what it was that made Washington such a great leader."

"Well, teacher, it was mostly due to Bucky Harris."

## Song of the Caboose

I roll along upon the rails  
 Hooked to the lengthy freights,  
 No matter what the day avails,  
 With long delays and waits,  
 The crew that rides me o'er the line  
 Through sunshine, snow and rain,  
 Consists of willing men as fine  
 As ever ran a train.

I jog along o'er highest grades,  
 I take the sharpest curves;  
 And when the daylight softly fades  
 A tail light always serves.  
 Sometimes the long train hits a spot  
 That makes me roughly ride;  
 But when a journal box runs hot  
 It greatly stings my pride.

Upon my floor there rests a stove  
 That keeps my comrades warm;  
 No matter where my train may rove  
 These boys defy a storm.  
 They come to me with frozen ears  
 Through riding out on top;  
 And that's the time the warm stove cheers,  
 While tales the trainmen swap.

They sometimes hook me to a string  
 Of cars, box, coal and flat;  
 And as my wheels revolve and ring  
 The crew on guard stands pat.  
 And when the nights are dark and still  
 I hear the engine toot,  
 As 'round the curves and up a hill  
 It runs with loud salute.

I am a jolly fine caboose,  
 Smooth o'er the high grades pitch;  
 When freight runs light they turn me loose  
 And drill me in a switch.  
 But when the freight is running brisk  
 My wheels turn night and day.  
 The engine pulls me with a whisk,  
 And guides me on my way.

*A. W. Munkittrick.*

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## Honorary Badge of Brotherhood of Locomotive Engineers Presented to Maine Central Men



FRED W. STURTEVANT

The following concerning the presentation of Honorary Badges to Fred W. Sturtevant and F. A. Little, which appeared in the Locomotive Engineers Journal, the official publication of the Brotherhood of Locomotive Engineers, is of especial interest to all members of the Maine Central Family.

"Division 814 recently had the pleasure of presenting the Honorary Badge to one of its most highly honored and respected members, Brother Fred W. Sturtevant. The presentation speech was made by Brother T. F. Cowan in a few but well chosen words, to which Brother Sturtevant responded feelingly. A large number of brothers from Portland and Bath, as well as outlying points, gathered to do this veteran honor.

"Brother Sturtevant was born in Waterville, Maine, September 27, 1851, and has been a continuous resident of this city. In 1871 he began firing on the Maine Central and was promoted to Engineer in 1879, remaining continuously in the

service of the Maine Central until his retirement on March 17, 1921. He joined Division 40 of the B. of L. E. on May 25, 1884, later transferring to Division 508, and finally to his present Division 814, as a charter member.

"Although having passed the seventy-third milestone of life's journey, he is still active and is well preserved, being a man of fine character, highly respected by all who know him. Words are all too feeble to express how deeply these loyal and true veterans are appreciated, but we do sincerely hope this brother, as well as the many others, will continue to enjoy health, happiness and prosperity, as well as their well-deserved rest for many years to come."

About the presentation to Mr. Little, the Journal has this to say:

"Division 814 at Waterville, Maine, again had the pleasure of presenting one of its veterans with the Honorary Badge for forty years of continuous membership in the Brotherhood of Locomotive Engineers, the honor falling this time to Brother F. A. Little.

"Brother Little originally joined Division 40 on April 26, 1885, transferring later to Division 508, and on September 28, 1919 to Division 814.

"The presentation was made by Brother T. F. Cowan in a most forceful and very touching manner. Brother Little responded by giving the boys an outline of his many thrilling experiences, and the boys came back at him with the recognition of duties well done. Brother Little was born July 3, 1860, and has been retired from active service as an Engineer for a number of years, due to injuries from accidents, but is employed as Engine Inspector, in which capacity he has been since 1919. He is a loyal citizen and brother and respected by all who know him. Words do not express his appreciation of the honor conferred, since it is only necessary to look in his



F. A. LITTLE

face where you will see the pride indelibly stamped."

### JUST SUSPICIOUS

After shaking hands at the depot one colored man inquired of another—"Didn't you marry de widow Jones de first of January?"

"Dat's me—I did," was the answer, "but I've done left her."

"Why, how's dat?"

"Well, de first week she called me honey, de next week she sulked around and called me old Richards, the third week she cum for me wid a flatiron, an' I'se kinder got a hunch she don't like me."—*Public Service.*

"Ohhhh! Lemuel, vat you tink? I vas arrested for speedink today?"

Vat, you? Vy, you haf no car haf you?"

"No, not dat, speedink on the sidewalk."

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Advertising rate cards sent on application.

LeRoy D. Hiles, Editor and Manager

SEPTEMBER, 1925

### EDITORIAL

#### I Take a Look at Me

I stood in front of the dresser the other day and gazed at the likeness of myself, reflected in the mirror, for quite some time. It was not in the spirit of self-admiration that I did this, but rather that I might do that which comes so close to "seeing yourself as others see you." The result was indeed startling. I did not see the things of which I might be proud, and by which I would like to have my friends and all others know me. The big things about me were there perhaps, but they did not show. For this once at least I was realizing that there was much about my nature that I had never given a serious thought to before. Selfishness and all its petty companions were there, side by side. The very traits that I so despise in others were traits of my own.

There is a moral to this and, as often the case, the moral is greater than the story. If the moral is not explained, the object or the idea around which the story is written is generally misunderstood, and it is for this reason that I go into such detail to explain the thoughts behind this one.

As I stood before the above mentioned mirror, and while this revelation concerning myself was being unfolded before my eyes, the thought that came rushing to my mind was not one of self-depreciation, as many may suppose, but this—who am I, to criticise others for the very things which I have myself?

Self-appreciation is a great thing, but if its value is either over-rated or under-rated, it may prove to be disastrous. Socrates said, "Know thyself," and by this he meant, know the bad things about yourself as well as the good, and vice versa.

We are all too ready to get out the hammer and take a slam at the other fellow on the least excuse, but from now on, when I feel like becoming a walking delegate of the Knockers' Association, I am first going to take a good, long look in the nearest mirror to make sure I haven't the same fault myself. If I find this feeling creeping over me too often, I shall purchase a pocket mirror so that I may always have one handy.

I recommend that if you are troubled the same, that you do the same, or if you do not care to face the ordeal of coming face to face with yourself so often, just repeat these words of the Master before saying anything: "Let him without sin cast the first stone."

#### The Harvest Outlook

Now that the harvest of Maine's annual agricultural crops is well under way, it is evident that while as a whole, the year has been fairly productive, adverse weather conditions in July have materially reduced both the volume and quality of at least two of our major crops, hay and potatoes.

A large crop of hay was grown, but farmers were unable to harvest it until so late in the season, that the feeding value is greatly reduced and much rendered unsaleable. This, followed by the unusually dry August, will seriously affect fall feed and next year's crop of hay.

These same adverse weather conditions have also served to reduce potato yields 15 to 20%.

Our canning crops are all promising good production, both vegetables and berries. Peas are harvested and August is favorable for sweet corn. Late beans are showing rust which will affect the yield of dry beans. Apples are showing good quality and yield in some sections; in others, light; crop as a whole, slightly below average.

Good market for all farm products at advanced prices, except hay, is encouraging to the farmers of Maine. At the present market price of pork and stall-fed beef, why should Maine consumers buy these products from the West?

Sign in a Waterville Insurance Agency  
—If you feel like tackling a train, come in and see us first.

It is always better to be safe than sorry.

## Autumn in Vacationland

As summer wanes and winter approaches, we come to that season which without any great danger of contradiction, can be called the most beautiful time of year in Maine and the White Mountains. When Jack Frost takes his paint brush and colors the leaves with yellow, red and brown, he creates a picture that none can hope to duplicate.

Not so many years ago, this season was almost wholly unappreciated by people, other than natives and the few late tourists and early hunters. Of late years, however, this condition has changed somewhat and gradually a widespread appreciation of the beauty and attractiveness of this season is developing. Today the lovers of autumnal vacations are many, but the autumn season of Vacationland has not yet received the place it deserves among vacation periods.

It makes little difference where you go, along the line of the Maine Central, for everywhere nature has been lavish with the coloring. Everywhere crimson, gold and brown mingles with the verdancy of the evergreens. In the White Mountains, at Moosehead, the Rangeleys, the Belgrades, Sebago, along the Kennebec, the Penobscot and other rivers, on the hills and in the valleys, from border to border, the entire country is in the blaze of autumnal glory.

If one has never rowed a boat on some woodland lake, pond or stream in this Vacationland, or has never tramped its woods, or has not ridden on the Maine Central where it runs along the banks of the Kennebec or similar places, or gazed upon the mountains when the trees are clothed in their autumnal dress, which extends from the water's edge to the ends of the timber lines on the mountains, then they have never lived.

What can be more invigorating than the snap in the air on the early fall mornings which fills you with "pep" when you breathe deeply, for it has a delicious tingle to it which is neither too warm or too cold?

What is more beautiful than the autumn sun sinking behind the vari-colored trees, unless it be the autumn sunrise?

May the time soon come when this, most beautiful of seasons, will receive the appreciation it deserves.

A good thought when crossing crossings is—What are a few seconds when compared to a life-time.

## Just a Few Thoughts From Confucius

It is not possible for one to teach others who cannot teach his own family.

Have no friend not equal to yourself.

By nature men are nearly alike, by practice they get to be wide apart.

He who acts with a constant view to his own advantage, will not make friends.

There are only the wise of the highest class and the stupid of the lowest class who cannot be changed.

The mouth is talkative and troublesome, for words once uttered, there is hardly a place for repentance; men are easily ruined by the mouth.

When we see men of worth, we should think of equalling them; when we see the opposite character, we should look inward and examine ourselves.

## What Wise Men Have Said

Experience keeps a dear school, but fools will learn in no other.—*Benj. Franklin.*

One single idea may have greater weight than the labor of all the men, animals and engines for a century.—*Emerson.*

Let no man presume to give advice to others that has not first given good counsel to himself.—*Seneca.*

It is much easier to be critical than to be correct.—*Disraeli.*

Each one sees what he carries in his heart.—*Goethe.*

There is no darkness but ignorance.—*Shakespeare.*

A fool may talk, but a wise man speaks.—*Johnson.*

A great artist can paint a great picture on a small canvas.—*Warner.*

The conditions of conquest are always easy. We have but to toil awhile, endure awhile, believe always and never turn back.—*Simms.*

Honor and shame from no condition rise; act well your part, there all the honor lies.—*Pope.*

The man who rests on his oars will soon find himself drifting. It isn't so much the distance we have made, or the things we have achieved that matters, as where we are going and what we are doing now. Keep on rowing.—*Elbert Hubbard.*

The deed is everything, the glory naught.—*Goethe.*



## Future Home for Display of Maine's Products

Maine has now at Springfield, Mass., on the grounds of the Eastern States Exposition, a permanent home in which to annually display to the 200,000 visitors at that fair, the varied and numerous products

of its farms, industries and natural resources.

This has been accomplished by the generosity of some of Maine's citizens and large industries that recognized the opportunity of let-

ting the many millions of consumers of the East, see what Maine can furnish for the use of the present and future population of the world.

(Continued on Page 14)

## Rough Handling

Number Three of a Series by M. C. Manning

Our old enemy, "rough handling," is the largest factor of Freight Claim Payments. We paid \$76,051.81 for all claims causes for 1924, of which amount Rough Handling, Improper Loading and Unlocated Damage comprised nearly one half or \$33,797.67. This subject is of paramount interest to every member of the Maine Central Family who will interest himself in Prevention.

