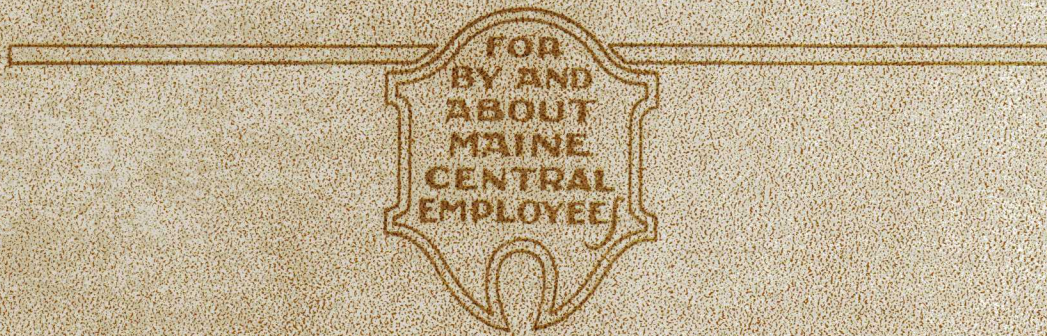


MAINE CENTRAL EMPLOYEES MAGAZINE



In This Issue:

A Tale of Two Spans

Progress of Ex-Maine Central Man

By C. H. Leard

Station Agent's Ten Rules

for Service and Promotion

Way-Bills and Freight Claim Prevention

No. 1 of a Series by M. C. Manning

Second Annual All-Maine Grain Train

Over Twenty-Five Years of Service

As Told by a "Polar" Envelope

And The Usual Features

OCTOBER, 1925

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

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so you can see it as
it will be finished

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Printshop**



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PORTLAND, MAINE

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Can We Make An All-Wool
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\$23.50

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We will have them explain it to you.

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Portland, Maine

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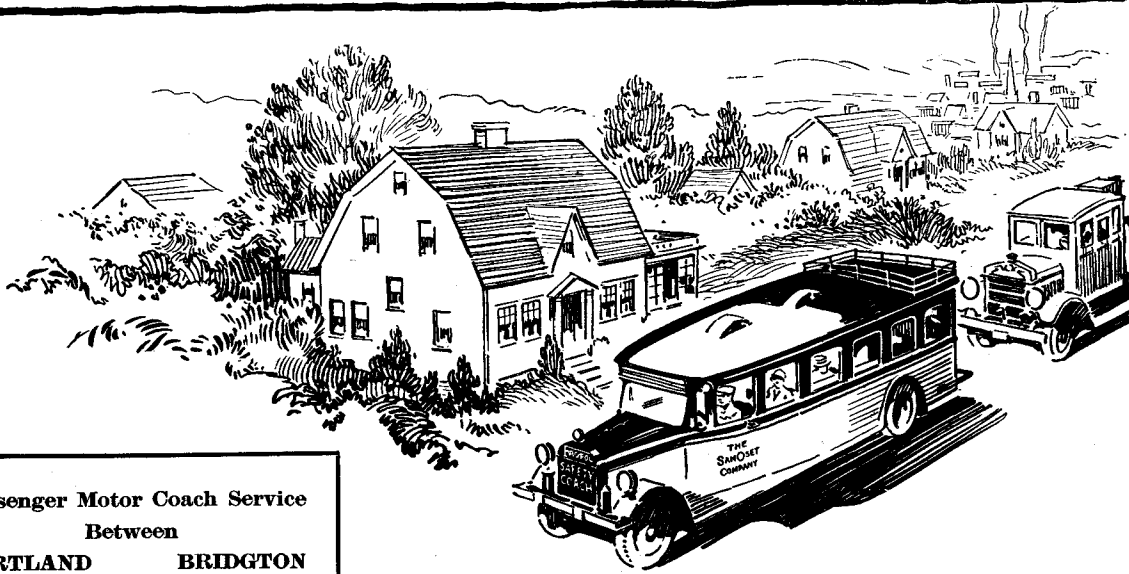
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On Savings Accounts

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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.	†11.25	†5.55
			(Union Station)		

* Passengers for points beyond Naples only.
† Passengers from points beyond Naples only.

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

D. C. DOUGLASS,
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*Patronize Reliable
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Lines*

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.

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Advertising rate cards sent on application.

LeRoy D. Hiles, Editor and Manager.

VOLUME II

OCTOBER, 1925

NO. 10

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
P. N. Carson	Bangor Ticket Office		

Portland Division

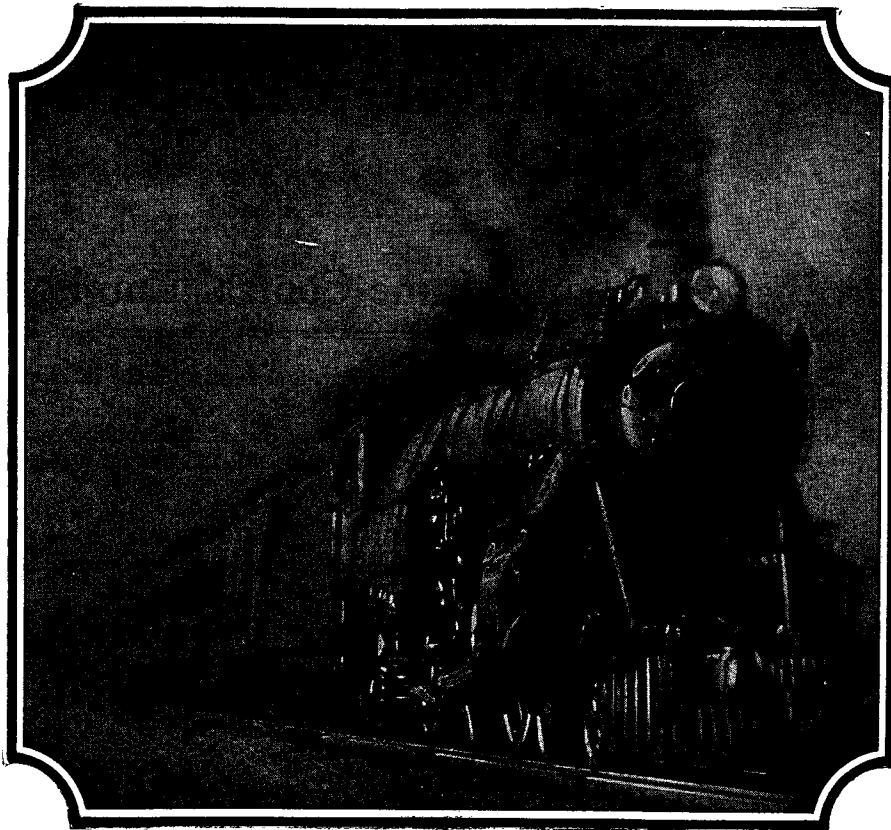
E. W. Tibbetts	Brunswick	A. F. Smith	Lewiston
E. E. Walker	Augusta	R. C. Brown	Lewiston
A. A. Thompson	Waterville	S. O. Swett	Rumford

General Offices

A. W. Sawyer	Motive Power Dept.	Miss Madeline Goudy	Accounting Dept.
	Howard R. Bean	Freight Accounts	

IMPORTANT TO CORRESPONDENTS

Items, articles or pictures for the November number must be submitted on or before October 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!



Clean Coal Reduces Operating Expenses

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

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

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

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

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

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Maine Central Employees'

:: Magazine ::

VOLUME II

OCTOBER, 1925

NO. 10

A Tale of Two Spans

How Two Sections of the Lewiston-Auburn Bridge Were Changed With a Few Interesting Sidelights

"They're going to change a couple of spans in the Lewiston-Auburn Bridge, one on the 13th and the other on the 20th. Thought maybe you would like the story for the magazine," remarked Mr. Norris, the Bridge Engineer, one day not long ago.

We thanked Mr. Norris for the information and assured him that we would be there with "bells on." So, bright and early, Sunday morning, September 13th, we awoke from our dreams and headed for Lewiston, arriving there with time to spare. Now you may be superstitious or not, and the fact that it was the 13th day may or may not have had anything to do with it, but the fact remains that we were there with bells on when what we really needed was rubber boots and oil-skins.

As if it were a signal, my arrival on the scene was greeted by the immediate commencement of activity by old Jupiter Pluvius, and, oh, how it rained. The cohorts of rain-drops fell thick and furious, abating only when I stepped into the shack to change the film in the camera and starting up again as soon as I emerged into the open. Over the falls, beneath the bridge, the water plunged in torrents, and with a deafening roar, to lash against the false structure on either side of the bridge foundations and against the very foundations themselves. But, to no avail, for they were built to withstand the pressure of just such an emergency as this. Overhead, the dismal sky held not a single hope of clearing and I recall remarking half aloud, "Old boy, you're in for a ducking today." Let me say right here that I was not mistaken, I got the ducking all right and I didn't have to fall overboard to get it.

As the last train for the morning passed over, which in this particular case happened

to be No. 1513 which was running late, the bridge became a bee-hive of human activity; every man to his place and the work was on. There was no yelling at the men, such as is usually associated with work of this kind and which never fails to leave an unfavorable impression on the minds of the spectators. Every man knew just what he was supposed to do and went right ahead doing it. No words of praise can be too high for the efficiency of the men on this job and their foreman. Up came the rails on the old span, next the connecting girders and with a few other preliminaries the spans were ready to roll.

Before continuing any further, it may be better to first give a brief description of how things were arranged so that the old span could be rolled out and the new one rolled in in the same operation. To differentiate the two sides of the bridge, I shall call them the up-river and down-river sides. The two spans to be changed were the ones nearest the Auburn end of the bridge.

The first step in the work was the construction of false-work, so-called, on both sides of the spans then in use. On top of the false-work were placed a series of groups of rails on which were placed two-inch rollers. On top of the rollers were placed other rails, upside-down. Next came the construction of the steel work, which was placed on top of the rollers on the up-river side of the bridge. These new spans were constructed exactly parallel to the old ones, even to the fraction of an inch. As soon as this part of the work was completed everything was in readiness to break connections of the old spans. Immediately following the passing over of No. 153, the ends of the first span were wedged up

(Continued on Page 8)



SPANS READY FOR ROLLING



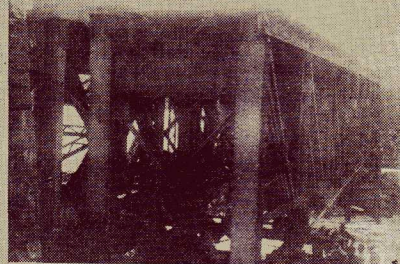
LAST MINUTE DETAILS



BREAKING CONNECTIONS



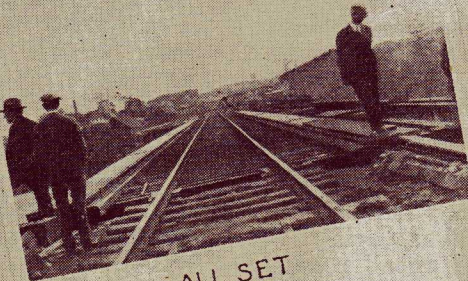
THE LAST CONNECTION COMES OUT



THE OLD OUT AND THE NEW IN



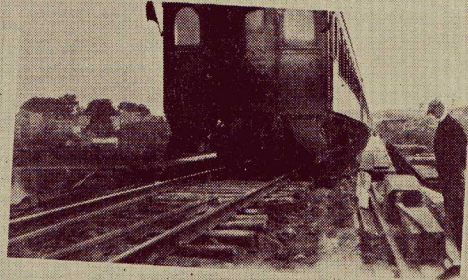
READY FOR THE RAILS



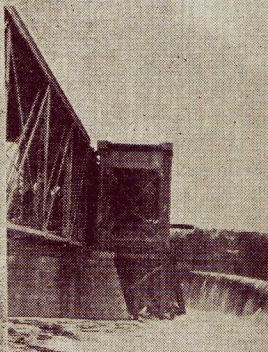
ALL SET



A TOUCH OF THE PICTURESQUE



735 PASSES OVER BEFORE WORK BEGINS



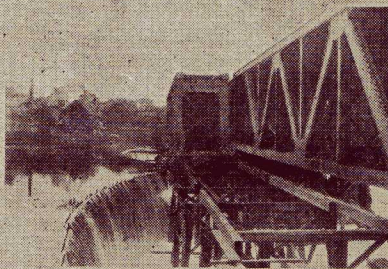
SECOND SPAN FROM THE FALLS



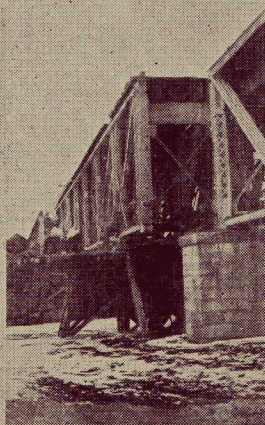
NEW SPAN GOING IN



SECOND OLD SPAN ALL OUT



SECOND SPAN READY TO ROLL



OLD SPAN COMING OUT →



THE FALLS FROM UNDER THE BRIDGE

A Tale of Two Spans

(Continued from Page 5)

to bring the entire weight on the rails and rollers, which up to this time was being partly supported by the abutments. Braces had been placed between the two spans and on the up-river side of the new one, two jacks were braced against the false-work to give the spans a start. At either end of the new span, and fastened to the up-river side, was a wire cable hitch around the bottom girder. The wire hitch was fastened to great hemp ropes which ran to hand windlasses at the extreme end of the false structure on the down-river side of the bridge. At each windlass were stationed eight men and at a given signal they began to wind. Slowly the massive structures began to move, so slow in fact that at first the movement was hardly discernible to the eye, but as one watched they could see that slowly and steadily the old was moving out and the new moving in. In just thirty-five minutes from the time when the windlasses began to be wound the movement was completed.

