

Maine
Central
Employees'
Magazine
May 1928

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By SAMUEL O. I

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A Railroad Man



EVERY person I see is a possible passenger,
every movable object potential freight.
When I deal with an outsider I must
consider that for that moment, at least,
I am the whole railroad to him. He does not
see, nor is he interested in, the hundreds of
other cogs in the great transportation machine.
To him I am the railroad, and whether he
likes this railroad better than another largely
depends upon me. No transaction is too small
to require courtesy, none so large that it may
be overlooked. Collecting a dollar under-
charge may mean as much in terms of good-
will as prompt handling of a train. So—I am
my railroad's general agent. It's up to me.

—Prize Essay by M. D. ROTHE,
Instrumentman, Nashville, Chat-
tanooga & St. Louis Railway.
From *Railroad Data*.



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

MAY, 1928

No. 5

Government Subsidized Competition with the Railroads

By SAMUEL O. DUNN, Editor of *Railway Age*

THE railways are being subjected now to more competition for freight and passenger traffic by other means of transportation than ever before. There is no class of persons who should be more interested in this competition than railway employees, because it affects the number of men the railways can employ and the wages they can pay.

Railroads Are Hampered

There is nothing more remarkable, or more difficult to understand, than the difference between the way our national and state governments treat the railways and the way they treat means of transportation that compete with the railways. Our governments not only do not subsidize the railways, but restrict what they can earn, and, at the same time, subject them to numerous kinds of regulation of their service, their relations with their employees, and their rates. On the other hand, our governments subsidize means of transportation that compete with the railways, and, at the same time, do not regulate their charges, their service and their relations with their employees as they do those of the railways.

Obviously, the difference between the way the governments treat the

railways and the way they treat other means of transportation tends to divert traffic and earnings from the railways to other means of transportation. If any other means of transportation, while treated by our governments in the same way they treat the railways, should take traffic from the railways, there would be no reason for the railways or their employees to complain.

When, however, other means of transportation are enabled to take traffic from the railways because of the difference between the ways in which the government treats the railways and these other means of transportation, the railways and their employees have good reason to complain.

Earnings Decreased

Why is it that it costs more at present to operate the railways than it did before the war, and that, in consequence, they have to charge higher freight rates. It is not because the railways are earning larger profits. The average return earned by them on the investment in their property in 1916 was 5.9 per cent; in 1926, 5 per cent, and in 1927, only 4.4 per cent. The rates of the railways have had to be increased because they are paying much higher wages to their

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employees, much higher prices for materials and supplies and much higher taxes than before the war.

No Pay for Wear and Tear

We have seen within recent years some very striking effects produced by government-subsidized competition with the railways. Hard-surface highways have been built throughout the United States by the national and state governments. There is no ground for criticism of this. It is a proper function of government to build good highways. When, however, these highways are allowed to be used by operators of lines of motor busses and trucks for the transportation of freight and passengers these motor-vehicle common carriers come into direct competition with the railways.

If those who thus use the highways are not charged for their use in proportion to the wear and tear they cause to the highways, they become recipients of subsidies from the governments that built the highways. If their financing, or their operation, including its safety and the conditions of work and wages of their employees, are kept on a parity with those obtaining on the railways then they are given unfair competitive advantages over the railways. Now, it is

well known that common carriers on the highways have taken a large amount of traffic from the railways, especially passenger business, which they could not have taken if they had not been unduly favored by being treated differently by our governments from the way in which our governments treat the railways.

Differences in Safety

Take, for example, the matter of safety. There has been much expensive government regulation of railways in the real or supposed interest of safety, including, for example, the specification of the safety appliances that must be used on locomotives and cars; the empowering of government inspectors to order out of service equipment regarded by them as being in unsatisfactory condition; and requirements as to the elimina-



Samuel O. Dunn

tion of grade crossings, and the installation of automatic train control systems.

The safety record of the railways owing to the efforts of their own managements and employees, is probably better today than that of any other industry in the United States. Everyone knows how bad is the record of accidents on the highways. What are our governments doing to



cause improvements in equipment and operation on the highway make safety on them as great as the railways? Almost nothing.

Cheapness of Freight Rates

Why should our government collect vast amounts in taxes from the public and then use the money to subsidize the competitors of the railways? Railway rates—and especially freight rates—in this country are the lowest in the world, while the rates paid by our railways are the highest in the world. Freight rates in this country are lower compared with freight rates in other countries than the prices of most commodities compared with the prices of similar commodities in other countries.

The freight rates of the railways in the United States average only 13 per cent higher than they did in 1914 while the wholesale prices of all commodities average 80 per cent higher and the wholesale prices of finished products average 110 per cent higher. Manifestly, therefore, if we want lower rates for the transportation of freight, we need lower prices of commodities a great deal more.

Government Competition

Suppose, however, it should be proposed that the government should build or buy factories of a certain kind and operate them at a loss in competition with other factories owned by private companies in order to reduce the prices of manufactured products. Or suppose it should be proposed that the government should pay subsidies to certain kinds of manufacturing concerns to enable them to reduce their prices and thus enforce competing manufacturers



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reduce their prices or take business from them. Such proposals would be generally denounced as un-American and socialistic. But what is the difference in principle between subsidizing other means of transportation in order to enable them either to take traffic from the railways or force the railways to reduce their rates, and subsidizing manufacturing plants to reduce the prices that the public must pay for manufactured goods?

There is no difference in principle at all. It would be just as reasonable for the government to subsidize manufacturers of railway materials and supplies to enable the railways to buy their materials and supplies cheaper, as it is for the government to subsidize certain transportation agencies to enable shippers to get their transportation cheaper than it is possible for them to get it without such subsidies.

Wage Scale Undermined

The public ought to be furnished every kind of transportation it needs. Traffic, both passenger and freight, should, in each case, be carried by that means of transportation which can render the best service in handling it in proportion to the total reasonable cost of rendering the service. This policy would not unjustly injure anybody. But this is not the policy being followed or that is being advocated by those who want water transportation, for example, subsidized by the government.

They want the railways to have to bear the entire cost of transportation by rail, and the government to pay a large part of the cost of transportation by water, and even by highways. And at the same time they object to



the government regulating these other carriers in the same way that it regulates the railways. The unfairness of this should be plain to railway employees. It also should be plain

to them how it tends to divert traffic from the railways, to curtail the number of men they can employ and to undermine their ability to pay satisfactory wages.