What can we all do to reduce Rough Handling and its attendant causes? In the first place, start shipments right. Receive a proper package for shipment—one that has a proper container to carry the contents. Second—load it suitably. Iron or bolts, etc., should not be loaded or stowed on top of a carton or lamp chimneys or other light cartons. Stow light cartons on top of heavy cartons or cases.

We have issued circulars to be posted in Freight Sheds for the benefit of Checkers, Loaders and Stowers, and have also had same placed on Bulletin Boards for the guidance of train crews. We have emphasized the importance of adequate stowing, trimming and leveling down of freight when it is loaded into cars, and furthermore, the same stowing, trimming and leveling down should be done by Way Freight Crews as freight is taken out at way stations. If a way crew removes several shipments and leaves the balance tied up in a car, then there is a cause for damage. Freight should be handled carefully when unloaded into the Freight Sheds, and an effort made to prevent damage, not to be the cause of it. All of which reminds me of a story.

"A Freight Claim Agent was present at a station when several bags of apples were being unloaded. The Crew very carefully picked up each bag in their arms and carried them into the Freight Sheds and very carefully laid them down. The Freight Claim Agent, who was unknown to the Train Crew, asked, "Do you always

handle shipments as carefully as that?" "H—! No," says one of the Crew, "Those apples belong to me."

The moral of this is; if every Checker, Loader, Caller, Stower, Agent, Conductor and Train Crew will take a personal interest and make an effort to prevent damage, our old enemy "Rough Handling" can be dealt a solar plexis.

Jack Farrell, at Portland Transfer House, is a keen student of Prevention. He has given the subject much time and thought, and with apologies to Mr. Farrell, I am going to use some of his thunder and submit his series of reminder questions to Checkers, Loaders and Stowers.

### Checkers

ARE YOU—

1. Examining shipments carefully for damage?
2. Allowing hooks to be used on shipments that are liable to be damaged by same?
3. Allowing truck blades to come in contact with freight in crates?
4. Having freight loaded on trucks properly to prevent it from falling off?
5. Having broken packages coopered at the earliest possible moment?
6. Having full record of contents made and name of party doing re-coopering, entered on record?
7. Keeping careful watch to see that all old marks are erased on goods?
8. Issuing Ballots to avoid wrong loading?
9. Instructing your crew in the proper method of handling freight?
10. Tagging all "OVER" and "HOLD" shipments?
11. Showing all information on tags?
12. Examining your Waybills when through with car to see that proper notations have been entered on same?
13. Properly protecting bonded shipments?

14. Inflammable and Explosive shipments.
15. Perishable shipments and having car carded PERISHABLE?
16. Having tonnage sheet show that cars contain such shipments?
17. Reporting all violations of the I. C. C. Regulations?
18. Reporting all shipments you believe might contain liquor?
19. Instructing your crew to report all accidents?
20. Having trucks trigged properly when loading heavy shipments?
21. Consulting Foremen when in doubt what course to pursue?
22. Using spare trucks when possible?
23. Having Order Notify Bills of Lading signed in Pencil or Ink?
24. Using racks on trucks when possible?
25. Courteous to patrons?
26. Using special Piano Truck in all cases when handling Pianos?

### Loaders and Callers

ARE YOU—

1. Careful how you use your Cotton hook?
2. Calling marks on goods correctly, that is, making certain to call off address in full?
3. Keeping close watch on goods handled by you and calling checker's attention to all Packages that show signs of having been tampered with?
4. Keeping loads to truckers scattered as much as possible to avoid delay, that is, trying to avoid sending them all to the one car, resulting in congestion?
5. Marking symbol number on each load from floor?
6. Using due care in taking freight from top of load in car?
7. Asking for assistance in handling Packages that are likely to be too heavy for you to handle alone?

8. Making careful examination of goods in Burlap for hook holes?
9. Of Furniture for gouges, mars, broken legs, etc?
10. Calling checkers attention to all cases of Furniture loose in crates?
11. Aware that if Furniture is loose in crate it is sure to be damaged?
12. Loading freight on trucks properly?
13. Certain in all cases that goods are so loaded that truck blades cannot damage them?
14. Marking Pro Number on shipments that instructions call for?
15. Assisting Checker in every possible way?

## Stowers

### ARE YOU—

1. Cleaning your cars properly?
2. Covering oil and grease spots with sand and paper so that there is no possible chance of freight becoming damaged?
3. Having Foreman pass judgment as to whether it is done properly?
4. Sweeping floor and sides of cars that have been loaded with lime?
5. Aware that lime swept from cars must be in no instance placed in Rubbish car?
6. Removing protruding nails from cars so that they cannot chafe contents?
7. Examining marks on all perishable freight loaded in your cars?
8. Aware that in the majority of cases of wrong loading of Perishables, a claim results?
9. Doing your utmost to prevent wrong loading?
10. Loading freight in such manner that it will not fall over in transit?
11. Allowing freight to be piled on goods in cartons?
12. Loading used empty bags on other freight so that dust will sift down into it?
13. Placing sand around iced goods, acid, etc., in such manner that in case of leakage, liquid will run out of doorway?
14. Loading goods in glass so that

- there is no possible chance of it falling over?
15. Trimming your cars properly before closing?
  16. Loading empty bbls. without bungs on end so that contents, if any, will not leak out and damage other goods?
  17. Loading empty carboys with "necks up" so that any acid that may be left, will not run out on other goods?
  18. Calling truckers attention to any damaged freight delivered to you that might have been overlooked by Loader and Checker?
  19. Loading bbls. of oil in such manner that other goods will not become tainted?
  20. Loading iron and pipe so that it will not pierce other goods in transit?
  21. Extra cautious in the stowing of matches and acids?
  22. Reporting cars to Foreman that in your opinion are unfit to load?
  23. Removing all racks, trucks, skids, etc., before closing car doors?
  24. Filling in form F.250 for each of the cars under your supervision?
  25. Keeping careful watch of cars containing explosives to see that there is no possible chance of other freight falling on, or piercing such explosives in transit?

I think there is much of benefit to be gained by a close observance of these questions, and that a greater benefit may be derived from same, if Agents will make them a basis for Freight Claim Prevention with the employees at their several locations, and the employees make them a basis for Freight Claim Prevention suggestions with their Agents. Put Freight Claim Prevention on a co-operative basis and save money for me to pay for the shipments that are smashed up.

We are all working for money. Suppose we all took as great an interest in the work we do as we do in the money we receive for doing it. That is what I am trying to put across on paper to awaken your interest and co-operation in the zeal of Freight Claim Prevention. One of our troubles in the past has been,—I would like

to say it right out in good old Ca-boose Language—however, that to which I refer is, too much indifference.

You know Daniel Webster once made his best speech and there was hand-shaking and superlative compliments, but one old wise man shook his head and said, "Daniel, ye aint did your best yet."

Because we are doing well, it would not be good to believe we cannot do better; so, let us all endeavor to apply these precepts to Prevention work.

I thank you.

## Future Home

(Continued from Page Twelve)

The value of the publicity of this opportunity to show what we have, and confidence that our producers have in the quality of our products, is amply shown by the fact that every foot of available space has already been taken, before the completion of the building. That our people are proud of this accomplishment is further shown by the great interest they are taking in the elaborate preparations to attend the dedication of the building on September 22d and at the same time prove to the founders of the Eastern States Exposition that they appreciate the broad philanthropic principles that led them to make possible the opportunity for New England to show its resources.

### THEN CAME THE RIOT CALL

The Darktown Demons were in the ninth inning of a hotly-contested game with the Sambo Sluggers. The pitcher had gone wild and permitted all the bases to fill. Another man came to bat, and the nervous pitcher shot one over.

"Ball one," yelled the umpire.

"Ball two," was the decision.

"Ball three," called the umpire.

The pitcher saw his predicament and made one masterly effort to save the day.

"Ball foah!" announced the umpire, "and de batter am out."

"How come I'ze out?" demanded the enraged batter.

"Niggah, I'se repelled to put you out. Cain't you all see dar ain't nowhere else to put you?"

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## Save-to-Travel Clubs Prove of Benefit to Railroads

By Milton W. Harrison

"Organized to co-ordinate the forces of saving and travel, to encourage a happier and more prosperous people"—that is the happy mission of the Save-to-Travel clubs which are flourishing now in every state. Brought into being by a national thrift movement founded upon travel, these clubs are focusing public attention upon the value and possibility of travel as an educational, cultural, and enjoyable experience. But they not only suggest and advise travel—they at the same time offer a solution of the travel-expense problem. In other words, these clubs are organized to bind together the banks, the railroads, and the steamship lines, for the benefit of the people.

Because of this new relation between thrift and travel, all railroad men will be greatly interested in the clubs which are behind the movement. These clubs, the branches of a national association of transportation companies and banks, and built upon the same principle as the Christmas Clubs—the principle that systematic saving will soon accumulate money.

The person who wishes to travel joins the travel club at his bank and starts a travel account. To this account he deposits a regular weekly deposit of any sum from \$1 up, which amounts, after fifty weeks of saving, to sufficient money for a trip of some sort—a short, delightful stay at a resort, if his deposits have been small or a long tour of the country if they have been larger. And the member may, if he desires, re-deposit the money in ordinary account and begin a new travel account, in order to save enough for an extended trip. By this plan, he is able to save in advance to meet the costs of travel, without having to bear the burden of a sudden drain on his income or his regular bank account. The weekly deposits are small and the clubs are operating within reach of everyone, so travel has become possible to all the people. The Save-to-Travel plan, which is

enabling those of even the most modest circumstances to gain the pleasure and profit of travel, is proving itself to be of the utmost benefit to the people.

No less, however, is it of advantage to the railroads. It stimulates and facilitates not only thrift, but also travel. In its effect upon travel by rail, it has unlimited possibilities—no one would dare to foretell how vital it may become to the lines in the future. Crystallizing as it does the travel ambitions of Americans, it creates a great travelling public which must of necessity use the railroads. But the movement goes even beyond that point. It does more than create the need to travel on trains—it creates the desire. A constant, nation-wide campaign is conducted by the Save-to-Travel Association to teach the public the value of the Save-to-Travel clubs and the necessity of travel.

This campaign keeps the idea of travel always before the people, and at the same time it suggests a method whereby the obstacle of expense may be overcome. It gives travel to those who have hitherto been unable to afford it. It informs them that travel is not only very desirable, but also quite possible.

This information is conveyed through the medium of posters, leaflets, and articles in magazines and papers. In addition, the Association publishes "Travel Talks," a monthly magazine which carries pictures and descriptions of places interesting to visit. Each issue devotes two full pages to suggested trips and tours, with the approximate costs worked out for the information of those who desire to plan their savings to meet the costs of a particular trip. The National Parks, the ocean, lake, and mountain resorts, and the many interesting cities of the United States figure prominently in these trips, which will greatly arouse public interest in the journeys which it is possible to make in America.

This, together with the fact that the Association, in its campaign, stresses the comfort, convenience, and safety of modern transportation, is resulting in increased and more extended traveling—and this, of course, means a proportionate increase in rail traffic. Carried to the ultimate, the Save-to-Travel Association's policy of keeping the idea of travel constantly before the public may be expected to result in the greater prosperity of our American railways—and this manifestly should result well for everyone connected with the railroads in any capacity whatever.

Thus, the Save-to-Travel club movement is proving itself a factor of universal importance and benefit. The individual club member is encouraged to save for the purpose of travelling, from which he gains great benefit. The transportation interests gain directly from the increase in travel made possible by the clubs. And the ultimate benefits of the movement are gained by all the nation, which is made happier, better educated, clearer in its vision, and broader in its sympathies in proportion as travel increases among the people through the influence of the Save-to-Travel clubs.