The following Sunday, September 20th, the second span was changed. The weather conditions had changed somewhat, in that it was not raining. The sky, however, was overcast and only occasionally a ray of sunshine broke through. A cold, sharp wind was blow-

ing and the water was flowing over the falls at an even greater rate than on the Sunday before. After No. 735 had passed over, the work went on in the same manner as it did before, except that the time of the movement was cut down to the almost unbelievable time of fourteen minutes.

A survey of a few figures on the new and old spans are more than a little interesting. The length of the first two spans to be moved is 166 feet, the new one weighing 280 tons exclusive of the rails, and in it were used 400,090 pounds of steel against 288,000 pounds in the old. This is a difference of approximately 70 per cent. The length of the second spans to be moved was 154 feet, the new one weighing 260 tons, exclusive of the rails. The old spans were built in 1894 by the Boston Bridge Works and were pin connected. The new spans were built by the American Bridge Company and are of riveted structure. 23,500 rivets were driven in the construction of the spans at Auburn. Over a quarter of a million rivets in all were used to build the two new spans.

The work was in immediate charge of Foreman Forrest Bartlett who is to be congratulated on the efficiency of his crew, and under the supervision of P. N. Watson, Superintendent of Bridges and Building, Portland Division.

Financial Report

\$129,039 Surplus After Charges In August

The statement of Maine Central operating results for the month of August—made public September 24—shows surplus after charges of \$129,039, as contrasted with a surplus of \$21,618 in August, 1924.

The surplus after charges from January 1st to August 31, 1925 is \$685,570. In the corresponding period in 1924 the surplus was \$161,807.

President McDonald's statement in full follows:

	August 1925	August 1924	Increase
Freight Revenue.....	\$1,107,527	\$1,012,965	\$94,562
Passenger Revenue.....	423,770	462,124	Dec. 38,354
Railway Operating Revenues.....	1,708,096	1,638,023	70,073
Surplus after Charges.....	129,039	21,618	107,421

PERIOD FROM JANUARY 1ST TO AUGUST 31st—(Eight Months)

	1925	1924	Increase
Railway Operating Revenues.....	13,378,304	13,626,914	Dec. 248,610
Surplus after Charges.....	685,570	161,807	523,763

MORRIS McDONALD, President.

Remarkable Progress of Ex-Maine Central Man Who Met With a Sad Accident Some Few Years Ago

By C. H. LEARD

An interesting as well as inspiring story is the one of Otis M. Graham, Manager and principal owner of the Massachusetts Limb & Brace Co. of 78 Portland Street, Boston, Mass. His story is of particular interest to Maine Central employees both on account of his host of friends along the line and also owing to the fact that his career as a successful business man is the direct result of a very pathetic accident he sustained when he, himself, was one of the employees. His story is also one of pluck and courage and proves what can be accomplished under most trying circumstances if one is endowed with the proper amount of ambition and aspirations.

In the year 1904, Mr. Graham was employed as a Night Brake-man on a switcher in Bangor Yard, and while in the performance of his duties as such, was accidentally struck by a switch stand and knocked off of the side ladder of a refrigerator car, falling under the wheels and having both legs amputated, one just below the knee and the other a few inches above the ankle. This terrible accident with its dire results, would have daunted most ordinary persons, but not so with Mr. Graham, for when he had so far recovered as to be able to get around with the aid of two artificial limbs, he sought re-employment of the Maine Central, and was assigned to the duties of signal tender in Old Town Yard. Naturally these duties he found rather hard for him on account of his affliction, and he began to consider what line of work he could take up that would furnish him with a livelihood without being obliged to remain on his feet so much.

One day as he was in the telegraph office at Old Town, the idea came to him that he might learn telegraphy; the more he thought of it the more he decided that it was the only feasible thing for him to do, and so from that time on, he

began to spend practically every spare moment in the telegraph office. His efforts were not long in bearing fruit, for in an amazingly short time, he had accomplished the act of telegraphy sufficiently to be assigned to his first position as an operator. This was at the Old Gravel Pit in Veazie where the Maine Central was then operating. That Fall when the Pit was closed up he was sent to Orono as Night Operator. This he had done in less than two years after he had met with his bad misfortune.

He remained in Orono until 1907 when Bangor Union Station was put into service, then Mr. Graham was called into the Superintendent's Office and assigned to Operator in Bangor Yard Office, one of the Maine Central's principal telegraph stations, where he was located for fourteen years. It was during the time he was situated at Bangor that he experienced trouble with all of the artificial limbs that he could buy, and for this reason became impressed with the idea that he could make his own, getting better results and with a saving from one to two hundred dollars on each, and so he began experimenting, with the result that before a great time had elapsed, he was not only making his own artificial limbs and feet, but was receiving orders from other unfortunate men who had been deprived of theirs. This start, on a little bench he had fixed up in his shed at home, was the foundation for what is now the second largest manufacturing plant of artificial limbs and orthopedic appliances in New England, for such is the concern of Mr. Graham.

In speaking of this line of business, it was interesting to learn that only English willow is used in the manufacture of limbs, and is grown by a man at Mt. Sterling, Ohio, who obtains the seedlings from England direct.

Mr. Graham spends a large portion of his time covering the New

England States, looking up and interviewing prospective customers. During the summer season, he travels entirely by automobile which he operates alone and ordinarily walks without the aid of a cane.

All of his old associates on the Maine Central were glad to greet him on a recent visit to Bangor, and as he is a comparatively young man yet, they predict a bright future for him in the business world.

BANGOR STATION NOTES

By P. N. CARSON

Martin L. Moseley of Dillon, Mont., who has been visiting his niece, Mrs. William J. Sylvester in Brewer, left Thursday, Sept. 17th on his return home. He will visit friends and relatives in Lewiston and Freeport, Maine, Medford, Mass., and Providence, R. I. Mr. Moseley was formerly an operator on the old European & North American Railroad. Later he worked in the Ticket office at Bangor, under A. W. Benson. In 1887, he went to California and served as ticket agent for two years on the Santa Fe, and four years in a similar capacity for the Chicago & Alton Railroad at Los Angeles, Cal., remaining there until 1893, when he returned to Maine to take the position of Agent at Freeport, Maine for the Maine Central where he remained until he retired in 1923.

Erle J. Dymond, Night Janitor, is having his annual vacation of two weeks. Mr. Dymond left Friday, Sept. 11th, to visit friends and relatives in Fredericton, N. B. He was accompanied by his wife and sister.

Mr. B. A. Brackett, Ticket Agent, Bangor, is having a vacation of two weeks. At present he is making a tour of Eastern Maine.

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LeRoy D. Hiles, Editor and Manager

OCTOBER, 1925

EDITORIAL

An Anonymous Letter Worthwhile

As a usual thing, the only fit place for an anonymous letter is the waste-paper basket. Occasionally, however, anonymous letters not of the poison-pen variety are written, and in these cases it is the modesty of the writer alone which forbids a personal signature. These last named letters quite often have a message of some benefit and it is to this class that the following letter which was received at headquarters a few days ago, belongs. The letter reads:

"Dear Sir:

For the first six years of my railroad career I did NOT follow the ten rules which I enclose with this letter; for the next six years I DID follow them. The result is something to be proud of. I wonder if you would care to print these rules. They are a set that I made myself and have worked to. As it is not publicity that I am after, I will not sign my name, but simply state that I am an employee of the M. C. R. R. with a twelve years record in the station service.

(Signed) Anon."

We are very glad to call attention to these rules which the author admits he did not observe for the first six years of his employment but resolved then to do better and according to his letter the rules have been a great aid in the last six years in improving the conditions surrounding his contract with the public as well as his employment by the Company.

On the opposite page are the rules. Read them; ponder them and grasp the fundamental principles upon which they are based. In their simplicity are embodied the very things for which the management is forever striving;

co-operation, honesty to self and company, loyalty, courtesy and common sense.

If every member of the Maine Central Family would observe these few rules, written as they are in the simplest of language, what a wonderful, wonderful family it would be. Gone would be all petty grievances and ill-will and in its place would be an organization the like of which would be unparalleled in the history of railroading.

Let us all cut this set of rules from the magazine and tack it on the wall where we can see it every day; and every day let us take time in the morning to read it over until we have become familiar with each rule, and after that let us read it occasionally to refresh our memory. At the end of six months let us pause long enough to look back and see what improvement we have made in our work and in our state of mind. The results are sure to be gratifying.

To you, Mr. Anonymous, we doff our hat, and although we have not the least inkling as to your identity, we are at least sure of your loyalty and honesty, because none but a loyal and honest heart could frame the rules which you have made. There was not the slightest clue on the envelope or in its contents as to who you might be and nothing but your personal modesty would prevent you from signing your name.

Safety and Railroads

"The American Railroads have earned the right to be considered authorities upon the matter of safe operation. During the year of 1924 there were 149 fatalities only among the 931,000,000 people carried, or only one fatality for every 6,314,000 persons carried safely. This result reflects the intelligent and persistent efforts of railroad officials to operate their properties safely and indicates that safety is far more than phrase in railroad parlance.

"There are over 18,000,000 passenger and commercial automobiles using our highways today, with approximately 19,000 fatalities and 450,000 injuries per year. That there is gross incompetence and reckless operation of automobiles upon our highways is beyond question. We can well afford to most seriously consider and apply the American Railway Association's grade crossing slogan, "CROSS CROSSINGS CAUTIOUSLY." Caution at grade crossings will beget caution elsewhere. Those who will not voluntarily be cautious should be driven from the highway."

—A. R. A. Safety Memorandum.

The Station Agent's Ten Rules for Satisfactory Service and for Promotion

RULE 1.—Get acquainted with as many of your patrons as is possible. Meet them pleasantly, listen to their troubles and sympathize with them. You cannot do this last properly with a stranger.

RULE 2.—Show your patrons that you appreciate their business. Do not allow them to get the idea that you wish merely to do enough to collect your pay, as with an attitude of this kind you will quickly lose their respect.

RULE 3.—You would not care to have a patron come into your OWN office, if it were dirty and cluttered, therefore you should take the trouble to keep the company's office as neat as you would your own.

RULE 4.—Upon your ability to send from your office in a good-natured mood, a patron, who has come in with a complaint of such a nature as to make him feel that he is being "done" by the company, rests to a great degree your success or failure. **NEVER LOSE YOUR TEMPER.** You can be even more firm without doing that.

RULE 5.—Remember when you are asked questions, although they may sound foolish to you, that if you answer them properly you will many times greatly relieve inexperienced travelers. The best way I know of to keep from becoming tired of this type of questions is to notice the questions you ask when called upon to perform some duty with which you are unfamiliar. You will find that it is human nature to ask at least a dozen questions which have no bearing on the subject.

RULE 6.—When a patron pays a freight bill or buys a ticket it will not require any extra time or even an extra effort to say, "thank you." Your patron will remember it.

RULE 7.—Never pass one of your patrons on the street without the customary salutation. Should he ask for information about train service or rates, be ready to give it to him. Do not drop the business entirely the minute you close your office.

RULE 8.—Never tell a patron that you are powerless to do something he wishes because of a rule which you believe is unjust. Such a statement is a reflection on the management of the railroad. You must build up a confidence for them as they cannot be there to do it, themselves.

RULE 9.—When you do not understand a matter, regardless of what it may be, a note to the proper authority will bring an explanation. If you are not sure just which official to refer the matter to, write your immediate superior who will either tell you or refer it to the proper authority direct. Never get the idea that your business is too small for an official to bother with. He has been preaching co-operation for years. It is the very foundation of railroad work.

RULE 10.—Do your work for the railroad, transact their business as you would your own and 99 out of every 100 times you will give first-class service both to the railroad and its patrons.

Waybills and Freight Claim Prevention

Number Four of a Series by M. C. Manning

My remarks this month are to all who Waybill freight and to all who handle Waybills.

Accounting Department Circular No. 76, which instructs relative to the handling of Waybills, places a great importance on them.

The Waybill is the very foundation of all freight accounting, and upon its accuracy depends the proper routing and delivery of the freight and the collection of the correct charges. The Waybill is as important a factor in the transportation of freight as the check is in a banking transaction.

I want to interest you in Accounting Department Circular No. 76. In case you may be rusty, dig it out and see once more how important your services are in making a true Waybill. Let me tell you that I waybilled freight for a few years, both local and line and, also, worked for a year in the line accounts settlements and I know what it is to Waybill freight. It is with pride that I look back to that period, its training, its instruction and its association.

The Waybill of today is very different from what it used to be. The passing years have refined, improved and standardized it. A study of the Waybill will reveal that it is blocked out and a proper place allotted for each item. From a Freight Claims Standpoint let me point out one troublesome factor,—please be particular to show icing, ventilation, milling, weighing, etc., instructions in the proper block and not in the body of the Waybill. Show milling instructions under "instructions" and the "Stop this car" in that block. The instructions block should be in detail. The "Stop this Car" block to simply show place and why stopped. A Conductor with a 100 car train and 100 Way bills cannot reasonably be expected to chase all over a Waybill for "Stop this Car." A block is provided for this; place it there.

Do not roam all over a Waybill with the transfer and junction stamps. Place them in sequence

in the blocks provided for them on the face and back of the Waybill; transfer and junction stamps on the face, yard stamps on the back.

Routing instructions are very important and should be explicit, and the same thing applies to Final Destination, P. O. Notifications and Track or Siding Deliveries.

I think that St. Peter will require no greater credentials than that this was a good Waybill Clerk, because a Waybill Clerk to know his tariffs, routing instructions and rates and make a true and complete waybill, must be good. If you don't believe it, try it some time and if you have never billed freight, I will vouch that the tariff will stop you. Let me hear from the opposition.