“Cross Crossings Cautiously”

Essay submitted by Mary Lill, St. John, Kansas, in Safety Section Essay Contest. Winner of FIRST prize in High School Group, under auspices Safety Section, American Railway Association

TODAY there is the most urgent need for greater care in approaching and passing over railroad crossings, as is shown by the increasing number of accidents. But to prevent these accidents, or even lessen the number, presents a problem that thus far has baffled solution. These accidents come unbidden, gain nothing, lose everything, with the wages of loss, sorrow, remorse. Yet they occur in greater number.

From the American Railway Association we learn that in 1925 there were 5479 highway grade crossing accidents, with 2206 killed and 6555 injured. In 1926 these numbers increased to 5921 accidents, 2492 killed, and 6991 injured. When it is considered that crossings are permanent, and their location are marked by conspicuous signs and warnings, and that

past accidents are grim counsellors to everyone to be careful, it is amazing that these accidents and casualties are on the increase. The problem is for all people, that new and more determined efforts must be put forth to prevent accidents.

Legislation, signboards, and every class of warnings having failed, leaves us to conclude that the remedy must come from some other source. What people heed today is the voice of the public press, and through it they must be taught the value, responsibility, and absolute necessity of precaution in crossing railroads. This contemplates advertising, descriptive and editorial writing; supported by all other lines of publicity that will not only depict the reward of cautious procedure but place a brand on the crime of carelessness.

Expert Testimony

Ole Olsen, trackwalker, was testifying after a head-on collision.

“You say,” thundered the attorney, “at ten that night you were walking up toward Seven-Mile crossing and saw No. 8 coming down the track at sixty miles an hour?”

“Yah,” said Ole.

“And when you looked behind you, you saw No. 5 coming up the track at sixty miles an hour?”

“Yah,” said Ole.

“Well, what did you do then?”

“Aye got off track.”

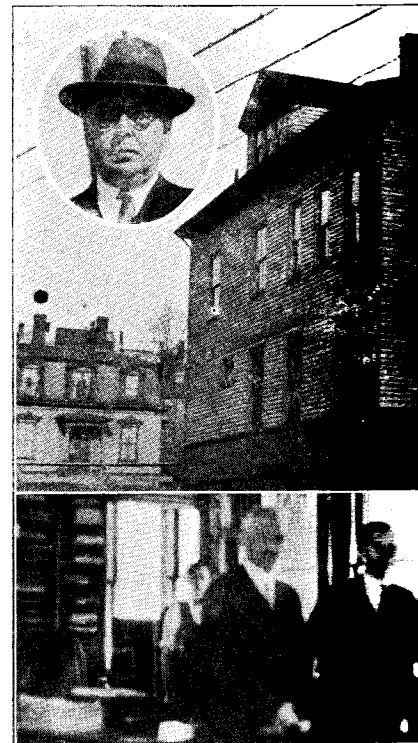
“Well, but then what did you do?”

“Vell, aye said to myself, ‘Dis bane hell of a way to run a railroad.’”

(6)



Bangor Freight



Inset: Jim Gibbons, Freight Agent Lower, Office Force

To improve the service to the public and more economically meet present conditions, the powers that be decided to remodel the old office to meet the new conditions. They didn't change the outside of the building any, but within the portals—laid alive—you wouldn't know the place.

Instead of having the cashier and clerks in one room, Agent Gibbons' private office and paymaster's office on the first floor and record room upstairs, they had to rearrange the clerks' room to extend across the

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Cautiously”

as, in Safety Section Essay Contest School Group, under auspices of Railway Association

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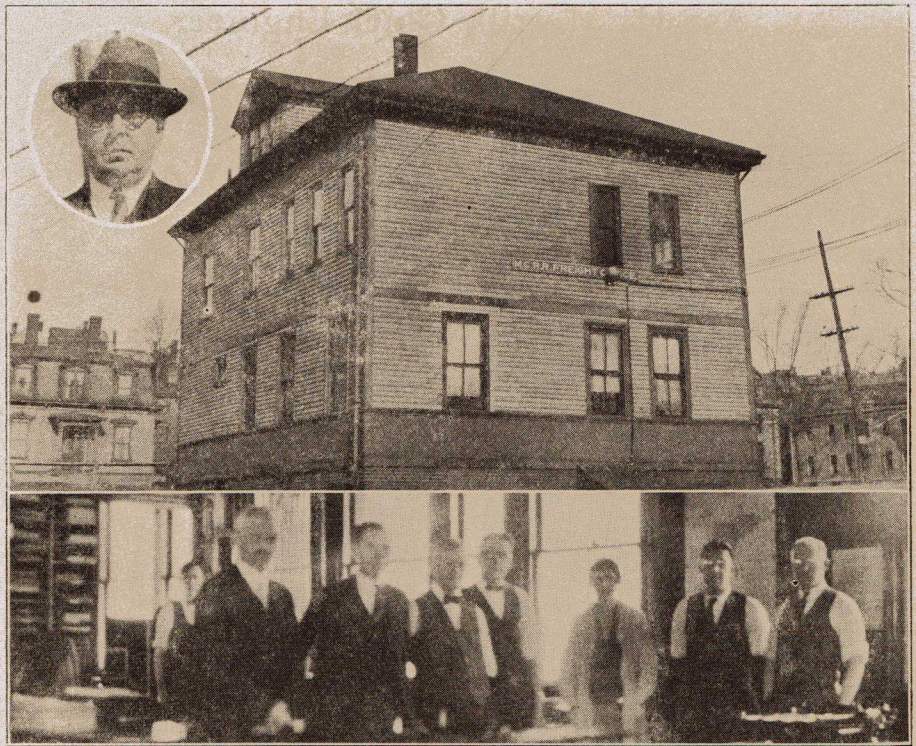
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Bangor Freight Office Modernized



Inset: Jim Gibbons, Freight Agent; Upper Right, Exterior Present Building; Lower, Office Force in New Remodeled Room

To improve the service to the public and more economically meet present conditions, the powers that be decided to remodel the old office to meet the new conditions. They didn't change the outside of the building any, but within the portals—land alive—you wouldn't know the place.