### A BIRD OF A DOG.

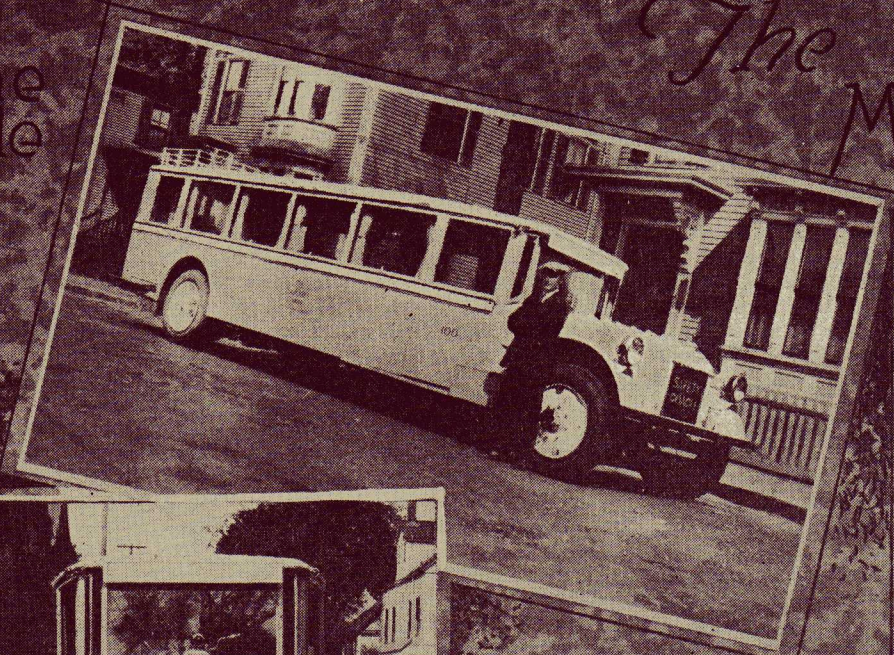
"I had a bird dog once," the old sportsman observed, "that was really noteworthy. He never failed on a point. One day I had him out for exercise in the park, when suddenly he pointed, rigid as a stone. I was puzzled. There was no possibility of game. The grass was close clipped. The dog had his nose straight on a man seated on a bench. I thought the man might have had a live bird in his pocket, but no, the man was in his shirtsleeves. Then I had an idea.

"'Pardon me, sir,' I said, 'but would you mind telling me your name?'"

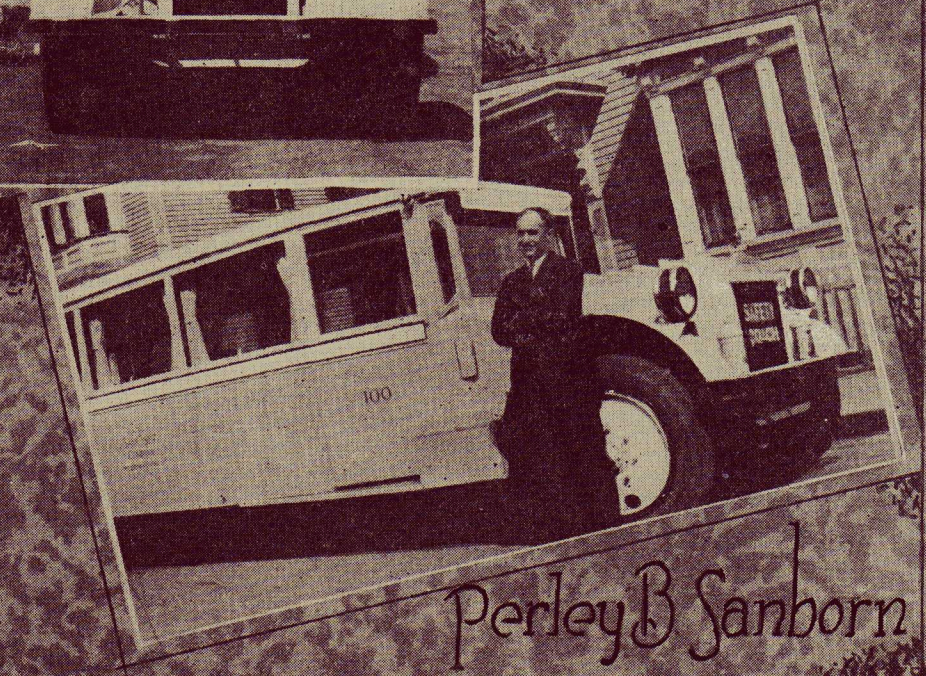
"'No, I don't mind,' he replied; 'it's Partridge.'"—*Selected.*

# The SamOset Motor Coach

One Side

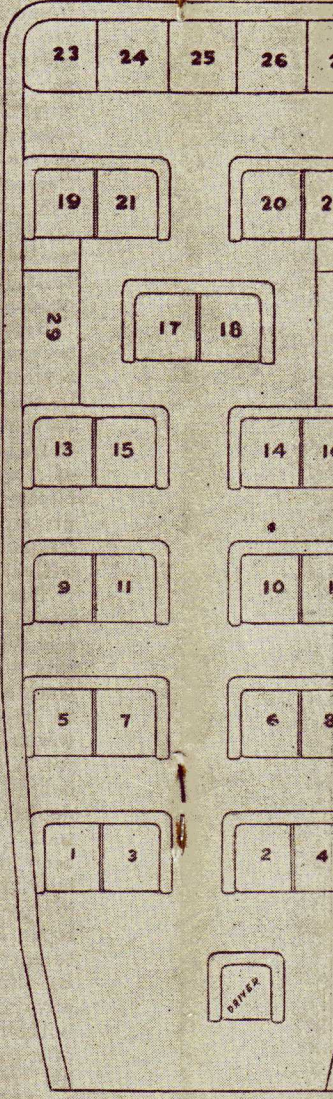


Front View



Perley B Sanborn

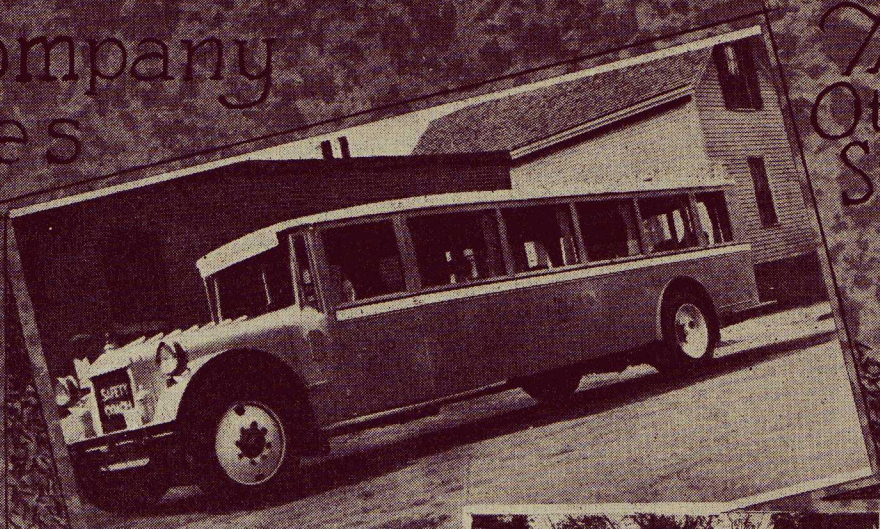
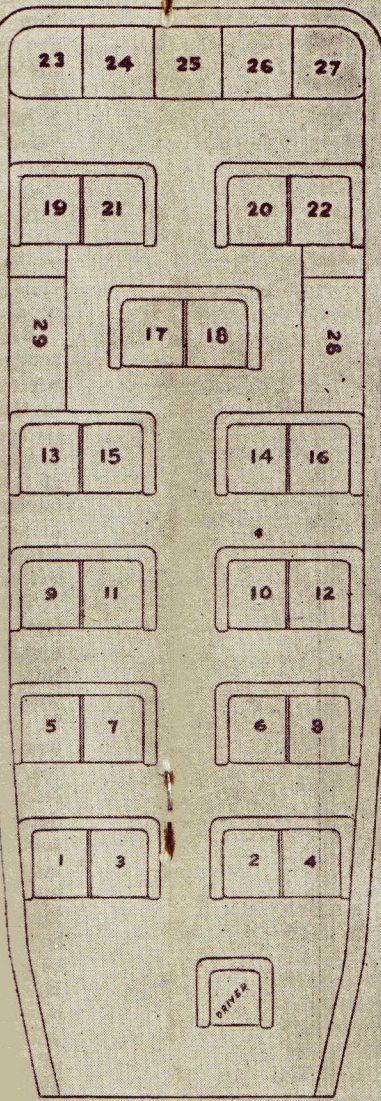
SEATING ARRANGEMENT  
COACHES 100-101



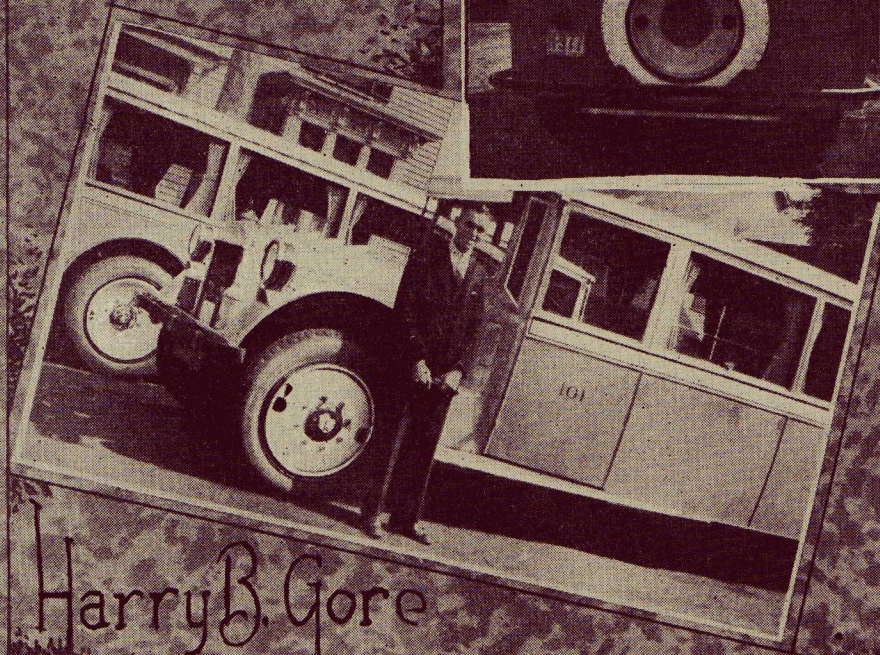
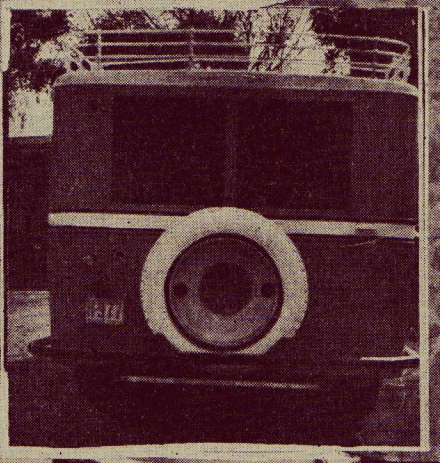
# AmOset Company for Coaches

The  
Other  
Side

SEATING ARRANGEMENT  
COACHES 100-101



Rear View



Harry B. Gore

# Benjamin Bodin Retires

By J. F. COLLINS

After a faithful service of 38 years, Benjamin Bodin, extra foreman on the 7th Track Division, was retired on pension effective June 1st, 1925.