The Waybill is a super-important factor. Not only does it serve as the basis for the settlement of freight charges, but it is also the letter of instructions with which you inform the Agent at destination, employees at intermediate points where shipment is transferred, and sometimes the way-freight crew at some isolated point, the nature of the shipment, just how the shipper and the railroad want it handled, who shipped it, to whom it is to be delivered, conditions of delivery, route via which it is to travel, amount of charges, authority for rate, wether or not railroad company has recourse on shipper for charges, and full information as to how weights were arrived at, together with any special instructions it might be necessary to issue to properly handle shipment.

This document is such an important part of the transportation machinery that it is virtually impossible for a railroad to give its patrons satisfactory service without correct waybills. With an improper waybill, wrong routing, incorrect loading, improper classification of cars, delay and troublesome overcharges or undercharges are almost certain to result.

As a basis for a correct waybill, you must first have a correct and legible shipping order. The receiv-

ing clerk must see that a legible shipping order is furnished and that the freight is fully and properly described thereupon, and that all essential notations are correctly made. He or the checker must also see that weights, spot car numbers, and other necessary information are correctly inserted in the proper spaces. **WHEN YOU RUN ACROSS AN ILLEGIBLE OR INCOMPLETE SHIPPING ORDER, MAKE A MEMORANDUM AND HAND IT TO YOUR SUPERIOR.** If the shipper is at fault he can take the matter up with him for correction. Shippers' organizations all over the country have pledged their support to our prevention campaigns, and a little diplomacy on the part of local station forces will no doubt get results.

Next we must rely upon the rate clerk for the correct classification, rate and extension, and when this is done we have a shipping order which is a basis for a correct waybill.

Observation of the troubles caused by incorrect waybills leads us to make these few suggestions:

FIRST. When billing machine or typewriter is not available, use pen and ink. If necessary to use indelible pencil, set the writing with damp cloth. Do not use black lead pencil.

SECOND: Speed is sometimes necessary but accuracy will always be the most important. See that all essential information appearing upon the shipping order is carried to the waybill. The consignee's name and address, also delivery station, must agree with that shown on shipping instructions, which should be complete and accurate. There are so many towns and villages of the same or similar names in the same state, that care is necessary to show the County in which located and that name be correctly spelled to avoid freight being transported to the wrong destination.

THIRD: Never use trade names for commodities and beware of abbreviations for they are often

misinterpreted. SYMBOLS AND DISTINGUISHING MARKS ON ORDER NOTIFY SHIPMENTS ARE ESPECIALLY IMPORTANT, AS WELL AS BALE AND CASE NUMBERS. Names of shipper and consignee must be shown in full, then if it becomes necessary to report the shipment as refused, or enter into correspondence about it, this can be accomplished according to instructions. Street address on shipments going to large cities is of course important and if not shown on shipping order an effort must be made to secure it before waybill is made. **WRONG CAR NUMBERS, IF NOT DETECTED BEFORE MAILING IS COMPLETED, INVARIABLY CAUSE THE WAYBILL TO GO TO SOME POINT OTHER THAN THE CAR, CAUSING AN OVER AND A SHORT, ONE OF THE MOST PROLIFIC SOURCES OF CLAIMS.**

FOURTH: If you make a mistake, correct it. Never place one figure above another.

FIFTH: Allow sufficient space between descriptions of consignments.

SIXTH: Place required information in the proper spaces provided on the waybill, and align figures correctly so that they may be easily footed. Always show notations in a conspicuous manner on face of waybill, such as ICING, VENTILATION, FEEDING, WEIGHING, EXPLOSIVE, INFLAMMABLE, STOP-OFF, AND WHEN BILLING AN ORDER-NOTIFY shipment show on the waybill everything that appears on the blue shipping order. Never abbreviate any of the terms. Help protect the fellow at the other end of the line. When waybilling shipments that require shipper's valuation, do not neglect putting such information on the waybill, as the proper application of rates and settlement of claims depend a great deal on this information.

SEVENTH: REMEMBER THAT AN ACCURATE AND LEGIBLE WAYBILL HELPS THE YARD CLERK, THE CONDUCTOR, THE CHECKER, THE MAN WHO MAKES OUT FREIGHT BILL AND THE ACCOUNTANT. WHEN RUBBER STAMP IMPRESSIONS ARE

MADE THEY SHOULD BE RIGHT SIDE UP IN THE PROPER PLACE, AND SHOULD NOT OBSCURE OR OBLITERATE ANY INFORMATION ALREADY APPEARING ON THE WAYBILL.

After the waybills have been made, the last, but by no means the least important step, is to make sure that they are placed in the right pouches and dispatched to the proper point to meet the car. Correct pouching is as essential as correct preparation, as failure to receive waybill at destination station results in the shipment checking over there and short at point actually receiving the waybill. Parties doing this work should be familiar with the spot car lay-out and numbers, so that they may detect any wrong loading from incorrect spot car numbers being shown.

IF WE CAN OBTAIN ACCURATE, LEGIBLE AND PROPERLY PREPARED WAYBILLS, THERE WILL BE LESS DELAY TO SHIPMENTS, A SMALLER NUMBER OF "OVERS" AND "SHORTS" AND FEWER WRONG DELIVERIES OF FREIGHT; AND CONSEQUENTLY A CORRESPONDING REDUCTION IN FREIGHT CLAIMS.

HEREFORD RAILWAY LEASE CANCELLED

The following announcement, made from the office of the President, September 11th, is self-explanatory:

TO ALL CONCERNED:

Notice is hereby given that the lease to the Maine Central Railroad Company by The Hereford Railway Company, of its railroad property, rights and franchise, extending from the boundary line between Vermont and Canada near Beecher Falls, Vermont, to Lime Ridge in the Township of Dudswell, Province of Quebec, Canada, has been cancelled as of November 1, 1925.

The Maine Central Railroad Company will, therefore, terminate all train and other public service operations on said line of railroad at midnight of October 31, 1925.

(Signed) MORRIS McDONALD,
President.

Old-Timer Spins A Yarn

By A. A. THOMPSON

As the Old Timer settled back in his chair after he had eaten his lunch, he made this remark:—"Well, it was sixty-three years ago this summer that I started railroading." One of his listeners immediately said, "What in the world did you do on the railroad then? You said the other noon that you had been at the shops for thirty years." With a grin the Old Timer replied, "I was water boy for the construction crew that was under John Leavitt of Fairfield, who was Roadmaster from Augusta to Skowhegan on the P. & K. R. R." "Spin us a yarn," one of the "boys" said, so after scratching his head, the Old Timer replied, "I can remember a few things that occurred that summer very well, and as this is a hot day, I'll tell you about a hot day on which the crew was working in a gravel pit about three miles east of Augusta, and believe me it was hot in that pit, so after we had eaten dinner, the crew asked John if they couldn't have a longer noon-time rest and work later at night to make up for it, but he did not see fit to grant their request, so they said that they would not work at all. So he gathered up the tools, locked them in the boxes, uncoupled the engine from the train and told the crew to go home! It was a long way to Waterville, but we started. After we had gotten about a third of the way we heard the engine coming and John with the engine and train crews whizzed past. We arrived in Waterville after a time, hot, dusty and tired. The next day John came to my father's house to see if I was all right and told us that he knew that I wasn't mixed up in it, but that he was so mad that he forgot all about me."

EDITORIAL

Can't just figure out what has become of the cartooning talent in the Maine Central Family. Haven't seen a cartoon by one of the Family since we took over the Magazine last May.

RAILROADING

(FATHER TO SON)

Well! Boy! You want to know, do you,
 Whether it's worth your while to give
 To Railroading your boyhood's faith,
 The fervor of Youth, toil of Maturity
 And at last know that for this your LIFE—
 All that you were to be—is spent.

Spent, all that which might have been
 Preacher, physician to men's bodies,
 Lawyer to the private cause
 Or public will, merchant to all,
 Poet, prose writer, builder or doer
 Of any fair thing in mind of man.

You want to know if your last long thoughts
 When you've girded and striven and won *or*
lost

The outer emblems of Success, will
 High and serene make you content
 That life was well spent for such as this—
 Fetching and carrying all things on earth.

Yes! But fetching and carrying for the com-
 mon wealth

And not for self nor any *one*,
 For all, great, small, poor, rich, at need,
 The need of the state or nation to eat,
 Have goods to use and fuel to burn,
 Each brought to all and all to each.

Keeping the arteries of the Country's life
 Strong for the bounding pulse of health
 Down to the tiniest tissue of all.
 In *every* place letting the current flow

That all may grow and help all others,
 Is this not GOOD and worth your effort?

To see and know and say and stand
 Before each man who makes demand
 For greater privilege than some others,
 Seeing all sides and favoring none,
 Knowing all facts, betraying none,
 Speaking and standing for right till done.

What preacher has audience such as yours,
 Capital, labor, merchant and market?
 What doctor must cure a body politic?
 What lawyer tries cases that deal with a Na-
 tion's weal

Or merchant provides that without which all
 must fail?

Who has as his daily theme state-wide equity?

Now Boy! What is your answer? Can you see
 What the prize may be of Life?
 No pulpit with prestige to hold the ear,
 No grateful patient nor delighted client,
 No public plaudits—till the times may change,
 No great reward as money goes.

Just this—and only by strong endeavor—
 An eye that sees a nation's trade,
 A heart feeling each brother's need,
 A spirit calm beneath all stings,
 A soul trained to act four square.
 Is it worth it? Make yourself the answer!

CHARLES H. BLACKWELL.
 Copyright, 1925.



Portland Mechanical Foremen's Banquet

J. E. Dunn.

An event of importance to rail-
roaders of this system occurred
on Saturday evening, Sept. 12, at
the Moulton House, Dunstan's,
when the members and friends of
the Portland Mechanical District,
Association of Mechanical Fore-
men of America, gathered about the
abundantly loaded banquet tables
to enjoy an evening away from
their cares of the road.

The various foremen picked up
their pals in town and the party
assembled at the appointed place
at 6.30 P.M. It was long after
that strange noises as swish,
crug-crug, plup-etc., came oozing
out through the open windows and
the battle was on.

When the magazine representa-
tive arrived, the yard of the
Moulton House would remind one
of the New York Auto Show so
glorious was the array of motors
which met the eye. So, with a
little headwork, the gas was ap-
plied to the Ford and she moved
to the dark corner of the display
so as not to detract from the
picture.

Then the game of pass the book
was in order. It was a hard job
to get these gents to get up out of
their plates long enough to sign
their names. They have the
waitresses to thank for giving them
a breathing spell as they removed
the empty plates only to put a full
one in its place. When it came to
the soup, the orchestra rendered a
fitting march as those about the
tables took up the swing, placing
the spoon in their sword hand, and
with a 1-2-3-4 (down-dip-up-swish)
it was no time until the soup was
not. There was not a great deal
of sociability during the eating
because everybody was too busy
to be disturbed.

Soon the tables were empty and
therefore the poor foremen had to
stop eating. Somebody in the rear
of the hall yelled "Lucky seventh"
and brought everybody to their
feet. This proved to the advantage
of all concerned as it relieved that
distressed feeling and the party
was better able to sit again.

The various courses were inter-
spersed with orchestral selections.
A short, thin fellow by the name
of Walter F. York officiated at the
piano, rendering several selections
himself, directed the orchestra a
few times and also accompanied
E. G. Evans while the latter
pleased the audience with his rich
tenor voice.

Walter was about the most
prominent gent of the evening. He
was awarded first prize for clear-
ing off his table. He managed to
get the jump of the rest of the
gang, put away three plates of
stew, three servings of fried clams,
nipped three lobsters, and washed
this bit down with (?) dishes of
ice cream.

There were many guests present.
At the appropriate time Mr. South-
worth called upon the guests of the
party to show their appreciation
by giving a rising vote of thanks.
It was found that more were stand-
ing than sitting.

Among the guests were H. F.
Noyes, A. S. M. P.; H. A. South-
worth, M. M.; H. Hunter, B. & M.
Loco. Inspr.; Wm. Carroll, B. &
M. Car Inspr.; M. D. Billington,
A. A. B. T.; J. C. McMulkin, C. A.
B. I.; and F. E. Grant, Loco.
Inspr.

Gen. Foreman Garrison hap-
pened to be sitting in the center of
the hall and within reach of every-
body and was thus dubbed chair-
man of the occasion.

Under remarks the gathering ap-
preciated what the Messrs. Noyes,
Southworth, McMulkin and Hunter
had to say. Tom Leighton, F. C.
R. of Thompson's Point, was called
upon to say a few words. He ex-
pressed his appreciation of the
general good-fellowship demon-
strated by the foremen in Port-
land and at his great regret at
severing his ties in this city when
he returns to Waterville, Oct. 1.

Regret was expressed at the
inability of Mr. Hammett attend-
ing this affair.

E. G. Evans and Jack Mac-
Donald accompanied by Walter
York, gave a few selections entitled

"A Little Bit of Scotch" and this
little turn was overwhelmingly ap-
plauded as it was the only bit
during the evening.

The surprise of the evening was
sprung when Chairman Garrison
called upon "Shop Order" Walker,
the latter responding by that old
one, "Gentlemen, I fear that I can-
not add anything to what has been
said."

The crowd got a kick out of the
jokes sprung by Mr. Garrison and
then M. M. Southworth suggested
some community singing of the old
songs, which proved to be a
calamity songfest and the party
broke up, voting the affair a
tremendous success.