Instead of having the cashier and clerks in one room, Agent Gibbons' private office and paymaster's office on the first floor and record room upstairs, they had to rearrange the clerks' room to extend across the

entire south side, put the cashier in a room by himself, elevate the Agent's office and paymaster's office to the second floor and change the entrance from Railroad Street to Main Street.

Agent Gibbons now has 15 clerks, a battery of typewriters, adding machines, comptometers and a modern P. B. X. telephone system operated in the office and several other new improvements.

It's a hustling office and no mistake, but we are mighty glad to hear of it and hope the business will increase so

(Concluded on page 21)



Engineering Department Promotions

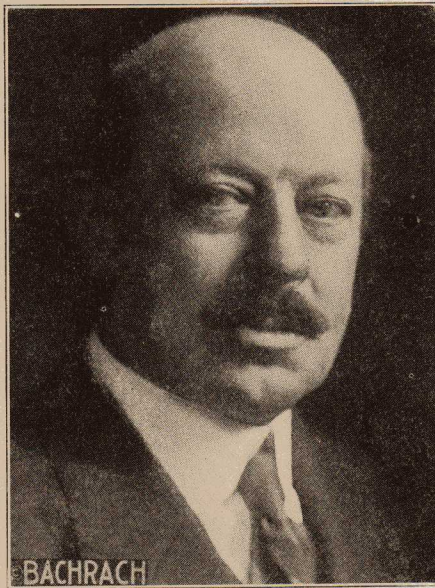
Asa H. Morrill, Chief Engineer

ASA H. MORRILL, former Engineer of Construction, has been promoted to the position of Chief Engineer, left vacant by the death of B. T. Wheeler on March 20th. On the announcement that he had succeeded his former chief, Mr. Morrill was flooded with messages from former associates, from officials of other railroads who have judged him by his work and from members of the lay public, testifying in the strongest manner possible to their belief that man and opportunity were equal. Those who have worked with him during his 15 years in Maine Central service know that under A. H. Morrill the Engineering Department will efficiently perform its important part of the work of our Railroad.

Asa Hall Morrill was appointed Chief Engineer of the Maine Central Railroad on March 26th with office at Portland, Maine, succeeding Bertrand T. Wheeler, deceased.

Mr. Morrill was born Oct. 7, 1870, at Concord, N. H., and graduated from Massachusetts Institute of Technology, 1892. He entered railway service June, 1892, with the New York, New Haven & Hartford R. R., since which he held to Jan. 19, 1906 various positions from roadmaster to engineer in Maintenance of Way department: June 16, 1906 to Jan. 19, 1907, draftsman same road; Jan. 19, 1907 to Feb. 1, 1913, assistant engineer of construction same road. From Feb. 1, 1913 to date, Mr. Morrill was engineer of construction and chairman valuation committee Maine Central Railroad and Portland Terminal Companies. He is a member of the American Society of Civil Engineers.

The Maine Central's new Chief Engineer is the son of the late George S. Morrill, who



served as Chief Engineer of the Old Colony Railroad from 1875 to 1892. Mr. Morrill had charge, under the Engineer of Construction, of the preparation of plans for the elimination of grade crossings on the New Haven Railroad in the cities of New Bedford, Boston and Hyde Park and had direct charge of the preparation of plans and the execution of work of the same type at Worcester and on the Boston & Maine at Lynn and Somerville. Since coming to Portland, he was directly responsible under the Chief Engineer for all construction work done during the past fifteen years on the Maine Central. Some of the bigger jobs completed under his direction were double tracking the main line from Waterville to Clinton, the construction of bridges across the Kennebec at Augusta and Fairfield, across the Sheepscot River at Wiscasset, the new Rigby Yard and the railroad end of the new railroad-highway bridge across the Kennebec River at Bath, completed last fall.

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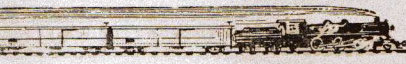
Clinton A. Plumly, A

Coincident with Mr. Morrill's appointment as Chief Engineer, came the announcement of the transfer of Clinton A. Plumly to the position of Assistant to Chief Engineer, and the abolishment of the position of Valuation Engineer, which he formerly held. Valuation work will be continued under Mr. Morrill's general direction and will still be one part of Mr. Plumly's duties, which are now broadened to a scope more in keeping with his engineering and administrative ability.

Clinton A. Plumly has been appointed Assistant to the Chief Engineer of the Maine Central Railroad, with office at Portland, Maine, effective March 26. He was born Feb. 24, 1886, at Lincoln, N. H., graduated from the University of Maine in 1909, and entered railway service June 1, 1909, in engineering department Maine Central Railroad, remaining with the Railroad until Sept. 1917. From Sept., 1917 to June 1919, he served in the United States

On the Cover

We are privileged this month to show on the first page the reproduction of an oil painting by one of our officials. Assistant Superintendent W. A. Wheeler is the artist who prepared this oil drawing, the idea of which occurred to him one night when he saw 375's Extra rushing through the darkness near Fabyans. Besides Mr. Wheeler's well known ability along transportation lines, he is one of the most versatile members in the Maine Central Family, having the faculty of writing exceptionally well, being an able speaker, in addition to the artistic ability that the cover so clearly portra




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Chief Engineer



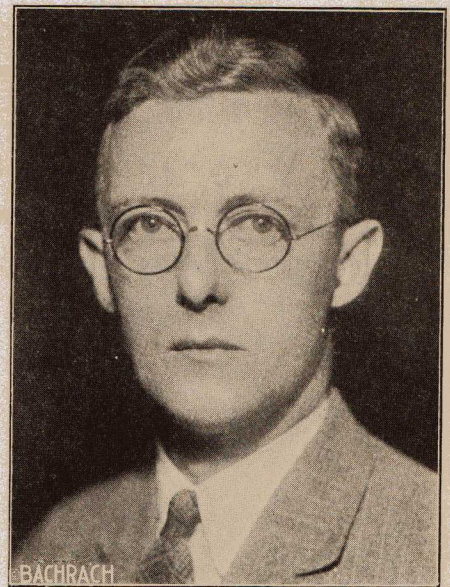
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Army, spending a year in active overseas service, where he attained the rank of Captain. From Sept., 1919, to the time of his present promotion he was Valuation Engineer.