Mr. Bodin was born Sept. 29, 1861, a native of Northern Quebec. He entered the service at Beecher Falls, Aug. 15, 1887, and in 1890 was promoted to section foreman on the Malvina section. In 1912, he was made extra crew foreman, which position he held until the time of his retirement.

Thus does another of the older members of the Maine Central Family have opportunity to sit back and watch his more youthful brothers face the difficulties of railroading. Reticent and retiring, like most men of his calibre, he talks little; but could he be persuaded to light up his old familiar pipe, his constant companion, and indulge in reminiscence, what tales



he could tell of the early days! Tales of the struggle to keep open the cuts at St. Malo and St. Isidore during the terrible winters 25 years ago; yarns of working waist deep in water cribbing up the track after spring freshets—and keeping traffic moving. Wrecks were rather frequent in those days, and the only wrecking apparatus they had, consisted of blocks and tackle, and “bull strength.”

It took endurance to meet the difficulties of railroading in those days, plus native ingenuity and a knowledge of the craft. That “Ben” Bodin was endowed with these qualities, is evidenced by the fact of his several promotions, and the esteem and respect in which he is held by his associates.

Good health, a comfortable place in the chimney corner, and plenty of tobacco for his faithful pipe—are the wishes of his friends.

## Financial Report

### \$11,930 Surplus After Charges In July

The statement of Maine Central operating results for the month of July—made public July 25—shows surplus after charges of \$11,930, as contrasted with a surplus of \$32,304 in July, 1924.

The surplus after charges from January 1st to July 31st, 1925 is \$556,531. In the corresponding period in 1924 the surplus was \$140,189.

President McDonald's statement in full, follows:

	July 1925	July 1924	Decrease
Freight Revenue.....	\$1,056,130	\$1,077,431	\$21,301
Passenger Revenue.....	407,051	441,546	34,495
Railway Operating Revenues.....	1,630,664	1,678,053	47,389
Surplus after Charges.....	11,930	32,304	20,374

PERIOD FROM JANUARY 1ST TO JULY 31ST—(Seven Months)

	1925	1924	Decrease
Railway Operating Revenues.....	\$11,670,208	\$11,988,891	\$318,683
Surplus after Charges.....	556,531	140,189 Inc.	416,342

MORRIS McDONALD, President.

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## MAINE CENTRAL FAMILY

Not long ago, John Clark, Freight Agent at Brunswick, was in Portland with Mrs. Clark. In getting aboard the street car in front of Union Station, they got in a jam with other people who were attempting to do the same thing. Later, after having lunch in an uptown restaurant, John discovered his pocket-book was among the missing. Fortunately, Mrs. Clark still had her purse and paid the check, thereby getting John out of a very embarrassing position. Our advice, John, is, the next time you come to Maine's Metropolis, either tie a string on your pocketbook or give to Mrs. Clark to take care of.

Helen Meserve, Stenographer to the Superintendent of Car Service, has returned to work after four months leave of absence on account of sickness. We are all glad to welcome Helen back.

It is reported that Engineer C. W. Shaw has gone into the undertaking business. Further information may be had by inquiring of Mr. Shaw.

Conductor A. E. Butler is not running true to form. He claims to be the Champion "wienie" eater of the Maine Central System.

J. L. Riggie, Chief Clerk in Superintendent McLaughlin's office, is on a vacation.

### REFERRED TO OUR RIGBY CORRESPONDENT

Editor of the Maine Central Employees' Magazine:

We of the Transportation Department located on the SECOND FLOOR OF THE ADMINISTRATION BUILDING in reading your Magazine of the August issue, take exception to the report of the Rigby Reporter in leaving us entirely out of this issue of your noble Magazine.

They are not the only SMOKE EATERS that are located at RIGBY. We have been GASSED from all kinds of Shifters and ENGINES that come and go by our Building.

We have located in this second story of the Administration Building several Offices and in same are several notables, among whom are Edwin Caples and Mr. Bean, telegraphers, "Packy" Halpin our noble Crew Dispatcher, and across the desk is our esteemed Asst. Yd. Master, "FRED GRIMMER" (always at the PHONE).

Next comes our LEADER in work and at the BALL FIELD, General Yard Master J. L. QUINCY.

Next in line comes our ardent Baseball Fan, Mr. H. W. Lovejoy, and Autoist, Bert Kennedy, who enjoys changing TIRES. Last but not least is our beloved Stenographer, Miss K. M. Dillon.

Other offices located in this Building, are the Crew Dispatchers Office; General Yard Office; Chief Clerk's Office; Revision Office and Telegraphers Office.

Beyond are the Buildings housing the Repair Men; Repair Offices and Yard Clerks.

One does not realize the territory covered by Rigby until one travels over the East and West Yards and the Shop tracks.

In these yards, trains from the Maine Central Railroad and Boston and Maine Railroad arrive and depart, carrying various commodities to all parts of the Country, day and night.

Our G. Y. M., who has been summing for the past two weeks at Horn Pond, has returned to work, also our Stenographer who passed a delightful week at Naples, is back at her desk.

A M. C. R. R. READER.

### RIGBY BROADCASTS

Just a minute, Mr. Editor, hold the Maine Central Special for the September issue till Rigby gets aboard. Well, folks, now that you have absorbed the August contents of the magazine, we suppose that you are lying awake nights

waiting for September morning. Several mornings of September will have passed before you will have been subjected to the monthly blar.

One beautiful morning early in August, after we had been at work about an hour, Harry Watts, maintenance machinist on the first trick, came into the office with a cheese box which he opened and presented to Mr. Garrison on behalf of the good luck of himself and Walter Gammon, who is also a machinist on the day shift. Mr. Garrison very graciously accepted the contents which proved to be a sparkling trout about 16 inches in length and being wrapped in a large leaf, just filled the cheese box, and Mr. Trout found a special place on Mr. Garrison's next menu. Foreman Walker came in a couple of days later and told us about the fine trout he received from the same donors. Recently a story found its way to the office concerning these fish. It seems that Harry and Walter went up the county on a fishing trip for a few days. As the story goes, the trout must have known the boys were around, and made themselves scarce, for each time the lines went out they came back light. Knowing that they would have to give an account of themselves when they returned, these gents stopped off at the hatchery and bought some nice fresh trout at the rate of seventy-five a pound. Thanks, Archie, for that one.

The other day Augustus G. Martin, helper in the boilermaker day force, called Eddie out of the office to tell him about the harmony Nat Sullivan and himself intone while busy at their work in the house. George says that sometimes Nat takes the upper part and he, the lower, and at other times he takes the upper and Nat, the lower. If you sing loud enough, boys, Mr. Albee might hear you and send on a contract for Keith's Circus.

George Ellis, Engineer, dropped in on us recently to tell a little scandal concerning one of his brothers in crime, Engineer Algie Stillings. It seems that Algie, a short while ago, procured for his family, a rare pet in the shape of a bird dog. This mongrel won for himself a big corner in Algie's heart by his cute little pranks. Upon accomplishing one of his feats, Algie would proudly remark to the onlookers, "That's in his breeding!" Algie and family went down the State for a few days and left Fido to the care of the neighbors. When Algie returned, he was informed that dear little Fido had gotten into Algie's chicken coop and had killed four chicks. The informer then added: "Was that part of his breeding, Algie?" but did not get a very courteous answer.

Once again we pause from our daily routine to offer our condolence to one of our fellow-workers, Arthur Riopelle, air man on the day force, upon the death of his wife. Mrs. Riopelle had been ailing for several months, gradually losing in her fight for life. She succumbed on Sunday, July 26th. Her remains were laid to rest in Shawingae Falls, Ont.

The correspondent at Rigby had to stand a severe going over at the hands of Chief Clerk, Harry Lovejoy of the Yard Department, upon the appearance of the August issue for entirely ignoring the personnel of the Yard. No offense was meant by this omission, Harry. In explaining the situation, the correspondent might say that as the citation came through the Motive Power Department and no definite territory was designated, he felt that he should confine himself to that department until told otherwise.

Mr. Southworth, Master Mechanic of the Portland District, motored through the mountains August 9th, to spend a few days with his parents at East Concord, Vt.

Miss Margaret Coyne, Stenographer, in the Master Mechanic's Office, and Miss Winnie Mohan of the Terminal force, were among a vacation party leaving Portland

for Haines' Landing in the Rangeley Region on August 10th. These ladies vacationed so much that they did not get an opportunity to postcard us. According to tales that have reached us, Winnie was so petite during her sojourn, that she returned under the registration of Miss Priscilla.

Chief Clerk James E. Mills was away from his desk in the Master Mechanic's Office, starting August 17th. Jimmy is Dodging around the State with his wife and family.

William Poertner, leading hostler, and wife, left Sunday, August 23d, for St. John, N. B. When Bill applied for passes we tried to pan him off with a one-way pass, but he would not stand for it, so we expect him to return about Labor Day.

William Harrington, day machinist, and a friend, recently had the pleasure of watching the ponies race outside of Montreal. While returning, aboard the train on the other side of the line, these gents entrusted a couple of precious articles to a new friend whom they had the pleasure of not seeing again.

Here is a suggestion, Bill. Next time you go traveling, either leave the hay home, or be sure to tuck it in well so it won't show outside of your pockets.

Fred M. Irish, Engine Inspector, enjoyed his annual vacation during the middle of last month. Fred, his wife and some friends motored through Maine, New Hampshire and Vermont.

#### CALAIS NOTES BY TED McLAIN

Engineer H. A. Robinson who suffered a fractured arm while reversing an engine at Princeton, May 30th, is rapidly convalescing and his many friends hope to see his familiar face on the right side of the cab soon.

John B. Kenison, Foreman of Motive Power, accompanied by the Mrs. Grace and Lucy Kenison, is on his vacation. J. B. plans to visit his old home in the White Mountains. Also to see his old friend, J. S. Asnault, who is now retired from active service and residing at his home in Lancaster.

The favorite topic of conversation in "this neck of the woods," is the Quoddy Project. If this great development comes through, our little Washington County will certainly be "sitting pretty."

Frank A. Grant, Coach and Locomotive Carpenter at this point, recently returned from a few days vacation at his home in Patten. The first in three years.

Dana H. Boone, ranking 2d Lieutenant in the United States Reserve, and who also holds the royal title of paint dauber at Calais Shops, is back from the annual muster at Fort Manchester.

Congratulations are in order to Mr. and Mrs. John Whiteknact, who recently repeated the well-known vows of love, honor, and obey.

William McCausland, Local Chairman of B. of L. F. & E., is back from the convention at Detroit, and reports a wonderful time in the Ford city.

Fireman A. Bayliss is polishing up the old cowbell again, and that means that the deer season will soon be on. We venture to say that Mr. Bayliss has the distinction of being the only hunter to stalk deer with a cowbell hung to his neck, in existence.

Frank Short, former engineer, is employed with the Southern Construction Company at Isle Maligne, P. Q. This popular engineman rushed in for a brief call a short time ago and after a round of his old haunts, returned to his job. Frank is running an engine on the great dam which is under construction at that point.

Wilfred, eldest son of J. J. Donovan, passed away at the home of his father on Price Street, August 13th, after a brief illness. Mr. Donovan, former Inspector here, has the heartfelt sympathy of the entire community.

#### WOODLAND NEWS BY R. H. JOHNSON

Section foreman, J. W. McClure, is spending his one week's vacation on a motor trip. He will visit Bar Harbor and other points along the Maine coast.