Those present—J. E. Marden, C.
C. I.; P. K. Jenkins, G. F.; F. T.
Palmer, C. F.; H. B. Whitten, F. C.
I.; E. G. Evans, C. F.; F. K. Mc-
Connell, C. J. C. I.; F. H. Bennett,
G. F.; M. D. Billington, A. A. B.
T.; J. E. Mills, C. C.; W. H.
Walker, F. of R.; H. Hunter, B. &
M. Loco. Insp.; Wm. Carroll, B. &
M. Car Insp.; F. C. Palmer, C. F.;
J. G. Smith, Y. F.; W. H. Hofacker,
A. C. S. F.; T. M. Leighton, C. S.
F.; T. A. Smith, A. C. S. F.; G.
W. Stearns, E. H. F.; A. W.
Martin, E. E.; T. L. Fagan, F. of
R.; A. F. Pillsbury, E. H. F.;
P. B. Pollard, C. F.; J. F. McWil-
liams, G. F.; J. M. Horne, Assistant
to A. S. M. P.; H. F. Noyes, A. S.
M. P.; F. E. Grant, L. I.; G. H.
Garrison, G. F.; H. A. Southworth,
M. M.; J. C. McMulkin, C. A. B. I.;
T. S. A. Brown, M. F.; J. M.
MacDonald, B. S. F.; and last but
far from least, Walter F. York, F.
C. R.

OH! THESE SHEIKS

Picked up a book the missus was
reading the other night and this is
what we read where it happened to
open:

He—I dreamt that we were on
Olympus.

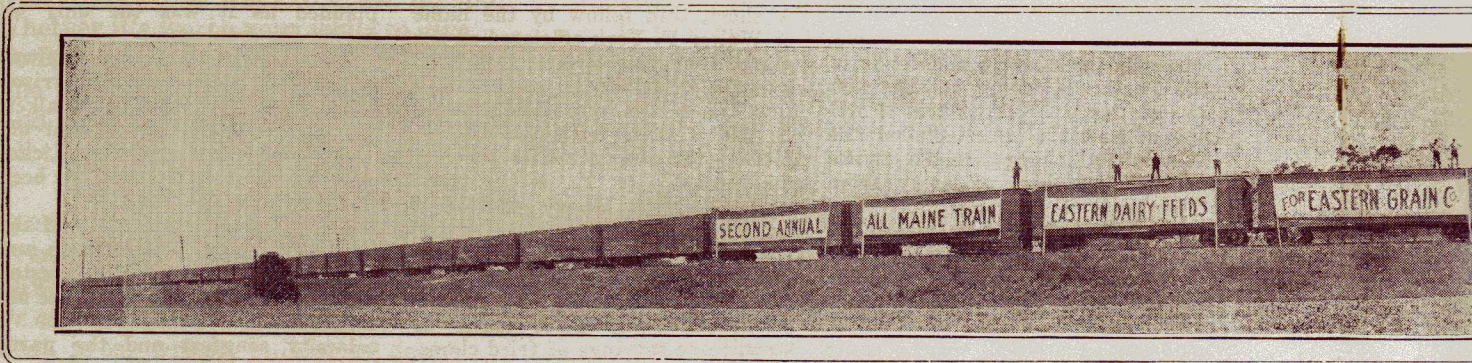
She—And, you were Apollo?

He—Yes, and you were Daphne.

LOOK! LISTEN! HEED!

Better wait a few minutes at a
grade crossing than spend the rest
of your time in a cemetery.

Second Annual All-Maine Train With Eastern Grain Company's Dair Maine Central. Shipment Consigned to Over Fifty Cities and To



The photograph above shows the Second Annual All-Maine Train of poultry and horse feeds consigned from John W. Eshelman and Sons of Lancaster, Pennsylvania to the Eastern Grain Company of Portland and Bangor, Maine. This Second Annual All-Maine Train, as it was called, was made up of fifty-three cars containing approximately 32,000 bags of grain, or 1,600 tons as compared to last year's train of sixty cars carrying 30,000 bags of grain or 1,500 tons. This speaks well for the increased efficiency in loading.

The train left Lancaster, Pa. on Saturday, September 5th, at 11.40 A.M. Several miles beyond Lancaster it was stopped, banners attached and the above photograph taken. Then the banners were taken down again, for there is an Interstate Commerce Commission ruling against banners and bunting on trains while in motion, and the train proceeded on its way, via the Hell Gate Bridge Route, Pennsylvania Railroad; New York, New Haven and Hartford Railroad and thence Boston and Maine Railroad to Portland, where it arrived at 1.20 A.M. Tuesday, September 8th. Here

the train was taken over by the Portland Terminal Company and the Maine Central Railroad and broken up, as the cars were consigned to fifty cities and towns, all of which with the exception of two were in Maine.

The consignments were as follows:

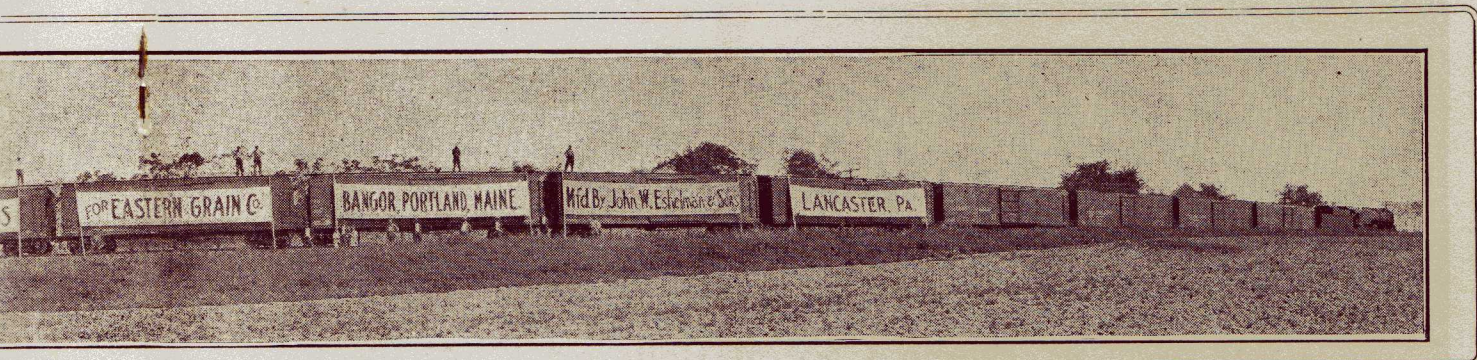
One car each to—

L. F. Smith	Walnut Hill, Me.
E. A. McGray	Damariscotta M's, Me.
L. E. Palmer	Nobleboro, Me.
Thos. E. Gay & Son	Newcastle, Me.
John T. Gay	Waldoboro, Me.
A. E. Spear	Warren, Me.
Knox County Gr'n Co.,	Rockland, Me.
W. A. Bessey	Union, Me.
H. L. Whitney	Sebago Lake, Me.
C. H. Mitchell	Brownfield, Me.
M. W. Richardson	Poland, Me.
J. H. Garland	Conway Center, N. H.
G. K. Howard	Bartlett, N. H.
A. A. Wilson	Springvale, Me.
J. W. Morris	Westbrook, Me.
E. L. Parsons	North Jay, Me.
Gray-Hildreth Co.	Gardiner, Me.

F. S. V
Pinkh
Corner
Porter
Geo. B
J. A. C
J. E. T
Wm. S
Walter
W. L.
Easter
A. W.
Aroost
Gellers
Gellers
W. P.
The C
John D
R. C. I
Reed
Geo. L
D. C. C
R. B. I
J. C. I
E. & A



Company's Dairy, Poultry and Horse Feeds Received and Distributed by
 Cities and Towns. Less Cars Than in 1924 But Greater Tonnage.

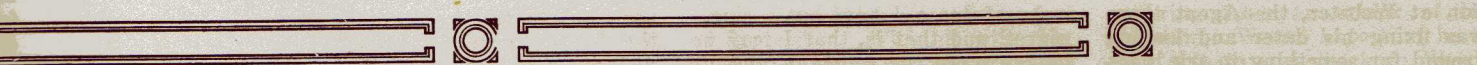


Portland
 Central
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 which
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 F's, Me.
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|----------------------|---------------------|
| F. S. Wingate | Hallowell, Me. |
| Pinkham & Thomas | Augusta, Me. |
| Corner Grocery Co. | Brooks, Me. |
| Porter & Marston | North Anson, Me. |
| Geo. E. Chase | Solon, Me. |
| J. A. Cunningham | Monmouth, Me. |
| J. E. Tibbetts Co. | Auburn, Me. |
| Wm. S. Bailey | China, Me. |
| Walter C. Morse | Rumford, Me. |
| W. L. Mileson | South Portland, Me. |
| Eastern Grain Co. | Portland, Me. |
| A. W. Flood | Woodland, Me. |
| Aroostook Co-op. Co. | Presque Isle, Me. |
| Gellerson Grain Co. | Dover-Foxcroft, Me. |
| Gellerson Grain Co. | Greenville, Me. |
| W. P. Hussey | Frankfort, Me. |
| The Company Store | Danforth, Me. |
| John Dority | Charleston, Me. |
| R. C. Marks | Bucksport, Me. |
| Reed & Trafton | Harmony, Me. |
| Geo. Libby | St. Albans, Me. |
| D. C. Getchell & Co. | Machias, Me. |
| R. B. Huntley | East Machias, Me. |
| J. C. Butterfield | Springfield, Me. |
| E. & A. Moores | Springfield, Me. |

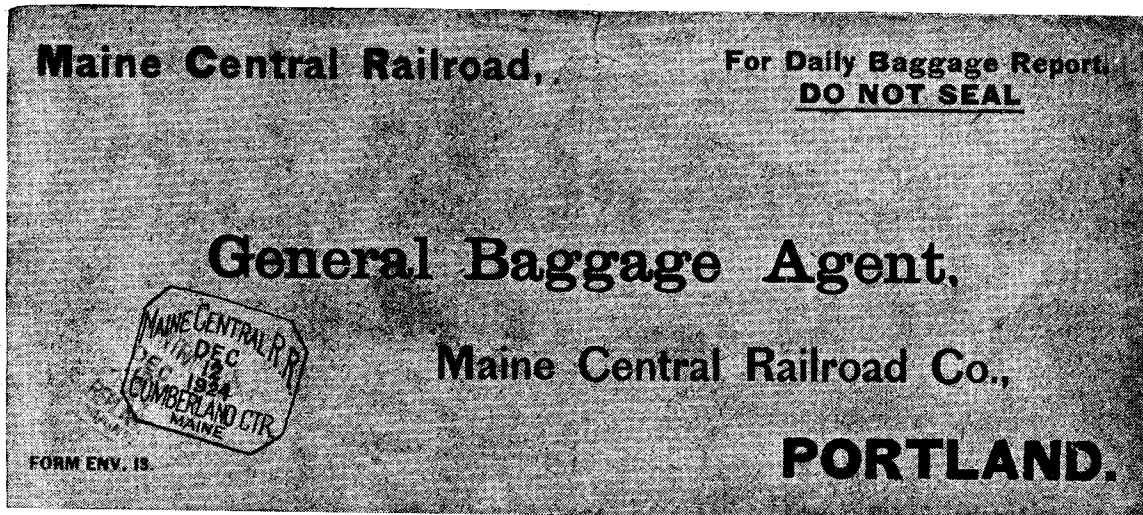
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|---------------------|---------------------|
| Howard L. Annis | Lincoln Centre, Me. |
| Eastern Grain Co. | South Brewer, Me. |
| Eastern Grain Co. | Corinna, Me. |
| Eastern Grain Co. | Old Town, Me. |
| Two cars each to— | |
| C. B. Friend & Sons | Etna, Me. |
| P. E. Severance | Hampden, Me. |
| Eastern Grain Co. | Pittsfield, Me. |

Here are one or two interesting facts about this shipment. This trainload, as has been already mentioned, consisted of 32,000 bags of grain weighing approximately 1,600 tons. The gross weight, including grain and cars, was well over 3,000 tons. To make the bags in which the grain was contained, a strip of burlap forty inches wide and over thirty miles long was required. Although one of the longest trains of its kind ever received in New England, there was not the slightest difficulty or delay in its handling or distribution.



Over Twenty-Five Years of Faithful Service

As Told by a Form Envelope



THE FRONT OF THE ENVELOPE

I am only a "Form" envelope of lowly birth. My ancestors may have lived in the forests, but I know little about that. My first real knowledge of things began when I was still a sheet of paper in one of America's great envelope factories. I had been lying for a long time in the storage room, with countless other sheets of paper, when one day I was placed on a truck with many others and hauled into the main factory. There we were put on a cutting machine and cut into the form of envelopes. Next we were printed with the inscription which you see on my face and designated as Form Env. 13. After we were glued up we were placed in boxes of 500, put into a big packing case and shipped to the Storekeeper of the Maine Central Railroad. Here we were unpacked again and put on a shelf until we were called into service.

I am not sure just when my service began. I can only remember that one day as I lay in the Station at Webster, the Agent there was fixing his dater and looking around for something to try it on, he espied me. Thus it was on May

21, 1899, the first record of my service was indelibly stamped on my back. At various other stations similar actions took place, at Waukeag, Curtis Corner, South Orrington, Leeds Junction, Harrington, Scotts Junction and Cumberland Center. Of course there were many other stations that I visited in the course of my duties where no stamp impressions were made on my back, but it is upon the stations where they were that I must rely for my service record.