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General Office Notes

Miss Ethel Fuller has returned to her duties in the Freight Audit Department after a four months' leave of absence.

Miss Thelma Melchior, also of the Freight Audit Office, is on a two months' leave of absence on account of ill health.

Mr. and Mrs. Lawrence (Pete) Connary are receiving congratulations upon the birth of a daughter, Patricia Ann. Mr. Connary is chief clerk to E. A. Johnson of the Engineering Department.

Miss Winnifred (Hap) Mohan and Miss Margaret (Chick) Coyne of the Portland Terminal, recently spent a week in Norwich, New Haven and New York City.



IN MEMORIAM

George F. Black, Retired Engineer Maintenance of Way, Dies after Several Years Illness



George F. Black

George F. Black, formerly engineer maintenance of way, died Sunday, April 15, at his home, 68 Deering Street, Portland. Mr. Black had been in ill health the past four years since his retirement in June, 1924.

He was born at Palermo, Maine, November 4, 1861, graduated from the University of Maine in the class of '86 and entered the service of the Company following his graduation as an assistant engineer. In 1894 he was appointed Division Superintendent with headquarters at Lancaster, N. H.

Two years later, Mr. Black returned to Portland as Assistant Engineer Maintenance of Way same division. In 1897 he

was appointed superintendent of the Mountain Division and after serving in this capacity for 12 years he was promoted to the position of engineer in charge of Maintenance of Way which he held up to the time of his retirement.

His entire railroad service of 38 years was with the Maine Central. A wife, Alice A., and a nephew, Dr. Herbert Black of Pueblo, Colo., survive him.

JAMES A. VANIDESTINE

James A. Vanidestine, Assistant Foreman of Sec. 55, Bangor, age 48, was run over and killed on April 13th at High Head near coal shed in freight yards, being struck by a locomotive when stepping away from the main track to avoid a westbound passenger train. It is supposed that the noise of the approaching passenger train prevented Mr. Vanidestine from hearing the approach of engine 248 of a local work train.

He is survived by his wife, Mary E., and seven children. Other surviving relatives are four brothers, Almore J., of Portland, Herbert R., of Presque Isle, William J. and Adelbert, both of Bangor; his mother, Mrs. L. M. Jewell, of Bangor, and three sisters, Mrs. F. L. McAvery of Charleston, Mrs. George Harrington of Stockton Springs, and Mrs. Earl Philbrooks of Bangor.

His residence was on Dartmouth Street, Bangor.

HARRY CHAPMAN

Harry Chapman, 56, Road Carpenter, died March 8 at his home in Warren. He entered Maine Central service April 29, 1918, and is survived by a wife.

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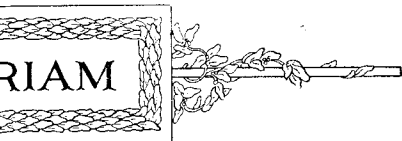
- DUDLEY ALLEMAN, Editor**
D. W. BISHOP, Associate Editor
MAGAZINE
- STAFF CORRESPONDENTS**
- | | |
|--|---|
| <p>Grace M. Katon,
C. D. Atherton,
Joseph D. Rourke,
John F. Dunn,</p> | <p><i>Portland Terminal</i>
Superintendent's
Freight
South Po</p> |
| <p><i>Eastern Division</i>
J. L. Riggie,
C. H. Leard,
C. A. Jeffers,
P. N. Carson,
V. A. Cunningham,
R. H. Johnson,
E. F. McLain,
S. A. Frost,
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T. S. Kelley,</p> | <p>Superintendent's
Bangor Mot. Pow.
Bangor Car
Bangor Ticket
Ol
Woo
Ea
Van
Kin</p> |
| <p><i>Portland Division</i>
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A. A. Thompson,
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A. F. Smith,
R. C. Brown,
P. J. Hanley,
S. O. Swett,
A. L. Eastman,
J. E. Winslow,
Alfred R. Pugh,</p> | <p>Brui
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| <p><i>General Offices</i>
Mrs. B. T. Preston
E. I. Hill,</p> | <p>Publicity I
Freight</p> |

Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded "R. R. B" should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIALS

RAILWAY FACILITIES ADEQUATE

Is the growth of railway facilities keeping pace with the expansion of railway traffic? The problem is not merely theoretical. During the ten-year period from 1917 to 1927 inclusive, the trend of railway traffic has been upward, a particularly significant fact, because the first year of the period was a war period when traffic took an unusual spurt. The net increase for the period, in terms of carloads was from a weekly average of 858,000 in 1917 to 995,000 cars in 1927, or about 16 per cent. Digging back still further into the records, it will be seen that freight



Engineer Maintenance Several Years Illness

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D. W. BISHOP, *Associate Editor*
MAGAZINE

STAFF CORRESPONDENTS

Portland Terminal
Grace M. Katon, Superintendent's Office
C. D. Atherton, Freight Office
Joseph D. Rourke, South Portland
John F. Dunn, Rigby

Eastern Division
J. L. Riggie, Superintendent's Office
C. H. Leard, Bangor Mot. Pow. Dept.
C. A. Jeffers, Bangor Car Dept.
P. N. Carson, Bangor Ticket Office
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J. E. Winslow, Lancaster
Alfred R. Pugh, Rockland

General Offices
Mrs. B. T. Preston Publicity Bureau
E. I. Hill, Freight Claims

Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded "R. R. B." and should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIALS

RAILWAY FACILITIES ADEQUATE

Is the growth of railway facilities keeping pace with the expansion of railway traffic?

The problem is not merely theoretical. During the ten-year period from 1918 to 1927 inclusive, the trend of railway traffic has been upward, a particularly significant fact, because the first year of the period was a war period when traffic took an unusual spurt. The net increase for the period, in terms of carloads was from a weekly average of 858,000 in 1918 to 995,000 cars in 1927, or about 16 per cent.

Digging back still further into the records, it will be seen that freight traffic

as measured in ton-miles, handled by the Class I railroads in 1926, the peak year for all time, showed an increase of 49 per cent as compared with 1913. Investment in road and equipment, on the other hand, has more than kept pace during this period, the increase amounting to 52 per cent.