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During the absence of Mr. McClure, J. S. Hartford is taking charge of this section of track. Incidentally, he is also caring for Jim's hens, chickens and other live stock.

Philip Holmes spent a day recently, fishing at Big Lake, and had fairly good luck. He brought home a bass and a pickerel. These two fish were not very large, but—during the day a very large bass took Phil's bait, and after striking, broke water, jumping about six feet into the air. Unfortunately, the hook came out of Mr. Bass' mouth when he jumped, and another big fish has been added to the long line of "fish stories."

The writer "flivvered" to "Spike" Morgan's Beach and Amusement Park last Sunday. There was a large crowd there and most every one was enjoying the bathing privileges. Mr. Morgan has provided the means of spending a pleasant day on one of the best fresh water beaches in this part of the state. Cold Stream Lake is situated on the outskirts of Enfield, not far from the Maine Central tracks.

**BANGOR CAR DEPARTMENT**  
By C. A. JEFFERDS

Malcolm D. Billington, Assistant Air Brake Instructor, is at Bangor with car No. 200, where he has been giving vision tests to yardmen, switchmen, crossing tenders and brakemen.

Assistant Foreman, F. P. Boudreau, is enjoying his annual vacation of two weeks, commencing August 13th, Lake Chemo. It is rumored that the fish were notified of his coming.

M. J. Kavanaugh, Carman at Bangor, is taking Assistant Foreman Boudreau's place while he is off duty.

Night Assistant Foreman B. H. Colpitts has purchased an Oakland touring car which he is enjoying very much.

W. H. Elkin, employed in G. C. Hewey's crew, is to sever his connections with the company for a few days' vacation, and while away, will be married to Miss

Laura Brooks of Bangor. His many railroad friends wish him many years of happiness.

Miss Lena Golden, while coming to work one day recently at noon-time, and while proceeding down State Street in a lieisurely manner, passed the city steam roller which was at work on the road. This was at an inopportune time for Miss Golden to pass, due to the boiler emitting a volume of wet soot which enveloped her from head to foot in her summer finery. However, Miss Golden in stating her case to the city was financially reimbursed for her inconvenience.

Private H. Merritt of the Medical Detachment is back on his job taking charge of the go-devil between G. C. Hewey's freight office, Bangor, to the passenger yard, after attending muster at Augusta with the National Guard for the past two weeks.

**OLD TOWN TOPICS**  
By V. A. CUNNINGHAM

Several years ago, when Fred Holmes was Roadmaster of the Eastern Division, he received a phone call early one morning from a certain big red-headed Section-Boss, then located at Orono, notifying him that his (Mike's) hand-car was missing, and Freddie realizing the handicap, the loss of this good right arm of the crew would occasion and not understanding the mysterious disappearance, hastened to Orono to interview Mike. Mike took him to the spot where the hand-car should be and, although the spot was still there, the hand-car was surely missing. They trudged up the track together, and Freddie was trying to solve the whys and wherefores of the mystery, when he chanced to notice high above the track, on top of a lofty pile of box-boards, the missing car, and turning to Mike he said, "There's your car up there, Mike; now how do you suppose it got up there?"

Mike was dumfounded for a moment, but suddenly enlightenment like a 50-watt light in a Japanese lantern, illuminated his countenance, and the tone of his reply showed how he must have suffered in the past, as longingly he bunched his muscles and roared,

"You know damn well how that car got up there, Freddie Holmes, you used to go to college."

Eugene Crommett, Baggage Master at Passadumkeag, has resigned, effective August 8th, to go into the insurance business.

Mrs. Ned Allen, wife of the agent, will serve until Sept. 1st, when Victor Billings of Passadumkeag will relieve her.

Fred Lovejoy, veteran crossing-tender for the B. & A. at Old Town met with a painful accident Saturday night, August 8th. B. & A. train No. 104, due at Old Town 6.15 P.M., struck him as he was operating the ball signal at Center and Main Street. He was thrown down, and with his failing health, is in a serious condition at the present time.

This is the day for the complaining public to appear if they want courteous and cheerful treatment—I had a big husky son born this morning, August 28. Yes, thank you, my wife is fine.

Frank C. Preble, Yard Clerk at Old Town and wife take their vacation during the two weeks beginning Sept. 8th—whereabouts yet undecided.

Most of the active members of the "Ancient and Noble Order of Boarding House Reachers" held a tournament and field-day at Old Town recently. George Glaster won first prize and was presented a nickel plated folding lunch hook, which he is privileged to carry until a better man comes along in the dim and distant future when he may become weakened or his eyesight gets bad.

The capacity contest was scratched and awarded to George when it was heard that he had entered.

He is now entitled to the title of Champion, and it is hoped he will have the dignity and exact the deference due such a title. He was crowned after winning the third entry, of "One Handed Lifting." George easily defeated the nearest runner-up when he lifted three coconuts with one hand; hereafter the biscuits will be stacked at the other end of the table and will be delivered on request, one at a time.

The family of Baggage Man Cyrus G. Messer have returned from a month's outing at Pushaw Lake.

The families of Freight Clerks A. L. Applebee and H. E. Tourtilotte have returned from a month's outing at Saponic Lake.

#### MOUNTAIN DIVISION ITEMS By J. E. WINSLOW

Frank Mills, one of the oldest Conductors on the Mountain Division, was taken ill at Beecher Falls July 28th, and was obliged to lay off. He is gaining and all hope to see him back to work soon.

B. F. Emery, Conductor, injured his hand while at work and has been obliged to lay off since that time.

F. M. Cobleigh, Agent at Concord, Vt., is enjoying his first real vacation in 35 years. We hope he enjoys it. L. Chipman is relieving him.

C. J. Boutwell, Trainman, Lancaster, and Mrs. Boutwell, were called to Fitchburg, Mass., on account of their son Elwin having an acute case of appendicitis and requiring an immediate operation. The operation was successful and the boy is gaining nicely now.

J. F. Collins, Roadmaster, Lancaster, proved to us last month that he was a good fisherman, and he now claims he is a good hunter to scare up big game. He and his clerk, L. B. Connary, were between Baileys and Riverton and stopped their motor car to interview the trackmen. After starting the car, they saw ahead of them, not over 20 rods, a big black bear ambling across the track. The bear did not stop to get better acquainted, but disappeared into the woods.

H. Gregoire, Agent at Sawyer-ville, was suddenly taken ill Aug. 5th, and at this writing is not able to return to work. His son Raymond is relieving him and J. R. Gagner is taking Raymond's place as Agent at Clifton.

J. Asnault, former Superintendent, recently enjoyed a few days in Portland, visiting his brother, John Asnault, Engineman, and his sister.

F. S. Marshall, Clerk, Lancaster, is spending a week's vacation at his old home in Colebrook. M. C. Fisk, son of the Agent at Lancaster, is relieving him.

O. H. Ramsdell, Dispatcher, Lancaster, is taking a week's vacation and entertaining F. M. Brown, Superintendent Pittsburg & Lake Erie Railroad, and wife of Pittsburg, Pa.

#### ELLSWORTH ITEMS By C. A. BRUMMEY

The many friends of Colin McKenzie, Western Union Lineman, who has been ill for some time, will be happy to know that he is improving though still under treatment. "Colie," as he is widely known on the Eastern Division, it is hoped, will soon be able to return to his duties.

On August 19th, the Walter L. Main Circus visited Ellsworth. With the usual noise and display, with here a shout and there a sharp command, sometimes like the crack of a whip and oftentimes obeyed with reluctance, the circus came and departed. We could not but help notice in contrast, the quiet efficiency and marked co-operation of the Maine Central crews which under Assistant Superintendent Kingston, handled the train. Just a passing contrast, but one which spoke much in favor of the Maine Central System and its personnel.

#### CAPITAL CITY LOCALS By ELLIS E. WALKER

A new flag pole has been erected recently at the Freight Office, a gift of the employees of the office and freight house.

The shrubbery of the banks and the flower beds and the lawn at the passenger station, are the envy of all eyes these days, and much favorable comment is heard regarding them from both employees and public. The beautiful blossoms in the flower beds are guarded from the hands of would-be pickers by the eagle eyes and strong lungs of General Agent Fuller and Baggage Master Sylvester.

Ticket Agent and Mrs. H. E. Ordway are enjoying their annual

vacation in Iowa City, Iowa, as the guests of relatives.

Freight House Foreman G. R. McCurdy, Mrs. McCurdy and four children, have just returned from an enjoyable vacation, passed with relatives and friends in the vicinity of Boston.

A. L. Sands, crossing tender at Bridge Street, 2d trick, is confined to his house by an attack of gallstones, and his place is being taken by H. A. Freeman, spare crossing tender.

J. J. Astle, spare operator, is substituting for Ticket Agent Ordway, while he is on his vacation.

#### WATERVILLE NEWS

By ARTHUR A. THOMPSON

J. A. Proulx, second trick operator at Waterville Yard Office, is spending his vacation in Montreal and Chicago.

Assistant Yardmaster, H. A. Wright and family, are passing their vacation in Montreal.

F. H. Jacob and family have returned from Boston and Worcester where they visited relatives.

Robert, the son of Engineman and Mrs. W. G. Hall, has returned to his home after having undergone a serious operation at the Sisters' Hospital in Waterville.

Foreman S. L. Elkins, Conductor Dean Farnham and Storekeeper I. A. Buzzell, with their families recently went on a very successful berrying picnic.

Fred Brackley and John Melanson of the Boiler Shop, have returned from their vacations.

Mr. and Mrs. Frank Downs have returned from an automobile trip through Aroostook County.

Foreman and Mrs. E. C. Bickford spent their vacation automobiling through New Hampshire and Massachusetts.

O. J. Pellerin with family, passed their vacation in Canada.

Arthur Micue and family, have returned from a visit with relatives in Canada.



John Abbott, Traveling Auditor, located at Waterville, has joined the Ford Club, having purchased a touring car.

Frank King, Blacksmith Helper at Waterville Shops, passed away on July 18, 1925. Mr. King was born in Canada on June 19, 1877, and entered the employ of the Maine Central Railroad on April 22, 1905. A widow and nine children survive.

D. L. and C. J. Begin of Waterville Shops, have returned from a vacation spent in Canada.

I. F. Ames passed his vacation at Old Orchard, giving swimming lessons to "beauties."

P. T. Grant has purchased a lot at North Pond where he will soon build a camp.

Byron Curtis smiles broader as the dimes in that old tin box increase, for he knows that "the car" is nearer.

Engineman Houdlette is confined to his home by blood poisoning.

Engineman S. W. Getchell is on the "sick list" as the result of breaking his arm while at work.

L. L. Hartley of the Freight Office, passed his vacation at Nantasket.

Reports from Assistant Roadmaster J. W. Randall of Waterville, who is sick in a Massachusetts hospital, state that he is on the road to recovery.

Jesse Maxim, who learned his trade and worked as machinist at Waterville Shops, and now is one of the firm of Maxim Bros., in Everett, Mass., was calling on old acquaintances in Waterville recently.

R. J. Snow, who has been confined to his home by illness, is at work again.

B. A. Gurney is spending his week ends at North Pond.

Fred Pooler has returned from a vacation spent in Buffalo and Niagara Falls.