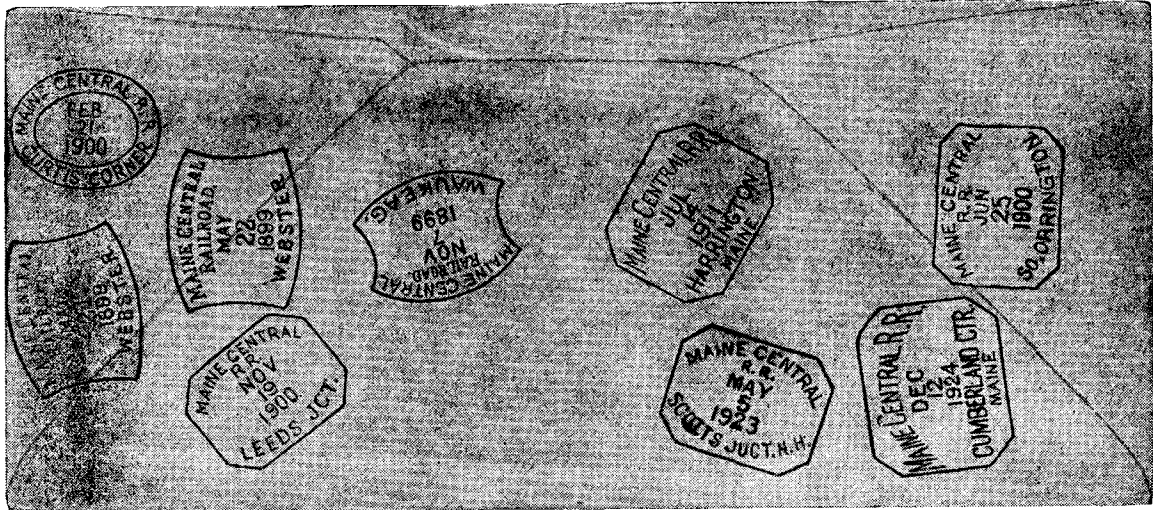
My duties were simple and consisted only of conveying Form B. Bk. 3, daily baggage report, to the Baggage Department in the General Office Building. After I had performed this function from a station I was again placed in the Storekeepers Room until again called to service. Many times have I followed this routine and under varying conditions, but always faithful to my trust.

Now, as I come to the end of my usefulness, I have but a single regret, and that is, that I may no longer serve the company and its employees that I love and have

served so well. I am old and worn, soiled and torn, weak and no longer fit for service and though I regret that my retirement from active service is necessary, I am proud that I have always done my duty well and that my faith and loyalty has never wavered.

And so, as I pass into retirement, this is the message I wish to leave with the Maine Central Family: Be Faithful, because through faith great obstacles may be moved; Be Loyal, because through loyalty alone can the goal of perfect cooperation be reached; Be Honest, because where honesty rules there cannot be discontent or grievance; and lastly, Work, for that is the secret of success.

Next time you are down around Brunswick, ask John Clark if he remembers the time he gave the White Rooster a bath and put bluin in the water. While you are at it ask to see the fur-lined coat the boys presented him. BUT—pick out a soft place to fall before you do.



THE BACK OF THE ENVELOPE

Fire Prevention

While fire prevention week is designated as October 4th to 10th, the effort to stop fires should not end with the termination of the period. As a matter of fact this week should be a time to start something in the way of fire prevention that should be continued throughout the entire year.

Although Fire Prevention Week will be passed by the time this issue of our Magazine is off the press, it is not too late for the printing of the following, from a bulletin issued by the Railroad Insurance Association:

1. EVERY FIRE HAS A CAUSE:

Fires do not just "happen;"—they are always "caused," even if the cause may be unknown.

Removing the cause is the only way of preventing fires and this means **STUDY, THOUGHT and ACTION** on the part of everyone in charge of property, or responsible for the safety of human lives.

2. FIRE PREVENTION WEEK CONCERNS US ALL:

This annual drive against the fire menace has become a Nationwide movement and receives increased observance by official proclamations throughout the United States and Canada. Governmental officials recognize its value. Rail-

road officials cannot do less, in the interests of the conservation of property and the safety of the lives of their employees and patrons.

3. THE RAILROAD SHARE IN FIRE WASTE:

The steam railroads of America suffer great losses annually in buildings, rolling stock and merchandise in transit, destroyed by fires which are preventable. That is the reason why every railroad man, official or employee, can help his line and help himself by increasing his efforts in fire prevention work during this week and keeping up the campaign throughout the year following.

When you see a fire hazard that has not been safe-guarded, or a case of carelessness in the protection of property, or handling of equipment, do not let it remain without some action. See that everything under your notice is **FIRE SAFE** and report fire dangers to the officials who are in charge.

Woodland News

By R. H. Johnson

H. G. Robinson, agent Princeton, was away for two weeks during the latter part of August and the first of September. With his wife, Mr. Robinson started for Niagara Falls but found the weather so hot in

New York State at that time, cut the trip short and returned to Maine. While Mr. Robinson was away, R. H. Johnson covered his job. Operator Costain enjoyed another visit to this town. At any rate, the girls at the restaurant where Costain boarded seemed rather downcast when he had to leave.

After finishing at Princeton, the writer took several days off, and went to Cathance Lake camping. The salmon are pretty hungry out there at present, and I had a great time going after them.

The heavy electric storm which passed over this region recently, played havoc with the telegraph wires, and this branch was practically out of communication with the outside world for several days. MacFarlane was a busy man for the time. Mr. Varney, from the Bangor office, was in Calais to assist Mac one day.

The twentieth annual Labor Day celebration, staged by the various unions of this town, passed very successfully. A large crowd came in, and as the day was beautiful, "a good time was had by all."

Trainman R. J. Gillis has been off his regular run for a few days on account of illness. It is reported that he is a very sick man, suffering from an attack of indigestion. We all hope that he is soon able to come back to Woodland, making ten switches a day.

MAINE CENTRAL FAMILY

The deepest sympathy of the General Offices is extended to Miss Ann A. Cawley, of the General Passenger Agent's Office, on the loss of her mother. Only those who were privileged to know Mrs. Cawley can really appreciate what this loss means.

The change from daylight to standard time has "balled-up" one or two people around the General Office Building. For example we understand that J. J. Doane, Assistant to the General Passenger Agent, started for dinner Monday, the 28th, at eleven A.M. standard just as he has been doing all summer and was well on his way when he discovered his error. Never mind, Joe, the Editor did the same thing.

Gentle Julia, the genial operator of the General Office Switch-board, is back on the job. If next month's issue should fail to appear you will know that she has made good a threat that she made when we told her we were going to put it in.

Miss Alicia Hovey, Miss Mary Noyes, Carl Barrett and Manson Goodwin, all of the Passenger Department, have returned from their vacations.

In an old issue under the heading "Can You Imagine—?" the following appeared:

Bessie H. (Mrs. now) with a bob (sh! hubby objects)?

Whether hubby objected or not, the hair is now bobbed.

GENERAL OFFICES

BY A. W. SAWYER.

Miss Eleanor Conboy of the Engineering Department and Miss Clara McLellan of the Motive Power Department have returned to Portland after a very delightful vacation spent at the Mountain View House, Randolph, N. H. While there they climbed Mts. Madison and Washington, spending the night at the Summit House, Mt. Washington.

Auverne Troy of the M. P. Dept., has returned after a two weeks' vacation spent with friends at Berlin, N. H.

Allan H. Murray of the Motive Power Department is away on a two weeks' vacation.

Mr. Russell Warfords and Mrs. Warford are visiting friends at Allentown, Pa.

Miss Doris Crowell is spending her vacation at her home in Oakland, Maine.

WATERVILLE NEWS

BY A. A. THOMPSON

BINETTE-LEVASSEUR

The marriage of Wilfred E. Binette of Fairfield, and Eva Levasseur of Waterville, occurred at the Sacred Heart Church in Waterville, on Sept. 7th, at 7.00 A.M., in the presence of many relatives and friends. At the conclusion of the ceremony, the wedding party drove to the Binette home where a wedding breakfast was served, after which amid showers of confetti and rice, the couple boarded the train for a week's trip to Boston and New York. On the return, a reception was held at the home of the groom, and then the happy couple left for Caribou, where they visited for a week. For the present, they are making their home with the groom's parents at 31 High Street, Fairfield. Mr. Binette has been in the employ of the Maine Central Railroad as clerk at the shops, for the past six and one-half years, and Miss Levasseur has been in the employ of the Keyes Fibre Co. for some time. The clerks made them a present of some linen and china.

George D. Branch, who is an inspector at the shops, is a great fishing enthusiast, but on the week-end of Sept. 5th, he out-did himself by landing a six-pound salmon, measuring twenty-six inches, at Ellis Pond.

Willis Holbrook of the Shop Passenger Room Force, is confined to his home by illness.

Mr. and Mrs. George B. Pilsbury, Mr. and Mrs. Archie Towle, Mr. and Mrs. T. F. Cowan, Mr. and Mrs. Charles Richardson and Mrs. J. E. Butler, attended the Fifth Sunday Union Meeting of the B. of L. E. and Auxiliary in Portland. A successful meeting and an enjoyable time is reported by all.

Engineer D. H. Staples is confined to his home by illness.

An item of interest that is not generally known regarding Waterville Shops, is that it has a well-trained Fire Department. This Department consists of R. H. Clark, Foreman; F. J. Wilson, Assistant Foreman; R. E. Gilman, E. S. F. Gilman, Benjamin Gurney, William Mingo, Pipe Men; J. J. Smith, C. L. Sweet, Axe Men; P. King, Hydrant man; and J. H. Hall, Emergency Pipe Man. There are at the shops, eight hydrant houses equipped with hose, nozzles and axes, and one of these houses is the Central House and has the extra equipment of a reel. Each week, practice runs are made, hydrants and equipment inspected.

The number of the box to which the run is to be made is not known to the members of the department before it is rung in, so a thorough knowledge of the location of the boxes is required.

General Car Foreman and Mrs. M. F. Rhoades have returned from a vacation spent at Pleasant Beach.

Secretary E. W. Benn and family of the Railroad "Y," passed a few days at Lake Moxie recently.

George Mountfort, Ernest Bogren and Fridolf Bogren, passed a week-end at Bar Harbor, recently.

Yard Conductor John O'Donnell and family have returned from a vacation spent at their cottage at Pleasant Beach.

Foreman and Mrs. Ansley A. Williams with their daughters, Pauline and Thelma, have returned

from a vacation spent in New Brunswick.

Frank Bragg has a car that he is proud of and it is just pride, too. Recently he invited Reed Hilton to go for a ride and they drove until "the wee small hours." Before starting for work the next morning, they thought that they would "look her over" and in doing so, found that they must have left a few "parts" by the roadside the night before, but they "chugged" to work all right with only part of a car.

Watchman Fred Dyer and Patrick Cunningham passed a day at Bald Mountain recently.

Yard Conductor and Mrs. C. M. Ryan, with their son Lawrence, have returned from a vacation spent at Bradford, Pa.

Miss Beatrice Light has returned from her vacation spent at Old Orchard, Bar Harbor and Quebec.

A. H. York and family have returned from Winn.

Foreman J. M. Bartlett and family passed their vacation in Portland and Old Orchard.

Mr. and Mrs. C. H. Mitchell have returned from a vacation passed at Bennington, N. H., and Revere Beach.

Foreman J. T. Prince and family have returned from a trip to Boston and surrounding cities.

Jordan McCulley recently passed a week automobiling through New Brunswick.

Miss Leora Tardiff, stenographer in the Master Plumber's office, has returned after a week's vacation.

Leo B. Dutille, Baggage Man at Waterville Station, has resumed work after being a patient at Dr. Cobb's Hospital in Auburn.

Master Plumber C. D. Sayward has finished the installation of fifty thousand gallons water tanks at Newport and Old Town. These tanks are steel and replace wooden ones.

Chester E. Ellis has been appointed Acting Foreman at Waterville Freight House in the place of C. L. Embree, resigned.

E. C. Corthell is spending a leave of absence at Baldwin's Head.

The "bunch" at Waterville Freight Office, are waiting with a great deal of expectancy to be shown the new car that E. S. L.

Rolfe, Car Clerk, has recently bought.

Assistant Foreman and Mrs. C. H. Sessions with their daughter Dorothy, are automobiling through the White Mountains and Canada.

The marriage of Hannah Mary Archer and Percy E. Bulh occurred at two o'clock on Sept. 3d, at the Getchell Street Baptist Parsonage, Rev. Benjamin Beatty performing the double ring ceremony, after which the couple drove to the Pleasant Lake Camps for the honeymoon. On their return they will make their home at 11 Kelsey street. Miss Archer has been employed at the Central News Stand, and Mr. Bulh is a Boilermaker at Waterville Shops.

OLD TOWN TOPICS

BY V. A. CUNNINGHAM

Someone was throwing their lightning around pretty carelessly here last Saturday. It struck Cy Messer's house, entering on one side near the light wires and passing out at the front, taking off about a yard of clapboards. There was no fire and he is covered by insurance.

Yard Clerk Frank Preble reports that it entered his house, roamed about the living room, and left its card by burning a perfect star in the center of his art square, and then departed. Frank usually tells the truth.

Deacon Brown, our congenial and faithful round-house foreman, met with quite a loss recently. While he was bringing his reports to the station, two tramps stole his dinner-pail and Thermos bottle, and as 349 was passing at the time with a long string of empties, it is suspected that they found a hiding place and made their escape in this way. Through goodness of his heart Mr. Brown failed to make known his loss until the train had departed, and thereby cheating the Old Town station force of much pleasure and pleasant exercise.

Your reporter has just learned of an unsuspected musician affiliated with Old Town's talented force.

One of the boys just came in and told me that on passing Car Inspector J. J. Barnett's shack, he heard him playing on his catarrh.

Charlie Dubay, our genial and efficient night hostler down at the stable, has just returned from a trip to Grand Falls, St. Leonard and other Canadian points, and as this is the first time he has been farther from the house than the barn, he greatly enjoyed himself. Say, why do all these railroad boys strike for Canada, every time you take your eyes off them for a few days?