Thus, railroad managements are constantly planning ahead to handle the expanding commerce of a growing country. To put a big subject in thumbnail compass, the large capital expenditures of the past four or five years have enabled the railroads to provide fast and efficient service; and the increasing economy of operation in recent years has been the result of the railways' willingness to spend money to save money; that is, for the purpose of increasing the capacity of the transportation plant.

WHO PAYS TAXES?

One of the greatest delusions of modern democracy is the idea that most of the people pay no taxes. Taxes fall upon everyone and bear most heavily on the ultimate consumer, which means you and me. The landlord is only a tax collector and everybody who buys anything from a package of cigarettes to a ton of coal is paying taxes when he makes his purchase.

Just because you get no tax bill don't make the bad mistake of thinking you pay no taxes. Members of the Maine Central Family are particularly interested in taxes, for taxes not only cut into what they spend but also into what they earn.

ASK ME ANOTHER

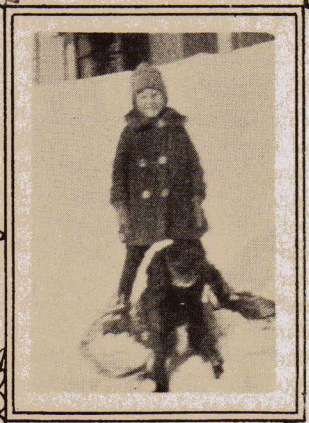
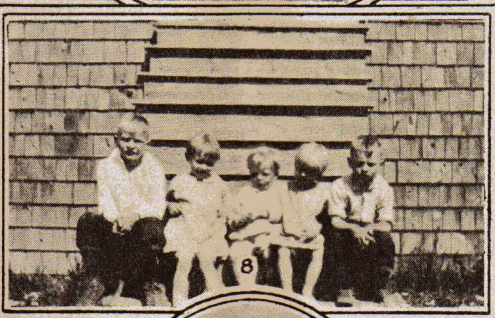
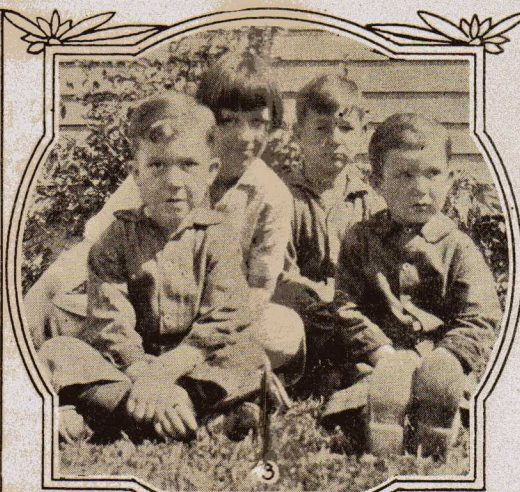
As the *Magazine* maintains no "questions and answers" department, the editorial columns must assume this pleasant task.

"Is it true," writes an anxious young car knocker from Bangor, "that married men live longer than single ones?"

The answer is easy. No, they do not. It only seems longer.

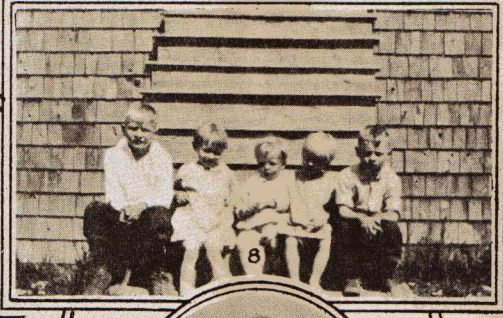
✦ ✦

Losses due to robbery of railroad freight for the first six months of 1927 were the lowest in history, a decrease of nearly 90 per cent since 1920.



More of the Rising Generation of the Maine Central Family

(1) Lee Calvin, son of Chief Clerk H. D. Davis, Vanceboro. (2) Mildred, age 4 1-2, and Woodrow, 6 months, children of Sectionman Napoleon Thibeault, Bemis. (3) Ralph, 5, Emily, 11, Robert, 7 and Harold, 4, children of O. Douglass Macomber, Section 124, No. Conway. (4) Maurice Golden Pilot, 19 months, and Sarah Maxine Fine, 10 months, nephew and niece of Miss Lena Golden, Office Gen. Fore. Car Repairs, Bangor. (5) Theodore, age 7, son of Freight Conductor Harry Ruff, Rumford Yard. (6) Richard, 16 months, grandson of Locomotive Foreman David W. Louder, Vanceboro. (7) David L., 2 1-2, son of Randall J. Thurrell, A.F.A. Office, Portland. (8) Harry, 10, Mary, 5, Ralph, 3, Loretta, 4, LeRoy, 8, children of Section Foreman V. I. Robinson, Oquossoc. (9) Josephine, daughter of Joseph Bucklin, Passenger Traffic Dept., Portland. (10) Beth, 2-year-old daughter of Foreman J. F. McWilliams, Rigby Terminal. (11) Laurel Foster, 2, son of H. D. Louder, Eastern Division Engineman, who has the same granddaddy as little Richard. (12) Betty L., 6, daughter of Agent C. P. Cook, Waukeag, and Topsy, her wk. canine. (13) Richard C., yearling son of James A. Martin, Aud. Agencies Office, Portland. (14) Franklin Robert, 6, son of Percy Glascock, Office A.F.A., Portland. (15) Walter E., 6, and Hildred, 8, children of Roadmaster Europe McKenney, Waterville.



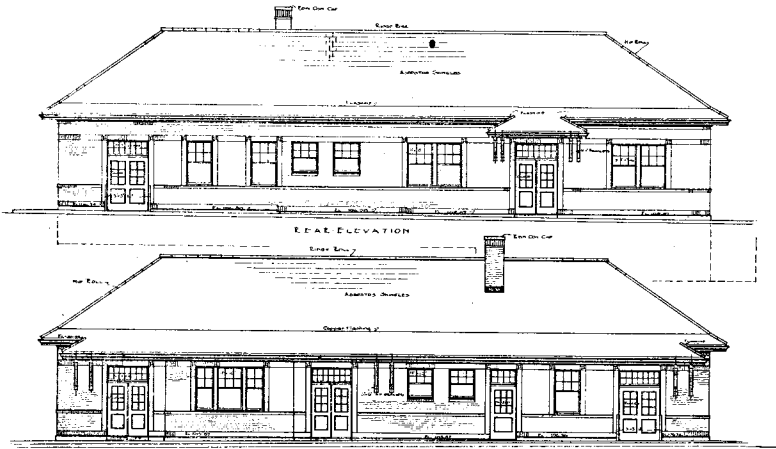
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Maine Central Family

Ellsworth to Have New Up-To-Date Station



Front and Rear Elevations of New Passenger Stations

PLANS have been approved, contract has been awarded and work is to commence as soon as conditions will permit on a new railroad station at Ellsworth, according to a special statement to the *Magazine* by Chief Engineer A. H. Morrill. The accompanying illustrations drawn by Senior Architect Irving Russell of the Engineering Department, Portland, show in detail the proposed construction work to be done by F. A. Rumery Company of Portland, contractors.