It is interesting to talk with a man who has worked with a cir-

cus and especially so if he travelled with one over fifty years ago. The life at that time, of course, was harder than it is now. E. R. Branch, who has worked at Waterville Shops for a good many years, and is better known to us as "Lish," had charge of the canvas in the eighteen-sixties, for Nathan and Smith of New York, in "The European Show." This was an overland circus, transported on forty-five wagons drawn by one hundred and eighty horses. The total help was about seventy-five. The show played New York City and West. It was a one-ring circus with about twenty performers, and the acts were tumbling, trapeze, horseback, and lion training. All the animals that were carried were six camels and four lions. A feature of the parade was that one of the male lions rode on the top of his wagon without being fastened. Mr. Branch has seen a good many of his old circus acquaintances in Waterville, with different shows in years past.

Foreman W. G. Tucker of the M. of W. Department, has a garden to be proud of, and it is well worth one's time to make a visit there just to see the strawberries and string beans, the latter measuring a foot in length.

M. E. Allen and Charles Colwell, with their families, enjoyed the week end of August 8th at Unity Pond.

Carl Davis of the Engineering Department, has been temporarily assigned to the position of Assistant Roadmaster at Waterville on account of the illness of J. W. Randall.

#### MORE RIGBY BROADCASTS.

Several others of the Round House force laid off the past month to pass their annual retreats in New England's Wonderland. Among those noticed absent on pay roll calls, are William Prew, Eugene Pollard, C. M. Brume, Hollis Booker, Patrick Nally, Patrick Theriault, Leo O'Rourke, John Geary, Preston Rankin, Stanley Jancowski and Frank M. Kane.

"Kaiser Bill" Fred L. Grows, headlight inspector, has taken the doctor's advice and is now on a

three months leave of absence. Bill gave as the cause, that he couldn't stand the gas. Others think that perhaps it may be the aroma from the cabbage he carries under his nose.

Walter Gammon, machinist, is on a three months leave of absence and is by this time in the orange groves of Florida. The boys he left behind him are wondering if Annie has decided in his favor.

General Foreman G. H. Garrison, accompanied by his wife and a party of friends, are on a tour through northern Maine and Canada. This gives the boss a good chance to get accustomed to his knickers. He didn't say whether he was taking his "sticks" with him.

When this issue is being distributed to the family, some important changes will have occurred in the Terminal Motive Power Department. According to the present plans, several of the Thompson's Point clerks will transfer with their positions to Rigby. A new office has been built on the second floor of the Administration Building. The present staff of the G. F. Office will be moved upstairs together with the broadcasting studio (Mr. Lovejoy's suggestion). This issue gives us an opportunity to welcome the newcomers to our renovated race track.

Miss Mary Stevens of the Rigby Car Department, has resigned from her stenographic duties, effective August 24th, to accept a position with the U. S. Veterans' Bureau located in the Benoit Bldg., Portland.

Our local navy sailed away, August 14th, with E. Stillman Greene of the laboring gang aboard. Stillman was at Newport at the time of the boiler explosion. You know Long Roy Kane and Short Stillman Greene went down to Lieut. John Marks' middies last Spring. The boys planned on cruising along the coast together, but the Navy Department were unable to find a pair of pants that would accommodate Roy, so Roy did not cross the gangplank. He reviewed the fleet from the Eastern Promenade on Sunday afternoon, August 23d.

## Crossing Tender Skillings Long in M. C. Service



A. SKILLINGS

Alanson Eugene Skillings, Crossing Tender at Mattawamkeag, whose picture is reproduced above, has been employed by the Maine Central for a great many years, and the following brief summary of his service will be of interest to the members of the Maine Central Family.

Mr. Skillings is the son of Obed W. and Esther Skillings, and was born in the town of Embden, Maine, on November 25th, 1854. He was educated in the schools of Embden and commenced work for the Maine Central Railroad on what then was known as the Second Division, under Arthur Brown, Superintendent at Lewiston, after having served as section hand for two years previous.

His first service as Trainman was on Trains 22 and 35, between Portland and Waterville, on which ran Conductor L. D. Cobb, Engineer Charles York, and Engineer Ansil Smith alternated. Fred York was firing for his father, and Fred Wing was firing for Engineer Swift. Preston Longley and Scott Laplipp were the other brakemen with Mr. Skillings.

After two and one-half years service, Mr. Skillings was promoted to head brakeman and spare conductor and remained on that run for one and one-half years

longer, after which this train was run through to Skowhegan and made a mixed train. After this change, he continued on the new arrangement for three and one-half years, or until 1880, when he was granted a leave of absence by Payson Tucker, who was then General Manager.

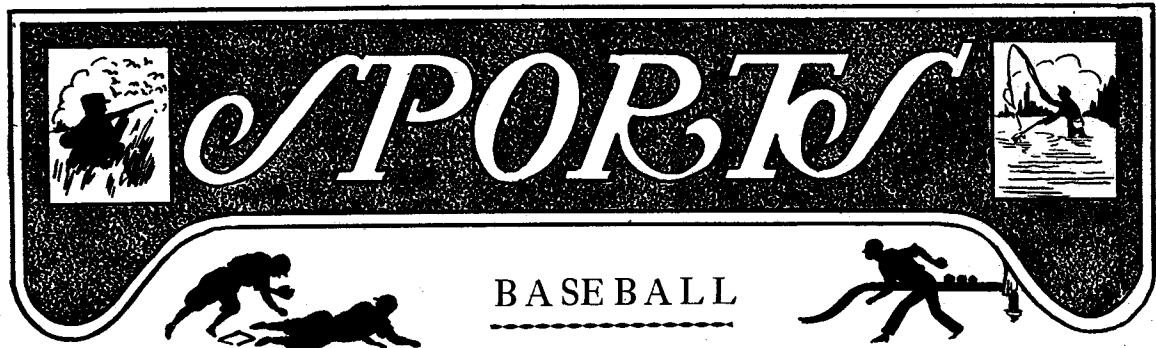
On October 13, 1882, Mr. Skillings returned to the Maine Central and was sent over to the Eastern Division at the time the Maine Central took over the old European and North American Railroad, and was made Conductor on Trains 21 and 40, afterwards designated as Trains 26 and 37.

Soon after this, Mr. Skillings was promoted to Passenger Conductor and given Trains 92 and 19, between Mattawamkeag and Bangor, on which run he remained until 1903, when he was obliged to secure another leave of absence on account of a severe sickness which left him in a crippled condition. As soon as he was able to attend to it, Mr. Skillings opened up a small store in Mattawamkeag, and remained in the store business until May 2, 1918, when he had recovered sufficiently to accept a position as Crossing Tender at Mattawamkeag, where he is now employed.

During his many years of service, he has made a hobby of accumulating a large collection of views, newspaper items and other material of particular interest to those interested in the railroading on the Maine Central.

Mr. Skillings has developed what is probably the best appearing flower garden at any crossing on the Maine Central System, if not in a wider field, which is an object of much interest to the traveling public, and there has been not a little favorable comment concerning it.

The many friends of Conductor Alvin A. Haney of Old Town Switcher fame, will be glad to hear that he is soon to be known to the public as an inventor of more than ordinary ability. Like every inventor, Conductor Haney has been anxious to make an improvement to some vital part of the automobile. The part of the automobile that Conductor Haney improves is so vital that it is really the life blood of the machine and will make the driving of the smaller cars very inexpensive in the congested areas, and will practically eliminate the so-called gas tank as with the "Haney Snuffer" it will not be necessary to carry more than one gallon of gas in the car. Conductor Haney has the only "Haney Snuffer" in use at the present time, attached to his Chevrolet Coupe with which he carries on his experiments. He states it is merely necessary to carry enough gas to START the car and carry you to the main highway where the larger cars pass frequently, and when a large car passes in the direction he wishes to go, he merely drops in behind it and turns on the "Snuffer" and with a few preliminary snuffs and snorts, it picks up the scent of the large car's exhaust and for the remainder of the journey rides merrily along at the other fellow's expense, as the "Haney Snuffer" eagerly snuffs up the vaporized power from the larger car's exhaust.



## Yard A. A. Has Bad Month

The Yard A. A. got away with a bad start in August and the "jinx" seemed to be with them throughout the month.

On August 3d the boys from the Yard crossed bats with an aggregation from Falmouth and when the dust had settled, Falmouth was declared a 10 to 4 winner. West and McNealus worked for the Yard and Lunt and Spear for Falmouth.

Nothing daunted by this defeat, the Yard A. A. topped the Union Station team in a league game 6 to 5. This game, however, ended under protest in the sixth inning when the Station boys refused to take their turn at bat because, as they claimed, it was too dark for them to see the ball. It has not yet been decided whether or not this game will be allowed to show in the league standing. The Yard batteries were, Kilmartin and J. Flaherty and Conley and McNealus. For the Station, Stevens and Cummings.

Rigby trimmed the Yard 6 to 1 on August 11, about which Johnny Dunn has so ably reported in his article.

On the 15th the Yard journeyed to Poland Spring where a coat of kalsomine was administered by the resort players. 7 to 0 is what the score book records. Dodge and McNealus formed the Yard battery while Perry and Lyons worked for Poland Spring.

The Yard Team came back a little on August 18th when they defeated the Terminal House 3 to 2. Kilmartin, J. Flaherty and McNealus worked for the winners, and

Donahue and Sherman for the losers.

The Terminal Team turned the tables on the 21st and defeated the Yard 6 to 4. As before, Donahue and Sherman worked for the Terminal, but Dodge and McNealus were the Yard Battery.

Once more on the 22d, Union Station and the Yard A. A. met on the field of battle and this time the Yard emerged the unquestionable victor, by the close but decisive score of 1 to 0. The batteries for the Yard were Dodge and McNealus and for the Station, Stevens and Cummings.

### TERMINAL LEAGUE STANDING.

	Won	Lost
Rigby	7	2
Yard A. A.	7	4
Union Station	3	5
Terminal House	1	6

## Rigby Motive Power Team

by J. F. DUNN.

August with its beautiful harvest moon has smiled generously upon the baseball cohorts of the Terminal Motive Power Department. Rallying from the stinging defeat which they handed themselves in the late July contest with the Yard A. A. the Power boys got real mad and launched upon a scalping tornado which to date has not subsided.

July 30th found us pitted against the Station foes, on which occasion we emerged a victor. August 6th brought another defeat to the string of Terminal House losses and chalked a win on the left side of the Power ledger.

You remember what we said about August the 13th. Well, we kind of feared a beating so we sent "Nick" Horton some nice cigars and then asked him if it wouldn't be possible to play the game off on Aug. 11th. "Nick" was agreeable to this arrangement and then we met the Yard A. A. on Tuesday evening, and Oh, Boy! you should have been there.

The Yardmen prayed right out loud that Frankie Woodbury would oppose them on the mound. The good Lord heard their prayers and Frankie Woodbury PITCHED and PITCHED. Up until the seventh inning not a yardman had even got a look at first base. The lucky seventh saw a base on balls, a steal and a hit which netted the Yard their lonesome run, while the Powers romped across the platter six times. It is rather impossible to pick any bright lights in that game because they all just shone in their brightest rays. We can't help thinking of Frankie and neither can the Yard. We brought our own umpires with us for this contest. Ted Kimball certainly deserves credit for the way he handled the indicator. He was ably assisted by Mr. Fountain on bases and Gen. Foreman Garrison in the bleachers.

August the 17th called for a postponed game with the Station outfit. This proved to be a farce and being set to music by a tune of 14 to 4. The high light of this skirmish was the coming to bat of Graham White the Station center-gardener, with his banjo which was found to have no head. Geo. Harris, a dusty from the Station, gave us a clog between first and second when he went to pinch hit in the final chapter.