Our old friend Conductor George Godfrey is with us for the next few weeks. He is piloting the Western Union outfit out of Old Town.

This outfit sets a high standard for work crews; beds changed twice a week, daily shower baths, phonograph with all the latest records, Radio and a hotel table. George says it's a darn hard place to put an old freight conductor.

Percy Trafton and crew are stationed at Old Town and working in conjunction with the Western Union.

Section Foreman Felix Shorette and crew have just completed a fine looking trestle job at the box-mill of the Jordan Lumber Co.

The lightning recently has kept Signalman R. D. Coffin and helper Rusty Spinney very busy for several days.

Hail stones seven inches in circumference fell in the storm Sept. 12th, with such force that they went through the tops of several autos.

A. L. Applebee, H. E. Tourtilotte and Elden Dolan of the Old Town Station Force, attended the Knights of Pythias Outing at Marlboro, Sunday, Sept. 6th.

The Boston Advertiser is giving \$20.00 and \$50.00 for the lucky numbers on two-dollar bills. Baggage-man Cy Messer has ordered a carload direct from Washington.

C. V. Tracy is relieving Russell D. Costain, who was relieving E. S. Bouchard, and now Russell is relieving Charles R. Bowley, who is relieving Miss Margaret A. Miles at the Old Town ticket office.

Signalman A. Spinney of the Coffin-Spinney team, has moved from High to Bradbury street, and neighbors say he was heard broadcasting far into the night. What is home without a moving van, anyway?

LEWISTON NEWS

By A. F. SMITH

Thomas Ferguson, Crossing-tender at Lewiston Upper, has just returned from an extended trip to California. Mr. Ferguson was accompanied by his two daughters and their husbands. Mr. Ferguson left Auburn, June 18th, and returned September 5th. While in California, Mr. Ferguson made many side trips with his family, visiting all points of interest in various parts of the State. From the time they left Auburn until their return, they covered about 18,000 miles.

Mr. Brainard Burns, Foreman of Engine Houses and Carmen at Lewiston, has just returned from two weeks vacation. He and Mrs. Burns, accompanied by friends, enjoyed a trip through the eastern part of Maine and up into Canada, taking in the Sherbrooke Fair and also stopping at Quebec.

Miss Rita E. Cronin, Freight Clerk at Lewiston Lower Station, has resumed her duties after having enjoyed a two weeks' vacation. Mrs. Marie S. Hoffmann, who was formerly employed at Lewiston Upper Station as Freight Clerk, has been filling in while Miss Cronin was off duty.

Miss I. Marion Gray, who resigned from the service a short time ago to take up the study of Beauty Culture in Boston, was in the city a few days ago calling on her former associates. Miss Gray was employed as Freight Clerk at Lewiston Upper for about four years.

Mr. Howard E. Swett, Crossing-tender at Auburn, has resigned from the service, on account of ill health, after having served 44 years with this Company. Mr. Swett was Section Foreman for a long time before being transferred to position of Crossing Tender, May 16, 1920, which change he made at that time on account of his failing health.

Miss Lillian G. White, Stenographer in General Agent's Office, Lewiston Upper, is steadily improving in health. Miss White was off duty for several months on account of sickness and then was able to work only part time for a number of weeks, but is now covering the job full time. If she con-

tinues to gain as she has since she returned to work she will soon be able to qualify in the fat ladies class; she is now tipping the scales at 94½ lbs.

The many friends of Second Trick Operator, T. E. Hardy, Lewiston Upper, will be glad to know that he resumed his duties September 16th, after having been off duty since June 3d, on account of an operation for gall stones.

Friends of J. B. Crymble of Foreman Brackett's bridge crew, will be pleased to learn that he has now returned to work. Mr. Crymble was injured while at his work some time ago and was off duty for several weeks on account of the accident.

RIGBY M. P. BROADCASTS

By J. E. Dunn.

As the keys start clicking in an effort to prepare something for our October issue, memories of the past come floating back to mind of various occasions especially of a speaking nature. Mr. Chairman calls upon Mr. So-and-so for a few remarks. Mr. So-and-so responds by addressing the gathering properly, announcing to them that he is very sorry that he is unable to add anything to the occasion and then goes on and irritates the group for twenty or thirty minutes. That seems to be the case at the present.

One thing stands forth in bold-face type in the last issue of our magazine which apparently was purposely placed there to attract the attention of the writer, i. e. — Referred to Our Rigby Correspondent—. The contributor advises us that there is a second floor to the Administration Building at Rigby. We are well aware of this fact as we use the attic for a storage of old records and we also grow handsome cobwebs which glisten gloriously as the bright sunlight peeps in at the windows. He remarks about being GASSED by shifters and engines. We would like to be enlightened as to just which kind of animal a shifter is if it is not an engine, and might add that the gas did not do a very good job.

For the past four months we of the cellar have been endeavoring to score the point that we are the

Motive Power Dept., but the "AMCRR Reader" is among the leaders in dubbing us "Rigby" and thus it seems that he should be one of the last to be considered as a part of Rigby.

The gentleman referred to as "our leader at work and at the ball field" indirectly infers that the matter of a correspondent was first referred to him but as he considered it as a passing whim he was too busy to bother with small fry and passed the buck along. If this is true we don't see where the Yard Dept. has a kick, and personally I desire to thank this gentleman for his assistance in conferring this empty honor upon me.

A subscription has been started and the funds from the same will be used from time to time in purchasing handkerchiefs which will be forwarded to the Yard Dept. and there used to sop up the rivers of tears occasioned by the spasmodic crying spells with which the children in the Yard's Nursery are affected.

Last month we got a little ahead of schedule by reporting the fact that Mr. Garrison was about to start on his (or one of his) vacations. He crossed us up and stayed at his post during the return rush of the summer tourists, shoving off on his sojourn on Sept. 14. The boss headed for Quebec and advised us in advance that he would be in Quebec that night. The next day we received a card postmarked "Jackman" with note "Am stopping here to-night."

Mr. Whitehouse, Engine House Foreman on the day shift, reported Sept. 20th after having passed a fortnight around the lakes of Northern Maine. Wallace looked as fit as a fiddle on his return which only once more substantiates the fact that Nature is the greatest of all doctors.

Charlie Jordan, store clerk, in the role of "Mr. Rigby" is passing a quiet vacation at his estate in East Deering. We presume that Charlie is puttering about the house a bit making a cozy little place for his chickens to park during the coming winter.

Machinist Bill Sinclair of the middle shift has been away from his duties for the same reason (vacation).

Eddie Towsey, middle trick clerk in the engine house, laid off a week preceding the opening of school and went on his first "wild time," seeing Boston and vicinity for his first time. You better keep your eye on him, Arthur.

Vacations seem to be about the only thing on the blotter. "Remember, Andrew, you're only the engine dispatcher's clerk" Turcotte motored to Montreal with his family during the past month. Just a minute, folks, don't jump at conclusions. Andrew is not a daddy but on the other hand is but a slip of a boy and the family referred to above was ma and dad and sis.

You probably remember reading last month about Roy Kane reviewing the local naval reserves from the promenade. You know Roy couldn't make the cruise because (?). Well, while Andrew in the above chapter was driving the Turcotte family around Canada, Paul, Andrew's brother (who, by the way, belongs to the local reserves and who made his cruise early last June) received an emergency order from the Navy Dept. to report to Boston Sept. 4th in order that Maine's quota should be filled. Thus poor Paul had to do his stuff twice because Roy didn't do his once. We are all acquainted with the quotation "Robbing Peter to pay Paul." Well, let me change that a bit by saying, Robbing Paul to pay Roy.

Mrs. A. J. Brassard, wife of machinist helper on the day shift, spent her annual vacation with her family in Canada.

We wonder why everybody is passing their vacations in Canada, and are signing off at 10.30 A.M. Eastern Standard Time, Monday, Sept. 21, 1925.

CALAIS NOTES.

By Ted McLain.

Well, our little dam certainly went over big. It looks as if the God of Prosperity has smiled at us after all.

As this paper goes to press Engineer H. A. Robinson is resting comfortably in the Calais Hospital. It became necessary to amputate Mr. Robinson's arm after an X-Ray examination taken at

Portland. We all wish to express our regrets and sympathy to the genial engineman.

I. D. Murphy and L. M. Wheeler left a short time ago for Boston where Mr. Murphy has his new car stored. They expect to drive through sometime soon.

Engineers Joe Wheeler and Rugged Ayles, accompanied by their wives and children, recently took in the Fredericton Exhibition. Both report a good time.

Fireman J. E. Dubay and family have returned to Mr. Dubay's home in Old Town.

Herman Scott, first trick operator in Mr. Hammett's office, spent a pleasant vacation at his home in Milltown. And of course Mr. Scott's better half was along. Both Mr. and Mrs. renewed a number of old acquaintances in the old home town.

Frank Short is again in town. Mr. Short has been forced home on account of his teeth. While having them repaired Frank is improving his time by visiting his many friends. He recently told the writer that he would be at Isle Maligne for quite a period yet.

Fishing and Hunting are much alike in many respects. The one respect to which I am referring is the wind jamming that goes with each hunting or fishing trip. Generally speaking Calais can hold her own with the rest of the sporting kingdom, at least, in wind jammers. As for real honest-to-goodness hunters I know of very few around our sparsely inhabited city. I can vouch for the number of other hunters. The Maine Central Railroad certainly has its share in her employ. Four at least we know of have been to the tall pines many times and always return with a couple or three. Each year sees these same mighty trackers of the four-footed brethren march forth. Sometimes they have an auto and sometimes they have a truck to carry the little necessities of life. I often wonder what sort of vehicle would be necessary if they were to take any longer than one week to slaughter the poor innocents. They return with many hair-raising stories of narrow escapes and miraculous shots, of cold and hunger suffered in the trackless wastes five miles from the nearest

farmhouse, and what not. But the startling part of the thing is that we never see any deer. Now I would suggest that a certain Stationary Fireman would come across with the goods this fall or forever hold his peace.

Engineer A. R. Johnson has been confined to the Calais Hospital the past week with an abscess of the hand. We are glad to say that he will soon be able to return to his switcher at Vanceboro.

MOUNTAIN DIVISION ITEMS

By J. E. Winslow.

Position of second trick Clerk Telegrapher has been discontinued at West Baldwin and established at Hiram. A. J. Noonan from West Baldwin is doing spare work and C. A. Poor is temporarily working at Hiram.

W. H. Whitaker, Agent at Fryeburg, is taking a month's vacation, his place filled by L. K. Chipman.

A. H. Durgin, second trick Clerk Telegrapher at North Conway, enjoyed a two weeks vacation. J. R. Gagner relieved him.

O. S. Emery, Trainman, Bartlett, has been obliged to undergo an operation at the Memorial Hospital, North Conway, and is now recuperating at his home.

T. A. Lambert, Trainman, Beecher Falls, who has been off duty all summer on account of ill health, has returned to work.

E. A. Crosby, Conductor, Lancaster, is on an extended trip to Vermilion, Alberta, Canada, visiting boyhood friends.

J. E. Winslow, Chief Clerk in Superintendent's office, Lancaster, and wife, spent a week touring New York State.

The last of the single men of the office force at Lancaster have become married: On Sept. 16th, L. B. Connary, Clerk in the Roadmaster's office, married Miss Nellie Powers, of Concord, N. H., and on Sept. 22d, A. K. Burdwood, Telegrapher in the Dispatcher's office, married Miss Mona Nelson of Lancaster. Mr. and Mrs. Connary are on a trip to Quebec, Montreal and Plattsburg. Mr. and Mrs. Burdwood expect to visit Boston, New York and Buffalo. Hearty congratulations are extended to both couples.

W. A. Wheeler, Superintendent, Lancaster, is taking two weeks vacation visiting his daughters in Newton Center, Mass., and Cranford, N. J.

E. F. Haley, Clerk in Superintendent's office, Lancaster, is enjoying a week's vacation.

L. O. Parker, Agent, Colebrook, is absent from duty on account of illness. A. E. Garon is taking his place and J. R. Gagner is taking Garon's trick.

J. A. Boucher, Agent at Gilman, wife and daughter spent ten days vacation, part of it in Montreal. A. J. Noonan relieved him.

TERMINAL FREIGHT OFFICE

By Miss A. Z. Donahue.

Charles D. Atherton of the Freight Office has been passing a two weeks vacation at his old home in Conway, N. H., renewing old acquaintances and visiting different points of interest in the vicinity.

We are all glad to welcome back John J. Farrell, Assistant General Foreman, after a few weeks of illness.

E. H. Whiteley, Chief Clerk to the Freight Agent, is back at work after a vacation spent with Mrs. Whiteley at Brunswick.

Atwood T. Brackett has returned from a leave of absence spent with relatives in California.

Mrs. Olive Pettengill is substituting in the various departments during the vacation season.

Mrs. Leora W. Norton of the Cashier's Dept. has returned from a month's vacation.

Oliver C. Sheehan of the Billing Dept., who has been in camp with a number of other boys, has returned to his duties.

Mrs. Ella H. Johnson spent a very pleasant vacation on a motor trip through the State and in camp at Highland Lake.

Miss Marjorie M. Fay of the Inward Dept. spent a very pleasant vacation with relatives in New Haven, Conn.

Charles A. Kenny of the Billing Department is spending two weeks vacation with relatives at Monklands, P. Q.

Walter T. Kelly, Supervising Cashier, has returned from a vacation spent at Montreal, P. Q.

We are all glad to see once more in the midst of our office family the genial smile of Freight Clerk Walter M. Tapley who has been

absent since the first of the year on account of serious illness. We have missed his good-natured fellowship and trust that friend Walter will now keep on the road to health.