Improved Station and Grounds

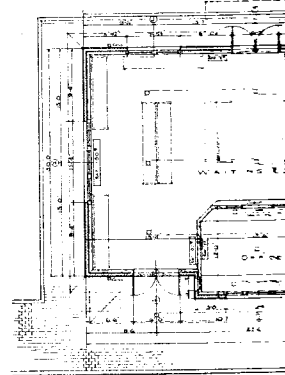
The appearance of the new station will be a great improvement over the old. The building itself is to be of the brick veneer type, namely wood frame faced with tapestry full range red brick, with a roof made of sea green slate. The interior of the waiting room will have gypsum board walls and ceiling, dado of oak around the walls, and all standing finish and doors of plain oak,

walls and ceiling to be tinted and woodwork stained and varnished, modern in every particular.

There is to be an up-to-date ticket office, baggage room and space provided for modern parcel room. The heating of the new building will be by the modern vapor system. Lighting facilities will be of the most modern type. The overall dimension of the new station of about 30 by 86'-6" will be surrounded by a brick platform extending 300 feet east and west.

New Freight House and Yards

A new freight house, 90 feet long by 20 feet wide including office and storage space, will be erected adjacent to a special automobile loading platform, 70 by 20 feet. Team delivery tracks, with a capacity of 21 cars, will be constructed in addition to the house track which will hold 10 cars. Besides these will be constructed team driveway about 40 feet wide by 600 feet

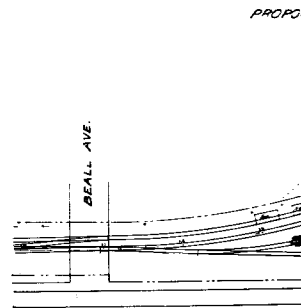


Floor Plan of the

long. A new freight house and will be located adjacent to the s way east of Beale Ave. The for tion of the freight house has alr moved onto a temporary track to High Street and box and freight being used as temporary office an ing platform.

Increased Driveway and Parki

One of the principal feature improved station facilities will greatly increased driveway and space between Main Street and th which will be 53 feet wide by 1 feet long under the new plan as a present space of about 35 by 70



New Freigh



Family

-To-Date Station



Passenger Stations

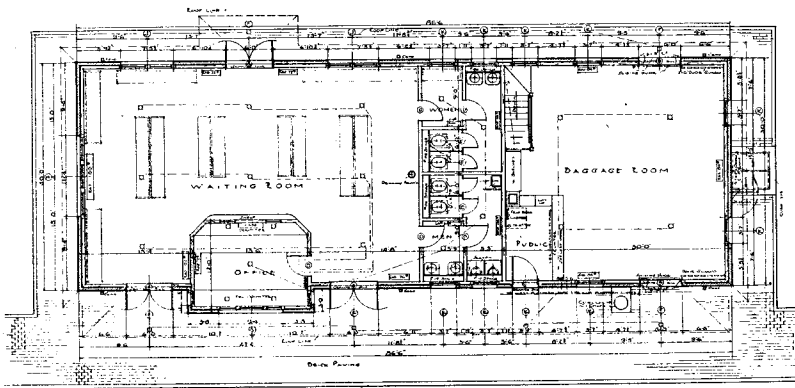
and ceiling to be tinted and wood-stained and varnished, modern in particular.

There is to be an up-to-date ticket office, a waiting room and space provided for a parcel room. The heating of the building will be by the modern vapor

Lighting facilities will be of the modern type. The overall dimension of the new station of about 30 by 86'-6" is surrounded by a brick platform measuring 300 feet east and west.

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A new freight house, 90 feet long by 20 feet wide including office and storage space, will be erected adjacent to a special auto-loading platform, 70 by 20 feet. Delivery tracks, with a capacity of 10 cars, will be constructed in addition to the existing track which will hold 10 cars. These new tracks will be constructed team tracks about 40 feet wide by 600 feet



Floor Plan of the New Ellsworth Passenger Station

long. A new freight house and terminal will be located adjacent to the state highway east of Beale Ave. The former location of the freight house has already been moved onto a temporary track adjacent to High Street and box and freight cars are being used as temporary office and unloading platform.

Increased Driveway and Parking Space

One of the principal features of the improved station facilities will be the greatly increased driveway and parking space between Main Street and the station, which will be 53 feet wide by about 300 feet long under the new plan as against the present space of about 35 by 70 feet.

The construction work will be pushed to completion as rapidly as possible and upon completion of this project, Maine Central officials feel that Ellsworth's railroad facilities will be in keeping with the important place they feel this station holds as the originating point of the freight and passenger business.

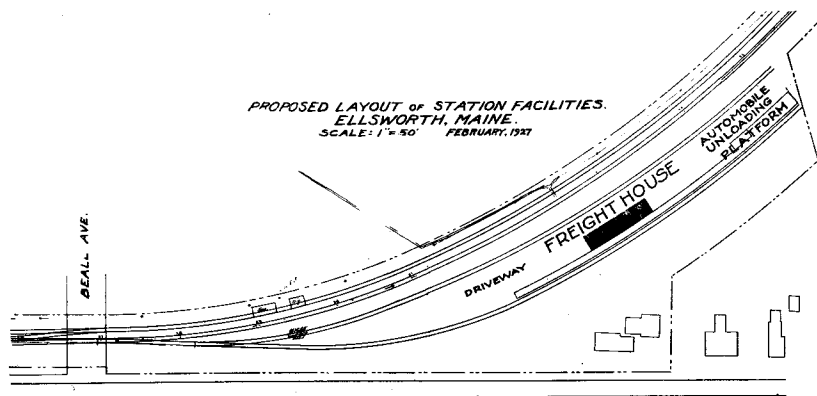


An Englishman, hearing an owl for the first time.