We crossed bats with this outfit on Thursday of that week. The Station made a few improvements in their defense but these were without effect. The Power boys sure had Power in their sticks. It was all Power that night. Gil Powers ascended the pulpit for the Powers' and delivered a tremendous sermon. This good gentleman gave away one ticket and that was all, not a hit, not a run. Today Gil's picture hangs alongside of Miss September of the Joyce Jack Gallery.

With these five wins attached to our belts we're sitting pretty on the top of the pile, so you've got to come up and knock us off or else it will be necessary for you to come to Mr. Southworth's office to get a drink out of the CUP.

The Family of Baggage Master Cyrus G. Messer of Old Town, are enjoying a few weeks outing at Pushaw Lake. Cy motors back and forth in his Studebaker, night and morning.

The families of Harry E. Tourillottee and Andrew L. Applebee, Freight Clerks at Old Town, are spending the month of August at Camp Kelly, Saponic Lake, Harry taking the first two weeks, and Andy the last two weeks of the month there with them, as their vacation.

Frank C. Preble, Yard Clerk at Old Town, fell heir to a dog recently. He says it would be a good dog if it didn't sing so loud nights.

J. Edmond Bouchard, Despatcher, and E. S. Bouchard, Operator (Mrs. J. E. B.) at Oldtown, went on two weeks vacation, August 16th. They will spend a few days at Phillips Lake and a longer time at Portland and Poland Spring.

Russell D. Costain is relieving Mrs. E. S. Bouchard as 2d trick operator at Oldtown.

As we were sealing the envelope with this news, the messenger came in with some mail. Among it was a postcard to Mr. Southworth, from Mr. Frank K. McConnell, Chief Joint Inspector at Rigby, who is passing his vacation on a motor trip through the West. The card bore a postmark of the Yellowstone Park region.

## What Is It?

### A Letter, A Gift and A Reply

The other day we received the following letter:  
Dear Sir:

One of our South American friends arrived in Boston recently on a fruit steamer from the banana belt, and upon his arrival in this country was impressed, like many other visitors, with glowing reports of Maine as a tourist's paradise. Not having a good excuse for staying away, he immediately hopped a carload of bananas billed to Old Town, and on arrival there last Monday, declared it was the most desirable spot in the state to live, but he would like to see Portland before he passed out of this vale of tears.

He came equipped with running gear for traveling the hot sands of the desert or the side of a banana, but he doesn't like to swim—for, we tried him. Don't be frightened, for he is harmless—will eat anything—very fond of children.

Please give him a father's care and don't let the girls around the office kiss him too frequently—his stomach is very delicate, and his food must be given the greatest care during dog days.

Yours truly,  
Signed by V. A. Cunningham,  
Cashier at Old Town.

We are answering Mr. Cunningham through the medium of these pages.

Dear Mr. Cunningham:

That the whole Maine Central Family may know our appreciation of your thoughtfulness in sending to us for entertainment so distinguished a visitor, I am taking this valuable space in our publication to publicly thank you for the courtesy.

There are, however, one or two things I wish you would put us right on. In the first place, when you send us a visitor, why in the deuce don't you tell us what his name is? Second, why don't you fix things up so he can eat on the way?

We tried hard to find out what his name was. We asked John Bourke, John Briggs, the insurance man, in fact everyone that came in

that day, but to no avail. I'd hate to print what some of them called him.

Judging from the date on your letter, he was three days in transit and from your letter I would surmise that you were so intent upon instructing us how to feed him that you quite forgot to provide traveling rations. As if to refute your statement that he would eat anything, the box he was shipped in was intact.

The result of your negligence was the cause of his untimely demise. I say untimely because he was unable to see Portland, and consequently did not have the opportunity to take back what he had said about Old Town. That night, with appropriate ceremony, my family and self buried him in the back yard.

Just one thing more. That last paragraph of your letter has all the earmarks of a dirty dig. Do you infer that kissing the girls in the General Office Building would affect a weak stomach? If you do, it is evident that you have never visited said offices and after that statement, I don't think you had better visit it now.

Sincerely,  
THE EDITOR.

For the benefit of those who do not understand, Mr. Cunningham sent us some kind of a lizard, and as we are not familiar with these creatures, have refrained from naming it, but from information we were able to gather, would guess that it was a chameleon (pronounced ka-me-le-un).

The failures of life sit around and complain the gods haven't treated them white; they've lost their umbrellas whenever it rains, and they haven't their lanterns at night; men tire of the failures who fill with their sighs the air of their own neighborhoods; there's a man who is treated with love-lighted eyes—he's the Man Who Delivers the Goods.—Walt Mason, in the *American Outlook*.

## How and Where to Swap In the Old Bus

By V. A. CUNNINGHAM.

Let a guy what knows, tell you how to do it. First pick out the car you really want to buy and then find a friend who owns one. Lead him quietly to one side and whisper in his ear that you are going to trade in your bus and ask him what car he would recommend your buying. The eagerness of his reply will be pathetic, the answer obvious and you will get a warm testimonial, supporting your own good judgment.

You will be able to talk car with him, without the draw-back of listening to knocks. I tried it out on a guy named Haney what shufflers the shifter around the yard at Old Town, you know him, he is the fellow that invented the Haney-Snuffer, and it worked like a charm, only I spoke right out loud and the shock lifted him two feet off the ground and caused him to stammer pretty badly, that is why I suggested approaching them quietly.

He says, "My boy, you have come to the right man all right, for there are good cars and bad cars and then there are Shove-a-lots." As he owns a Shove-a-lot he ought to know, so I consented to go down to the salesroom with him that night.

That must be where the reformed circus spielers go, for their tongues are slicker than the treacherous side of a banana peeling, but my method of getting the right wave length before you leave home, will make every word they drop sweet music to you.

The bright young man who broadcasted for us was, I noticed, continually wiping his hands on a piece of waste and I asked him why he done it and he said that it was the result of his early training selling stock in the oil well at Dover-Foxcroft; the customers had to see some oil before they would swap their Liberty Bonds for his more valuable ones, so he used to squirt a little on his hands and wipe it off with waste when he began to shear a customer.

He showed us some wonderful cars, patent fenders that would

drop off at a kick, steering wheels equipped with balloon tires and cars with parlor, bed-room and bath, with the kitchenette in a trunk on behind and on one car the horn would blow when you turned the wheel to the left and on another when you blew the horn the lights went out. Then we started to dicker; father always said there was a little Scotch in me,—I don't know about Allie, I lost track of him for half an hour the first part of the evening.

The B. Y. M. (bright young man) asked me what vintage my flivver was and I said, "21," and he said, "18 or 19," and when I said "19" he looked skeptical at first but finally brightened up like a maiden who finds theatre tickets in her mail and said, "I will give you \$150.00 for it and throw in the Shove-a-lot." It sounded pretty good but I had an ancestor over in Scotland whose idea of a petting party was to fondle the lady on a silver dollar and I could always get a kick out of half that much,—so I looked him right in the eye and said, "Will you put on bumpers, motor-meter and demountable rims?" He looked at me keenly and said, "Isn't there a little Scotch in you?" But Allie and I both insisted that it was coca-cola that he smelt. As a further feeler to show him I was right on guard every minute, I asked him how many horse power it had and he says, "25 and that is 5 more than your flivver has,"—how I wished granddad was there, for when it came to swapping horses, he was there day or night. I asked him how long he would guarantee the car against mechanical trouble and he warmly assured me that every Shove-a-lot car was guaranteed to leave the garage under its own power. This was the final point that won me over and I felt that the careful and painstaking way in which I had selected the car to buy and the thorough manner in which I checked up the minor details that contributed to its value was worthy of copying by

any of the Maine Central Family who are planning to buy a car or trade in the old one.

I finally picked out a pink one with purple fenders, with an attachment that would blow the horn when anyone spoke in the back seat.

Editor's Note—(Will George Priest, Agent at Brunswick, please note carefully this last sentence.)

### EFFECTIVE ELOQUENCE

"Fare!"

The passenger paid no attention to the conductor's demand.

"Fare, please."

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!' said the conductor, 'I imply no reference to the state of the weather, nor even to the quality of the service vouchsafed by this philanthropic company. I merely alluded, in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation incurred by your presence in this car, and suggest that you liquidate.'"

And then the passenger woke up and produced the requisite amount.

—*The Pilgrim.*

### AIN'T IT THE TRUTH?

Writing in the *Boston American* in a recent issue, John P. Medbury says: "Summer tourists are crowding the excursion trains, and children who have been making the same trip since 1915 are still five years old. One kid who was trying to pass as 12 years old had three children of his own. . . A conductor on the Twentieth Century Limited says you'd be surprised if you went into the wash room and saw how many youngsters were shaving. . . . A conductor was trying to make a mother pay half-fare for her child. She said: 'You're the first conductor in 15 years who ever doubted my little boy's age.'"

He—You look like a sensible girl. Let's get married.

She—Nothing doing. I'm as sensible as I look.

## An Interesting Address on the Hoch-Smith Resolution

Detroit, Mich., August 31, 1925

—Does the Hoch-Smith resolution passed by Congress at its last session empower, and even require, the Interstate Commerce Commission to adopt a new system of railroad regulation under which "the industrial geography of the United States is to be changed" and the Commission will be "the economic dictator of this country's progress?" This important question was raised in an address delivered here this afternoon by Kenneth F. Burgess of Chicago, general solicitor of the Chicago, Burlington and Quincy Railroad, before the Section of Public Utility Law of the American Bar Association.

The Interstate Commerce Commission will commence in Chicago on September 8, its general investigation of freight rates under the Hoch-Smith resolution, beginning with its hearings on the petition of the western roads for a general advance of freight rates. Mr. Burgess, who is one of the authors of a standard textbook on railway regulation, will be one of the principal counsel of the western roads in that case.

In his address, Mr. Burgess reviewed previous legislation and decisions of the courts in railroad and public utility cases to show that the tendency of regulation has been to base the rates of the railroads and public utilities upon the cost incurred by them in rendering their various kinds of service, including a fair return on the value of the railroad or public utility property. He called attention to the fact that the Hoch-Smith resolution declares that "the true policy in rate making to be pursued by the Interstate Commerce Commission in adjusting freight rates is that the conditions which at any time prevail in our several industries should be considered insofar as it is legally possible to do so to the end that commodities may freely move," and shall give due regard "to the general and comparative levels in market value of the various classes and kinds of

commodities as indicated over a reasonable period of years."

"This joint resolution has been variously interpreted," said Mr. Burgess. "It has been described as 'economic rate making.' Under this view, it not only means that the commission has been made the traffic manager of the railroads, but also that an agency has been set up as the economic dictator of this country's progress. It is said by some students that the joint resolution contemplates such a relocation of industry throughout the United States as will best promote the national efficiency—that the relative prosperity of different industries shall be weighed from time to time and the freight rate burden shifted from the less prosperous to the more prosperous—and that any adverse effect of the law of supply and demand upon a particular industry, shall be counterbalanced by reductions in freight rates. On the other hand, should some form of industrial enterprise be found by the Commission to be absorbing an undue portion of the national wealth, then it is to be curbed by increasing the freight rate burden which it bears. All this, it is said, the Commission should do in effectuating the will of Congress, subject only to the injunction that the gross proceeds of all these rates shall be sufficient to maintain an adequate system of transportation.

"It is of interest here to know that the Interstate Commerce Commission a week hence in Chicago, will open a series of hearings for the purpose of re-examining the rate structure of the country in conformity with the direction of Congress. The notice assigning this case for hearing, expressly provides that among the subjects with which the Commission will concern itself, are the relative price levels and economic conditions prevailing within the several industries whose products move in interstate commerce by railroad.