Clifford T. Parker of the Cashier's Dept. is making use of his vacation for a wedding trip to Boston, New York, Niagara Falls, Montreal and Moncton, N. B. He was married Sept. 22d to Miss Annie Murdock who is connected with the New England Telephone & Telegraph Co.

THRILLING EXPERIENCE OF MEMBERS OF OLD TOWN STATION FORCE

Harry Tourtillotte and Andy Applebee of the Old Town Station Force, while on a trip to Greenfield last Sunday, as the guests of Willard Dolan, had an experience they will not soon forget.

As they were jogging along over the hills, chatting in a congenial manner and viewing the magnificent scenery that stretches away for miles over the Sunhaze meadows, there was a sudden commotion in the bushes beside the road, and a large brown animal sprang through the open window of their GOOD Maxwell sedan and proceeded to liven up the party.

The visitor proved to be a huge wild-cat, and within a few seconds, things were happening within said sedan, as everyone realizing the danger of a rake from the razor-like claws of the huge cat, endeavored to flatten him down against the floor of the car, where he could not use them. In the mad scramble, one window in the sedan was broken out and soon the entire party was out of the car and rolling about the road, trying desperately all the while to prevent the cat from using his claws. These cats evidently get their name from the stubby tail they are adorned with, as they are usually called bob-cats.

Ex-Sergeant Dolan, late of the pontoon bridge section, A. E. F., seeing an opening, plunged into the melee and secured a firm hold on the cat's tail and, swinging on his heels like a hammer thrower, threw him into a pile of rock some distance away, but not before Dolan's shirt was stripped into ribbons. He

remarked later that this must have been one of those desperate tales that you read about, as the guy that could not let go of the bull's tail, had nothing on him for a few moments.

After being catapulted into the rocks, the cat appeared dazed for a time as he rolled about and clawed at the bushes, and during the few seconds before he got to his feet and ran, he was liberally bombarded with rocks. A lot of speculation is being made as to the reason for this strange attack, and various hunting authorities have been consulted but to no avail. Even I, a Bowdoin student, could not give the reason, but I strongly suspect that he partook too liberally of a pile of mash that may have been dumped back in the hills, and with this added courage—took in too much territory.

SURE WE COULD

Teacher—Jakey, can you spell "Avoid?"

Jakey—Shure, teacher; vot void should I spell?

NOT IN THE TEXT-BOOK

Douglas—"Mother teaches me astronomy."

Ernest—"How is that?"

Douglas—"Well, when she takes down the razor strop there is sure to be spots on the son."

WE HAVE

BLOCK SYSTEM—I'LL SAY

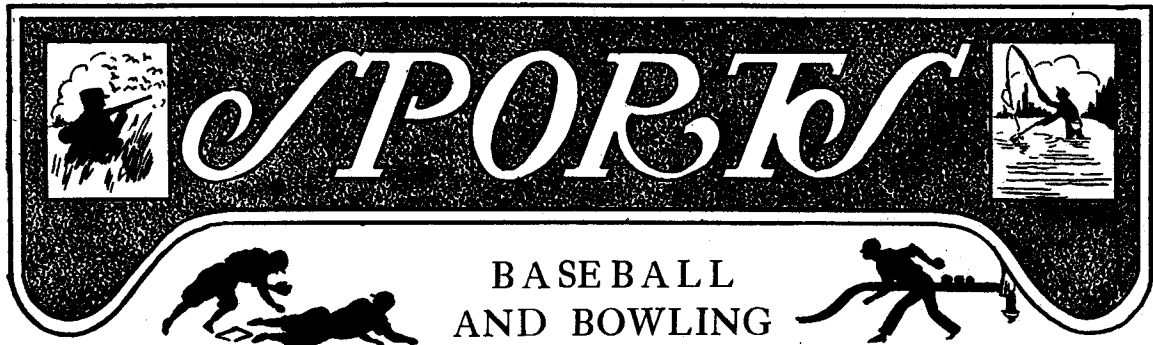
A man traveling in a train that had made several abrupt stops and sudden jerks, became a bit anxious. There had been numerous accidents on the line, so he had been told, and there was cause for fear. Calling the porter aside, he said: "George, is this train safe?"

"Safe as any, suh."

"Is there a block system on the road?"

George's grin extended from ear to ear.

"Block system, suh? Why, boss, we has de greatest block system in the world. Ten miles back we was blocked by a load of hay, six miles back we was blocked by a mule, jes now we was blocked by a cow, and I reckon when we gets farther south we'll be blocked by an alligator. Block system, suh? Well, I'll say it is!"—*Illinois Central Magazine.*



BASEBALL
AND BOWLING

Rigby Wins Cup In
Terminal League

By J. E. Dunn.

Come on, you Motive Power fans, all together, 1-2-3 Hip-Hip-Hooorahh! to the champs of the Terminal Baseball League. We did it as we anticipated we would in last month's magazine. Line up, fellers, don't crowd, take your time, the Cup sits on a pedestal in Mr. Southworth's office, the tank has just been filled with sparkling Sebago H2O which has been chilled to a low degree, and there is plenty for everybody.

Read the special account of the send-off to our ball game players tendered them at Sandy's, Sebago Lake, Wednesday, Sept. 23.

How did we do it? Well, we just got real mad as we stated last month and we stayed mad. On Sept. 3 the motors met the Yard A. A. There was nothing to it, we just had to defeat them as much as we hated to. But if we slipped them the game, they would be around bragging how good they were. Somebody told us that the Yard is going to play indoor baseball. We would suggest that this will be a very wise course to follow, as the Yardmen need all the practice they can possibly get and we would add that if they limited themselves to the Yard instead of soliciting the assistance of the St. John Street statutes they will without a doubt be more successful next season.

Sept. 8th brought about the windup of the schedule, when the Powers clipped the tails of the Terrible House by a pair of 6 by 5 scissors, and the CUP was ours, without any further debate.

While the baseball season is cooling off the ball has been set in motion to organize a Bowling League in the Portland Terminal Motive Power Dept. It is anticipated forming six four or five men teams and negotiations have been opened with the White Pine's Alleys for a weekly reservation.

General Offices to Have
Bowling League

A four-man ten team bowling league has been established in the General Offices, and the first matches were rolled off at White's Congress Square Alleys on Sept. 29th. Following is the way the teams will line up this year.

M. C. R. R. BOWLING LEAGUE
SEASON 1925-1926

- PORTLANDS
- W. L. Talbot
- E. L. Elgee
- L. E. Hawkes
- P. W. Pearson, Capt.
- SOMERSETS
- C. F. Bean
- C. H. Atkins
- F. C. Brown
- H. D. Stover, Capt.
- MOOSEHEADS
- S. C. Foster
- L. A. Jones
- C. W. Baldwin
- C. A. May, Capt.
- KENNEBAGOS
- F. E. Small
- J. T. Welch
- E. P. Clarity
- M. H. Allen, Capt.
- MEGANTICS
- H. W. Caldwell
- D. B. Heiskell
- W. E. Paine
- C. A. Waite, Capt.

- RANGELEYS
- E. C. Whitney
- C. W. Barron
- H. J. Malloy
- C. W. Mills, Capt.
- FABYANS
- R. C. Smith
- L. F. Horton
- J. A. Corcoran
- E. E. Cain, Capt.
- FRYEBURGS
- C. P. Hawkes
- L. R. Coyle
- L. D. Hiles
- H. R. Bean, Capt.
- KINEOS
- C. S. Springer
- C. H. Oberg
- H. C. Rand
- J. McCullum, Capt.
- CONCORDS
- J. L. Regan
- R. Perry
- J. E. Bucklin
- E. J. Nagle, Capt.

A Challenge

If any good bowling team wants a game with a good bowling team, communicate with R. G. Patterson, Electrician, Waterville Shops.

M. C. R. R. Defeats the
Community Club of
Peaks Island

The M. C. R. R. General Office team defeated the Community Club at Peaks Island. M. C. Total, 1356; C. Club, 1326. C. A. May of the Maine Central team was high with 315. The Maine Central team is trying to arrange other matches with teams in Portland this coming season.

(Continued on Page 28)

Rigby M. P. Baseball Banquet

By J. E. Dunn.

During the past three months, through the columns of this magazine you have been kept abreast of the athletic activities of the Portland Terminal Motive Power Dept. and which we hope you have relished with a bit of pride. As for the folks of our own department it is quite safe to say that that pride is spelled with a capital P. With the completion of the baseball season which found our boys sitting there in the unblemished sun of a new-born morn after being tossed upon the stormy surf of a season's play, it seemed quite a natural course that these victors should be shown our appreciation. Pleasant words sound very nice spoken, but are soon forgotten and thus borrowing, for a time, a historic fact that "the only way to a man's heart is through his stomach," it behooved the supporters of this victorious band to get into these men's hearts.

The night, the place and the hour having been agreed upon, the motor caravan set itself in motion and onward we rolled on the evening of Sept. 23d to Sandy's at Sebago Lake for one of the far-famed chicken dinners that only Sandy can serve.

There was no need of an interlocutor, after the roll of the tambourines, to make that popular announcement, "Gentlemen, be seated," for as soon as a vacant chair was discovered it was not vacant. Much credit is due Capt. Syd. Dunningham, Coach Solomon Emery, Lena, Marion, Olive and Frances for the splendid thought and construction exemplified by them in making up the place cards for the affair. The text of each card user fitted the directed individual and brought forth great merriment at the very start of the party.

Unlike the mechanical foremen's supper of Sept. 12, no orchestra was present to render an accompaniment during the soup drinking contest but as luck should have it a party of women was also present, and—well, you know when a gang of that description get together you can't even hear yourself think, so

we got along very well without the orchestra and nobody heard the soup disappearing.

Then came the skirmish with the CHICKEN. This proved to be much more than a skirmish, it was a real war. For a time things looked dubious for man, as Sandy piled on the chicken, but thanks to our loyal rooster, "Big Boy" Ralph Hopkins, for changing the tide of battle. Ralph had two thoughts in mind, the uppermost of these was eat, and eat he did. As the battle reached its greatest intensity, Ralph reached out and guttered an entire platter of chicken which gave a new vim to his fighting comrades, a counter attack was launched and victory was again ours.

Sandy topped off the feast with plenty of pineapple, plenty of cake, plenty of ice cream and—Oh Boy! PIE; mother was stumped for once.

The stuffed dates relaxed a bit as the cigars went the rounds. It was not O Henry, it was O'Sullivan with his 7-20-4. Having done justice to the feed, justice was then due to our guests.

The hot-air merchant whom you have to put up with in the magazine was honored by being delegated as the chairman of the aftermath. In a few fitting words of introduction and a brief review of the events leading up to this occasion, Capt. Syd Dunningham was presented with the league trophy in the form of a cup. In turn Syd, on behalf of his teammates presented the Cup to our master mechanic, Mr. Southworth, so as you see, H. A., the boys wanted you present for that purpose.

Everybody was in a talkative mood and, although it was easy for the chairman to find speakers, it was a bit of a task to keep the boys from all talking at once. The gas tank finally became exhausted and the party was called upon to give a big HIP HIP HOORAY for the TEAM, a hearty thank YOU to the ladies who aided tremendously in making the occasion the great success it was, and an

anxious eye on the next season that will opportune our gathering about the banquet table for a like ceremony.

The bosses sure helped out on the program. Mr. Southworth in accepting the cup for keepsake, expressed his appreciation for the splendid work put in by the boys and retired in favor of Mr. Garrison who also did his bit. G. F., Jack McWilliams put on the next layer, while Foreman Tommy Fagan delivered the eulogy of the evening. Mr. Whitehouse's remarks were brief and to the point, and then the distinguished guest of the evening was called upon in the personage of the British Ambassador, Duke Towsey. He told of the wealth of sea history back of the British crown, how he, in his youth helped sail the Union Jack, but had deserted all to take up that great American sport, BASEBALL. Hoppy ordered a cup of tea and presented it to the King's handmaid.

Those present were: H. A. Southworth, M. M.; George H. Garrison, G. F.; Capt. Sydney Dunningham, Maurice Hamilton of the Press-Herald staff; James E. Mills, John Finn, William A. Harrington, Arthur H. Garvin, Jr., H. A. Fountaine, Thomas Fagan, F. of R.; Edward Francis Conley, J. F. McWilliams, G. F.; Arthur E. Towsey, Fred E. Ward, A. J. Brassard, W. N. Whitehouse, E. H. F.; John F. Dunn, Maurice S. Thorne, Linwood H. Sweatt, Ralph Hopkins, G. H. Powers, Don A. Smith, Daniel G. Norton, Frank Oswald Woodbury, and Coach F. L. (Solomon) Emery.

FOUR LETTERS MEANING DUMB

We hear that this was pulled at the Cross-Word Puzzle Ball held recently:

One of the nicest men in town said to the nicest matron—"May I have this dance?"

"No, I'm too danced out."

"Why, you're not too damned stout. You're just plump. Please dance this one."

Gleanings of the Railroad News from Here and There

Train Control

The following statement is authorized by Mr. W. J. Harahan, Chairman of the Committee on Automatic Train Control of the American Railway Association:

The work of installing automatic train control devices on the Class I railroads in accordance with the orders of the Interstate Commerce Commission, which will require the expenditure of approximately \$26,000,000 by the 45 roads named in Order No. 1, is progressing rapidly and every effort is being made to complete the work at the earliest possible date.

Up to August 1 this year, out of 7,745 miles of track of the 45 Class I carriers which the Interstate Commerce Commission named in its Order No. 1, designated for installation of train control devices, installation had either been completed or was under way on divisions totaling 5,044 miles, or 65 per cent of the total mileage covered by the Commission's order. On January 1, last, installation had been completed or was under way only on 3,592 miles or 42 per cent.