"What was that?" he asked.

"An owl," was the reply.

"My deah fellah, I know that, but what was owling?"—Clipped.



New Freight Yards East of Beale Avenue



No Trouble for Rumford Force to Look Pleasant



Not bad a-tall. Traveling Agent "Ed" Hill snapped these pictures one day up in Rumford. His camera wasn't large enough to get them all at once so he made four shots with the result shown above.

Left to right, we have B. E. Cornell, General Agent; B. C. (Bart) Kirkpatrick,

Chief Clerk in Freight Office; Anna B. Dyer, T. J. Thomas, M. R. Welch, R. T. Knight in group, with pieces of Keene and Kirkpatrick, and finally Cashier C. A. Keene by himself. Look carefully and you can see the shadow of Eddie's hat. Who says there is no Santa Claus!

You Can Be a Booster

At this particular season of the year there is no better opportunity for securing new business for the Company than by making use of the Traffic Tip Cards found in this *Magazine*. It is a proven fact that the public appreciates satisfactory service. If our efficient service is made plain to them by explanation of word of mouth or some other means of direct selling, we will "get the business."

One of the ways in which new passenger business can be secured right at this time is the explanation to the public of the improved train service effective April 29 over the winter schedule.

It is not too early to think of the closing of preparatory schools and colleges in June when thousands of the out-of-state students will flock to their homes. We must consider that the train is not the only way they can travel these days. It is our job to secure every possible passenger from com-

peting carriers. Then again, there is to be another excursion from Maine points to Boston this month on the 25th which should be advertised and talked about to the limit by all concerned.

Summer camps will soon be opening and tourists will be coming from all parts of the country to Maine summer resorts. The inquiries received regarding transportation matters should be answered gladly and promptly. For several years now our slogan has been "Ship and Travel by the Maine Central Railroad" and that is the thought we have endeavored to drive home and should continue to do so at all times. We are fully equipped with motive power and man power to handle much larger volume of freight and passenger traffic and should all be boosters for the product we have for sale. That is nothing else than Transportation. It is up to every employee on the payroll to secure and retain the confidence of the traveler and shipper.

A Correction

Two mistakes occurred in the "Maine Central Reference Information Brought Up to Date" which appeared on page 24 of the April *Magazine*. This is a rather serious error, for it concerns a figure of extreme importance in the operation of the railroad, the average cost per ton of freight per mile in 1919. The correct figure for this is 1.646 cents, rather than a two cent stamp, which will be quite a surprise to members of the public who have never given this any serious thought. The other error, of minor importance and concerning miles of yard track and siding on the System which should have read 368.49 instead of 368.49.

+ +

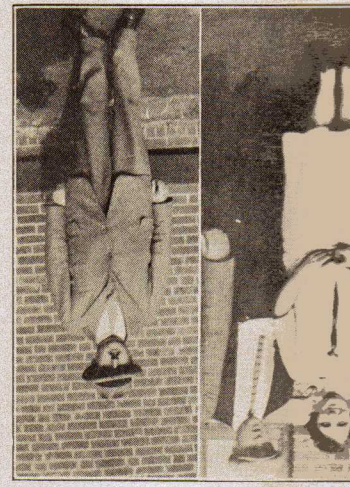
Up Where the Tim Grows Tall and



Though the snow may have left this season at Portland, it is still to be seen up in the woods, as shown by this picture taken in April by Miss Mabel S. Byron. It shows Trackman Cleve (left), and Foreman Bert Hodson, ready to sally forth and fifth in the famous gas buggy.

+ +

The man who can see both sides of the question will lose out in arguing with the people.



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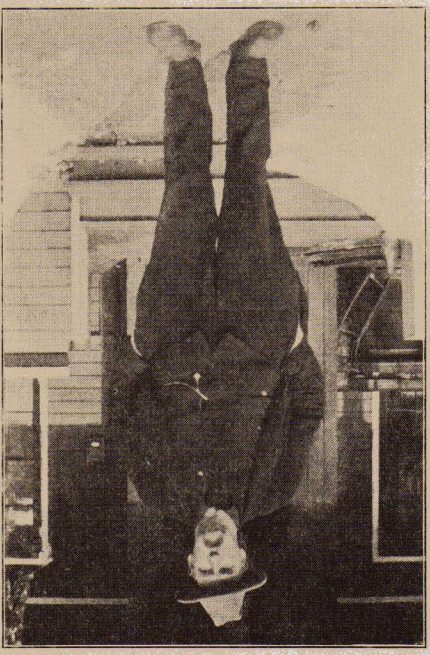
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Up Where the Timber Grows Tall and Close



Though the snow may have left for the season at Portland, it is still to be found up in the woods, as shown by this picture taken in April by Miss Mabel Sanborn of Byron. It shows Trackman Cleve Ladd, left, and Foreman Bert Hodsdon, right, ready to sally forth and fifth on their famous gas buggy.

Now at the National Home at Togus



A. E. Nicholas

Many members of our Engineering forces will recognize this picture of Andrew E. Nicholas of Augusta, who served the Company faithfully for 33 years, till laid low by a stroke about three years ago. At that time he held the position of Cement and Stonework Foreman. The news that Mr. Nicholas is unable to talk or walk will bring sadness to his many friends all over the System. Letters will reach him if addressed to the National Home at Togus. We are indebted for this picture to Mrs. Nicholas, who resides at 102 Stone St., Augusta.

On the Q. T.

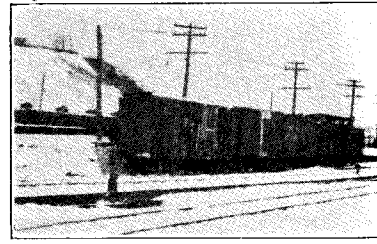
Father—Well, Willie, I received a note from your teacher today.
Willie—Is that so, Pop? Give me a quarter and I won't breathe a word about it to mother.—*Rock Island Magazine*.