"It is a curious anomaly, that in 1910, some of the western railroads themselves advanced this theory in justification of some in-

creases in freight rates which they were seeking to secure. The railroads contended that the increase in the general level of commodity prices above the low point of 1896, had resulted in an increase in their cost of service, which they could only meet through an increase in their rates, and also that the traffic of the country could well afford to pay such increased rates. But the shipping interests of the West appeared in opposition to the proposition that rates should be made in relation to the value of the service to the shipper and the Commission disapproved of the principle. In an opinion by Commissioner Lane, the Commission said:

"Rates being made upon this theory, the function of the traffic manager is that of a statesman; he determines zones of production and consumption, the profits of the producer and the cost to the consumer; he makes his rates, if he so pleases, to offset and nullify the effect of import duties and determines the extent and character of our foreign markets.

"This necessarily gives to the carrier the right to measure the amount of profit which the shipper may make and fix its rate upon the traffic manager's judgment as to which profit he will be permitted. This theory entitles the railroad to enter the books of every enterprise which it serves, and to raise or lower rates without respect to its own earnings, but solely with respect to the earnings of those whose traffic it carries. This is not regulation of the railroads by the nation, but regulation of the industries and commerce of the country by the railroads."

Mr. Burgess said that those who advocated the passage of the Hoch-Smith resolution, undoubtedly sought legislative sanction of a principle in rate making which the shipping interests fifteen years ago violently opposed, and the application of which by the Commission itself would be, not merely regulation of the railroads, but "regulation of the industry and com-

(Continued on following page)

## Increasing Burden of Railway Fixed Charges

The *Railway Age* presents elaborate figures in an editorial in its current issue in support of the view that the interest on bonds and other fixed charges of the railways have increased so much, and the margin of income over fixed charges has declined so much, since 1916, that unless the tendency indicated is arrested "the country will be strewn with bankrupt railway systems" when the next period of business depression comes.

It calls attention especially to the fact that in 1924 the net income the railroads in western territory had after paying their fixed charges was \$67,500,000 less than in 1916 and \$55,500,000 less than in 1911, thirteen years before.

"The railways have two kinds of income for paying fixed charges and dividends and making investments in property," says the *Railway Age*. "One is 'net operating income,' the other is 'other income' derived from various kinds of investments besides their operating properties, and the two combined make what is called 'total income.' The 'total income' of the Class I roads in 1916 was \$1,250,151,000 and in 1924 \$1,246,860,000. Their total fixed charges in 1916 were \$603,271,000 and in 1924 \$684,557,000. It will therefore be seen that while their total income was about \$3,300,000 less in 1924 than in 1916, their fixed charges were about \$81,300,000 more, the net result being, in spite of a large increase in the investment in property, a reduction of about \$85,000,000 in the income available for dividends and investment in additions and improvements. In 1916 fixed charges consumed only about 48 per cent of total income and in 1924 about 55 per cent.

"The statistics of the western roads make relatively a much more unsatisfactory showing than those of the Class I railways as a whole. In 1916 their 'total income' was \$550,816,000 and in 1924 only \$492,359,000. Their fixed charges in 1916 were \$272,959,000 and in 1924 they were \$281,952,000. The net result was a reduction of \$67,-

500,000 in the part of their income left after paying fixed charges. In 1916 their fixed charges were less than 50 per cent of their total income and in 1924 almost 57½ per cent of it.

"Reference has often been made to the fact that for some years additions and improvements have been financed by the railways almost entirely with borrowed money and that in consequence their fixed charges have been increasing faster in proportion than the income from which they are paid.

"Periods of business depression always have, and no doubt always will, alternate with periods of prosperity. It is a notable and ominous fact that in each of the two periods of depression through which the railways have passed within the last fifteen years the ratio of their fixed charges to their total income has made a new high record. In 1914, fixed charges rose to 61.2 per cent and in 1915 to 63.6 per cent of total income. In 1914, fixed charges were 58 per cent greater and in 1915 75 per cent greater than the net left after they were paid, and in 1915 there were more miles of railroad in the hands of receivers than ever before.

"The second period of depression mentioned was that which began late in 1920. In 1921 the fixed charges of the railways as a whole rose to almost 68 per cent of their total income and exceeded the margin of income left after they were paid by 111 per cent.

"In 1911, a year of moderate prosperity, net income left after fixed charges were paid was only about 4 per cent less than the fixed charges. In 1924, a year of moderate prosperity, fixed charges exceeded by 24 per cent the amount of net income left after they were paid. In 1911 the fixed charges of the western lines were 16 per cent less than the net income left after they were paid, while in 1924 they were 34 per cent greater.

"When a railway's fixed charges are high in proportion to its total income, a substantial increase in its total income disproportionately in-

creases the percentage of net income earned upon its stock, while a substantial reduction of its total income disproportionately reduces the percentage of net income upon its stock. The result is to cause extreme advances and declines in the market price of its stock, and this may make it an attractive plaything for speculators, but makes it a very bad thing for purchase by persons who desire to buy securities for permanent investment.

"It should be among the most important objects of government regulation to establish relations between the fixed charges and the total income of the railways which will make them a tower of strength to the nation in periods of financial stress, and which will make their securities, including their stocks, good permanent investments. The way the rates and net return of the railways have been regulated tends to make them a menace to the country's welfare in periods of depression and to increase the speculative character of their securities."

### Interesting Address

(Continued from Page 28)

merce of the country" by the Commission.

"We have," he said, "outlined a most difficult problem for regulatory authority to undertake to solve if by the theory of rate-making outlined in this resolution, it is intended to counteract the influence of the law of supply and demand upon the price of particular commodities. My mind turns to the statement of Rasselas who, after there were explained to him all the qualifications that went to the making of a philosopher, said, 'Who, then, can be a philosopher?' By the same token, if these are the rules by which the Interstate Commerce Commission is to be required to make freight and passenger rates, we may all say, 'Who, then, could be a member of the Interstate Commerce Commission?'"

## :: NOW I'LL TELL ONE ::

The head of one of the large American railway companies was making inquiries with regard to acquiring a small branch line which belonged to one old man.

"Now, as to the state of your road," he asked: "is it well and safely laid?"

"Sir," replied the old man indignantly, "ours is the safest line in the country. I may say that we have been running for twenty years and have never had a collision."

"That's good!" exclaimed the big man.

"And what's more, sir," went on the proprietor of the little line, "a collision would be impossible."

"How do you make that out?" was the surprised question. "I know that the latest automatic devices are excellent, but, well, 'impossible' is a big word."

"It is literally true with us," was the other's proud boast.

"In what way?"

"Well, sir, we have only one train!"

### JOLLYING JESS

After Jessie had been at the boarding-school a few weeks, she began signing her letters home "Jessica." Brother Tom thought he would give her a little dig about it, so he wrote:

"Dear Jessica: Dadica and Momica have gone to visit Aunt Lizzica. Uncle Samica is talking of buying a new machinica, but he doesn't know whether to get a Fordica or a Chevica. The old cowica has had a calfica. I was going to call it Nellica, but I changed to Jimica because it was a bullica. Your affectionate brother, Tomica."—*Boston Transcript*.

### GOOD MORNING, MORNING

I once knew a driver named Morning  
Who ignored every safety warning,  
He drove on the track  
Without looking back,  
So they're mourning this morning  
for Morning.

—*Carnegie Puppet*.

Mother—"Instead of fighting with that boy who picked on you, you should have set an example."

Stanley—"I did better'n that, mother. I made him an example."

### PITY THE BLIND

"My poor fellow," said the lady, "here is a quarter for you. Goodness gracious, it must be dreadful to be lame, but just think how much worse it would be if you were blind."

"Yer right, lady," agreed the beggar, "when I was blind I was always getting counterfeit money."  
—*Western Christian Advocate*.

### NOT ON THE MAINE CENTRAL

Passenger—"Why are we stopping?"

Conductor—"There is a cow on the track."

Passenger, later—"Why are we stopping this time?"

Conductor—"There is a cow on the track."

Passenger—"What! have we caught up with that cow again?"  
—*Dartmouth Jack o'Lantern*.

### FATHERLY ADVICE

A lad away from home attending college, fell in love, and wrote his father for advice about getting married. Dad wrote:

"If you can get a girl like your mother, by all means get married, for I know you will never regret it. Your mother is one of the best women that ever lived, and it will be hard to find another one like her.—Dad.

"P. S.—Your mother has just left the room. Don't be an ass, son. Stay single.—Dad."—*Exchange*.

Farmer—"An' 'ow be lawyer Barnes doin', doctor?"

Doctor—"Poor fellow, he's lying at death's door."

Farmer—"There's grit for 'ee, at death's door, and still lying."—*Telephone Review*.

### MADE HER PUFF

An old farmer reached the Podunk station just as the train was pulling out; so he ran down the track after it. Man and train disappeared around the corner. About ten minutes later he came walking back. "Didn't catch her, did you, pop?" asked the Station Agent Cornfed.

"No, I didn't but I made her puff, by heck."

### WHOSE REMARKS

The Track Supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now under 'remarks,' do you want mine or do you want Casey's?"

### AFTER THE ACCIDENT

Battered Motorist (waking up)  
—"Where am I? Where am I?"  
Nurse—"This is number 116."  
Motorist—"Room or cell?"  
—*Life*.

### THOSE ARTLESS LITTLE DEARS

The street-car conductor had asked Willie's mother how old he was to be sure he was entitled to a ride free.

"Three and a half," said the mother.

"And mama's thirty-one," added Willie politely.—*Capper's Weekly*.

### NOT THE REAL THING

A colored Baptist was exhorting. "Now, breddern and sistern, come up to de altar and have yo' sins washed away."

All came up but one man. "Why, Brudder Jones, don't yo' want yo' sins washed away?"

"I done had my sins washed away."

"Yo' has? Where yo' had yo' sins washed away?"

"Ober at de Methodist church."

"Ah, Brudder Jones, yo' ain't been washed, yo' jes' been dry cleaned."—*Selected*.





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**AUGUSTA**

When you think the door to a successful future is closed against you, the ivory knob that holds it shut isn't on the door.—*Kodak Magazine.*

**"CRIMPY"**

Rastus—"Boy, it was so cold where I cum frum we used to frow water out de window and slide down on the icicle."

Mose—"You all talk nuff'ns. Whar I lib, it's so cold we gotter build fiahs under de cows to keep 'em fum givin' ice cream."—*Pipe*

**EVEN SO**

Teacher—"Children, can any of you tell me what is the most dangerous part of an automobile?"

Tommy—"Yes, ma'am. It's the driver."—*The Akalite.*

"Conductor, I hope there won't be any collisions."

"Oh, no fear, mum."

"I want you to be very careful. I've got two dozen eggs in this basket."

**RESULT OF READING THE  
ADS**

"Mother," cried little Mary, as she rushed into the farmhouse they were visiting, "Johnny wants the Listerine. He's just caught the cuttest little black and white animal, and he thinks it's got halitosis."

Dentist: So you have broken off a tooth, have you?

Patient (tough youngster): Yes, sir.

Dentist: How did you do it?

Youngster: Oh, shifting gears on a lollypop!—*C. & O. Magazine.*

"If girls were looked after properly at home they wouldn't be looked after on the street!" declared the spinster who tried to be a witty reformer. "Do you follow me?"

"If I ever did," replied a beast of a man, "it was done unintentionally."

**AMEN!**

A rich but very eccentric man died. The clergyman, who was young and new to the parish, thought it a fitting opportunity to call and comfort the widow.

"You must not grieve," he told her. "The body that lies here is not your husband. It is merely a husk, an empty shell—the nut has gone to heaven."—*Mueller Record.*

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