All of the 45 roads have selected a train control device for installation on the sections of their right of way selected in accordance with the order of the Commission. Of that number, three roads have selected the ramp type; twenty-three, the intermittent induction type; thirteen, the continuous induction type; and six, the plain automatic stop using continuous control.

Thirteen roads have actually completed permanent installation, while sixteen roads have permanent installation now under construction. Preliminary installations have been completed by thirteen roads while three others have preliminary installations now under construction.

ROADS CO-OPERATING

Not only are the railroads spending millions of dollars in an effort to carry into effect the orders of the Interstate Commerce Commis-

sion regarding train control, but they are also lending their best efforts to develop train control devices by actual operation under all sorts of conditions. They are also doing everything they can to determine to what extent train control devices will add safety in the actual operation of trains and the effect on traffic movements. They also are doing everything possible to assist the Interstate Commerce Commission in arriving at conclusions as to the efficacy of various devices.

The original order of the Commission named 49 roads but the Chicago, St. Paul, Minneapolis and Omaha; the Buffalo, Rochester and Pittsburgh; the Western Maryland and the Chicago and Erie Railroads were later exempted. The Commission on January 14, 1924, in its Order No. 2 also ordered 47 of the roads listed originally to install train control devices on a second division but later exempted five of those roads from the provisions of the order. The Commission in its Order No. 2 also ordered 45 additional roads to equip one division prior to February 1, 1926. Later, at the request of the carriers, the Commission also suspended the second order so far as the 45 additional roads were concerned.

Railroads and Prosperity

Starving the railroads will not feed the country; it will not result in the rest of us having more money to spend; it will not create jobs for the unemployed or profits for the producers. It can only react to the injury of all of us. As well might a man think that he could stimulate the energy of his brain or promote the efficiency of digestion by restricting the operation of his arterial system. Arterial sclerosis never contributed to any man's welfare. Harden the railroad arteries of a nation and the whole nation must suffer.

We are apt to overlook that a railroad is in an extraordinary sense a distributor of prosperity. Henry Ford, by his great undertaking, has built up the city of Detroit. Other vast industries of a localized nature have contributed largely to making the center in which they operate. But a railroad is a building factor at every point where it erects a station. All along the thousands of miles that lie between its terminals it is an agency for promoting growth.

Its expenditures are spread over a vast territory; its investments are scattered up and down the land; it is interested in the creation and utilization of opportunities, not in one city, but in scores or hundreds. The service it renders can not be estimated in terms of freight or passenger traffic. It is so vital a part of our modern civilization that we no longer regard it as a purely private enterprise. The nation can not exist without it.

PUBLIC REGULATION MUST BE RESTRAINED

For that reason the nation has assumed a right to a voice in the conduct of the railroads. But that right must be exercised with discretion. Public regulation must be restrained by the fact that we continue to look to private ownership and management for service. We ask that private ownership shall assume the responsibility for discharging this essential function in national life, and we must not make regulation of the sort which will hamper and impede its discharge.

If private ownership is to meet this responsibility it must be permitted to earn a just return for its investment and to develop a sound basis for credit. In no other way can it finance the immense task which we have committed to it; by no other means can it make adequate provision in equipment for taking care of the burdens which the industry of farm and mine and factory is heaping for its carriage.

**RAILROADS NOT YET ALLOWED
JUST REWARD**

The railroads which now come asking a 5 per cent increase in freight rates are able for the most part to make a most creditable showing for efficiency of operation. They have discharged their obligation to the country with an admirable success, but they have not earned such reward as common business justice would allow them. Nor can they be expected to maintain their systems under the continual demand for renewal and expansion if they are not permitted to increase their earnings.

It is a strong case which the roads of the West and Northwest have presented at the Chicago hearings. It should carry weight with the Commission. That body must act in the public interest. Its regulatory power is given it for the protection of the country. There may have been a time when the country was menaced by the grasping propensities of private railroad management; that is not the menace now. The danger lies in those elements which seek to harass the railroads; to drive them into bankruptcy; to force the failure of private management, and to lay upon Uncle Sam's doorstep a tangle of rundown and insolvent transportation systems. It is from that danger the country needs protection.
—From the *Indianapolis (Ind.) Star.*

Indispensable

The Western States even more than those of the East are dependent upon transportation for their prosperity. They have neither the ability to consume their products of greatest volume and value, nor the ability to produce many important items among the long list of their needs.

Even the highways and the rapidly increasing capacity of motor transportation does not and cannot satisfy the economic needs of the West.

They cannot get along without the railroads. Without them the development of the West could not have been achieved; without them the prosperity of the West cannot be maintained. . . .

There is no process known to reason, business, science or magic, by which railroads can continue to furnish transportation at less than cost. If rates are too low the whole system breaks down somewhere, in wages, or in the profits that are necessary to obtain a continuing supply of capital which must be had if service is to be continued. If Western rates are too low they must be raised.

—From the *Pueblo (Colo.) Chief-tain.*

And Still Growing

Since 1850 the population of the United States has doubled twice and more.

The wealth of the nation has increased 40 times.

The value of imports has increased 25 times.

The value of the iron industry has increased 80 times.

And railroad traffic, measured in ton miles, has increased 400 times.

Transportation showed increasing efficiency, and its very efficiency has resulted in a mild revolution in distribution of goods. Under assured delivery, long advance orders to manufacturers are becoming less in volume, thus tending to reduce the capital invested in current national stocks of goods and consequently the cost of distribution.

—Herbert Hoover, *Secretary of Commerce, in the Commerce Year Book for 1924.*

**The Nation's Rolling
Storehouse**

In times of normal business activity, the railroads of the United States carry daily approximately three and a half million tons of freight. The estimated value of these commodities in transit every day is placed at several hundred million dollars.

While no one knows with any degree of accuracy how long on the average this great storehouse of wealth is locked under car seals, it is quite evident that it represents capital tied up and temporarily non-productive.

Therefore, the railroad is more than a mere physical carrier. It is a temporary banker for its patrons, as it is daily the custodian of a considerable part of the nation's credit. In proportion to the facility and dependability with which freight is moved, this credit is released and capital again permitted to function.

—Elisha Lee, *Vice-President, Pennsylvania Railroad.*

Keeping in Gear

Economists are coming to recognize the interdependence of the various factors in the industrial fabric as never before. In this age of science and invention, new industries come into being overnight. New occupations and even new professions are the result; what we call our civilization all the time is becoming more complex.

Those numerous activities are now seen as parts of a larger and complex whole. They must march apace. If one falls behind, all the others must slow down until they come into step again. One writer says:

"Fields, mines, factories and railroads, working together under a coordinated plan, make up the industrial system; their total product is largely determined by the effectiveness with which they come into gear with one another."

—Hon. Frank O. Lowden, *Former Governor of Illinois.*

**Defeats Community
Club**

(Continued from Page 25)

MAINE CENTRALS

Goud	98	74	77—249
Nagle	83	85	100—268
Mills	83	93	79—255
Bean	94	94	81—269
May	125	100	90—315

Total 483 446 427-1356

COMMUNITY CLUB

Littlejohn	101	112	81—294
McDonald	89	80	77—246
Stephenson	69	96	87—252
Stevens	81	94	101—276
Hindsinn	83	91	84—258

Total 423 473 430-1326

:: NOW I'LL TELL ONE ::

TOOK IT LITERALLY

The two were discussing the careless way in which trunks and suitcases are handled by some railway companies.

"I had a very cute idea for preventing that once," said one of them, smiling reminiscently. "I labeled each of my bags, 'With care—China.'"

"And did that have any effect?" asked the other.

"Well, I don't know; you see, they shipped the whole darned lot off to Hongkong."

A COUNTER ENCOUNTER

Scene—A window at the post office.

Clerk—"What's yours?"

Customer (timidly)—"Er, just a 2-cent stamp this time."

Clerk—"Anything else—special delivery?"

Customer—"No, thanks."

Clerk—"Insurance? You really ought to have it insured."

Customer—"No, I guess not."

Clerk—"How about a nice money order?"

Customer (impatiently)—"No."

Clerk—"Perhaps you'd like a postal savings certificate?"

Customer (emphatically)—"No."

Clerk—"By the way, who do you think will win the fight?"

Customer—"See here! What's the idea of asking me all these fool questions?"

Clerk—"Well, aren't you my barber?"

PROOF POSITIVE

Two negro teamsters were arguing as to how long crap shooting had been a popular pastime in certain circles. "Ah tell yuh hit was invented in the Spanish-American War," insisted Moses.

"Niggah, yoh ignorance am shocking," declared Rastus. "A man wrote a book called 'Pair o' Dice Lost' befo' Gawge Washin'ton was bawn!"—*Exchange.*

WRONG LABEL

Judge—"Did you buy whiskey from this hootlegger?"

Witness—"Well, your Honor, I thought it was whiskey; in fact he told me it was whiskey. But what I really bought from him was a combination of cyclones, tornadoes, earthquakes and railroad boiler shops."

Trying to test the mental ability of the children, the inspector wrote upon the blackboard:

"Do not play with matches; remember the fire of London," and asked the children to invent similar pearls of wisdom of the same type.

On returning to the class after inspecting other standards, he found that only one boy had genius enough to fulfill the demand, and his effort was:

"Do not spit; remember the flood."—*London Post.*

HE KNEW JURYMEN

A certain lawyer had found the witness difficult to handle, and finally asked whether he was acquainted with any men on the jury.

"Yes, sir," replied the witness. "I'm acquainted with more than half of them."

"Are you willing to swear that you know more than half of them?" demanded the lawyer.

"Why," retorted the witness, "if it comes to that, I know more than all of them put together."

Office Boy—"I want a little time off to get a hair cut."

Boss—"What! Get your hair cut on company time?"

Office Boy—"Sure, it grew on company time."

HEAVENLY REPARTEE

"Well, Woodrow," said Moses, "they don't seem to be treating your Fourteen Points very kindly down below."

Woodrow—"Not so well, but take a look at what they are doing to your Ten Commandments."

CIRCUMSTANTIAL EVIDENCE

A man much inebriated flopped into a seat in the lobby beside a clergyman.

"Nysh day," began the drunk.

"Yes, it is," said the clergyman, feeling that perhaps the circumstances called for a little forbearance.

"Nysh hotel."

"Yes, I find it very comfortable."

"Will you have a drink?"

This was too much. The clergyman's face set severely and he intoned sternly, "No, thank you, sir. I don't indulge."

"Shay, whattaya givin' us, feller? You're drunk now. You gotsha collar on backwards."

THE SUCKER

The patient in the asylum sat fishing over a flower bed. An affable visitor inquired: "How many have you caught?"

"You're the ninth, so far," replied the patient.—*De Pauw Daily.*

Dear Editor: Which is the more important—a man's wife or his trousers?

Answer: Well, there's lots of places a man can go without his wife.

AFTER THE ACCIDENT

Battered Motorist (waking up)

—"Where am I? Where am I?"

Nurse—"This is number 116."

Motorist—"Room or cell?"

—*Life.*

CONCRETE EVIDENCE

A Pullman porter was thrown from his car when the train was derailed and flew ten feet through the air before he hit head first up against a concrete post. He lay in a daze rubbing his head, when the conductor came running up.

"Great Scott, man," cried the conductor, "aren't you killed?" "No," said the porter, getting to his feet, "that concrete post musta broke ma fall."

AGE UNCERTAIN

Mrs. Bing—"Oh, I wish these recipes would be more definite."

Mr. Bing—"What's the difficulty, my dear?"

Mrs. Bing—"This one tells how to use up old potatoes, but it does not say how old the potatoes must be."—*The Progressive Grocer.*

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"Is he?"

"Yes, he came home last night, all tired out, poor fellow, and I heard him murmur in his sleep: 'Jim, I'll raise you ten.' And business is so dull, too."—*Exchange.*

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HELP WANTED

Ticket Agent (accosting well dressed man)—Here, you, you've been hanging around this station for the last hour. What do you want?

Stranger—I guess I want another ticket agent here. I'm the president of this railroad.

GATES NO LONGER AJAR

Notice in Kansas paper—"Positively no more baptizing on my pasture. Twice in the last two months my gate has been left open by Christian people, and I can't afford to chase all over the country just to save a few sinners."—*Boston Transcript*.

PROOF OF RANK

Student in Military Science Class—"Captain, I have neither pencil nor paper."

Captain—"What would you think of a soldier who went to battle without rifle and ammunition?"

"I would think he was an officer, sir."—*Denison Flamingo*.

WIRELESS MADE PLAIN

"Mose, can you explain wireless telegraphy to me?"

"Yessuh, it's like dis—Ef you-all had a long, long houn' dawg, an' he stretched from Cincinnaty to Cleveland, and you stepped on his tail in Cincinnaty he would houl in Cleveland. Dat am telegraphy. Only in wiahless you does de same thing without de dawg."—*Columbus Dispatch*.

Pearl—"Mamma, if I get married, will I have a husband like papa?"

Mother—"Yes, dear."

Pearl—"An' if I don't marry,

must I be an old maid like Aunt Jane?"

Mother—"Yes, dear."

Pearl—"Mamma, we women don't have many chances in this world, do we?"

**"MOVE FORWARD!" IN
CHINESE**

The Chinese, noted for their politeness, are introducing new ideas into the street railway business. How the conductor says, "Move forward, please," is translated as follows:

"If the heaven born son of a most illustrious father will but honor his servant by transferring his august presence to a position farther to the front where he belongs always, he will have rendered a service which will be in keeping with those which his noble ancestors have rendered."—*Exchange*.

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

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TREAS. & MANAGER

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1/3 "	25.00	24.40	23.80	23.20	22.40
1/4 "	19.00	18.55	18.10	17.65	17.20
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