What Patrons Say of Maine Central Freight Service



Many Trainloads



A familiar sight to Portlanders. of our Portland Terminal Wharf No. Yard 8 from main highway between land and Old Orchard. This wharf locally known as the clay wharf a veritable beehive of activity when the ships are discharging their cargoes. For 15 years Morgan Lee, General man at the china clay docks at the P

Bill Wheelock's Ba

By E. F. McLAIN, Calais
 "Buick," youngest child of E. Wheelock, preferably prefixed Will is certainly a pampered child. E in a barn-garage nursery and surr by all the luxuries a car could possi for, including a nice little stove to l enclosure, scrubbed, rubbed and v it stands spotlessly groomed wait guiding hand of its father who hov it like a hen with its one offspring. No money could possibly induc drive this glistening relic of 1926 un minute spot of mud has been remc mother nature. Coming into it summer it has yet to turn the 10.0 figure up. Endowed with an affec nature, some believe Bill is enter second youth, and to him this Buick is a nice shiny toy.

Maine Central Ball T in Portland Leagu

By JOHN GOUD, Manager
 The Maine Centrals will be in th land Twilight League again this s but with a much faster team than la

Cushman-Hollis Company
 Auburn, Me., April 12, 1928
 C. A. Small, Commercial Agent,
 Maine Central Railroad Company
 Lewiston, Maine File G-113
 Dear Sir:

We have received your letter of April 5th relative to shipments consigned to Sommer & Kaufmann, San Francisco, California, and Sidney Glass, Los Angeles, California, and note that these were only thirteen days in transit from Auburn, Maine, to San Francisco and Los Angeles, respectively.

This is certainly very remarkable time, and we have passed the information contained in your letter along to our customers in order that they may realize the excellent service your transportation company is according them.

Again thanking you for your interest in this matter, we are

Yours very truly,
CUSHMAN-HOLLIS CO.
 (Sgd) Maurice T. Plummer
 Traffic Manager.

MTP-AB

Lawrence Portland Cement Co.
 302 Broadway,
 New York City
 Dec. 17, 1927

Mr. C. A. Small,
 Commercial Agent,
 Maine Central R. R. Co.,
 Lewiston, Me.
 Dear Sir:

My attention has been directed to your letter of the 13th addressed to Mr. Comins, your agent at Rockland relative to contemplated buildings in various parts of Maine.

I want to express to you our sincere appreciation for the interest you are taking in our problems. Certainly this is *real* cooperation and should produce results.

Yours very truly,
 (Signed) Frank H. Smith
 President.

FHS:EA

**Extract from Letter from
 Caledonia Mills, Inc.,
 St. Johnsbury, Vt.**

December 5th, 1927

We would be remiss were we to lose this opportunity of expressing to you our personal high appreciation of the splendid service rendered by the Maine Central in our needs here. The temporary bridge was built sooner than seemed possible and in taking cars as you did, from here, after its erection, to various points south, via Portland, you have rendered service that we highly appreciate, enabling us as it did to hold customers needed if we are to continue to do business, as we shall.

Very truly yours,
CALEDONIA MILLS, Inc.
 (Signed) Edgar R. Brown, Treas.

Man is the only animal who can laugh at himself, and very few laugh as often as the situation suggests.

**Hyde Windlass Company
 Bath, Maine**

March 17, 1928

Mr. C. A. Small, Commercial Agent
 Maine Central Railroad Co.
 Lewiston, Maine
 Dear Sir:

We are in receipt of your letter of the 15th and are very much pleased to know that car MC15023 reached destination on March 12th. We consider this excellent service and wish to thank you for the quick dispatch given same.

Yours very truly,
 Hyde Windlass Company
 (Sgd) R. C. Whitehouse
 Traffic Manager.

RCW:LL-b

Central Freight Service

Central Portland Cement Co.
302 Broadway,
New York City
Dec. 17, 1927

Mr. A. Small,
Commercial Agent,
Central R. R. Co.,
Portland, Me.
Sir:
Attention has been directed to
a letter of the 13th addressed to
Mr. Tompkins, your agent at Rockland
concerning the contemplated buildings in
various parts of Maine.
I want to express to you our sin-
cere appreciation for the interest you
are taking in our problems. Certainly
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Yours very truly,
(Signed) Frank H. Smith
President.

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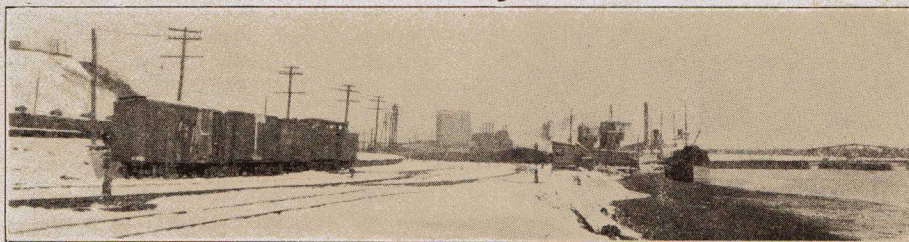
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CALEDONIA MILLS, Inc.
(Signed) Edgar R. Brown, Treas.

is the only animal who can laugh
at himself, and very few laugh as often as
humor suggests.



Many Trainloads of Freight Originate Here



A familiar sight to Portlanders. A view
of our Portland Terminal Wharf No. 3 and
Yard 8 from main highway between Port-
land and Old Orchard. This wharf is
locally known as the clay wharf and is a
veritable beehive of activity when the clay
ships are discharging their cargoes.

For 15 years Morgan Lee, General Fore-
man at the china clay docks at the Portland

Terminal, has supervised the unloading of
thousands of tons of valuable china clay
unloaded at the wharf and reshipped to the
big paper mills and pottery plants of the
country.

There is none better known or better
liked than Mr. Lee, the king of the clay
docks.

Bill Wheelock's Baby

By E. F. McLAIN, Calais

"Buick," youngest child of Engineer
Wheelock, preferably prefixed William A.,
is certainly a pampered child. Enclosed
in a barn-garage nursery and surrounded
by all the luxuries a car could possibly ask
for, including a nice little stove to heat the
enclosure, scrubbed, rubbed and washed,
it stands spotlessly groomed waiting the
guiding hand of its father who hovers o'er
it like a hen with its one offspring.

No money could possibly induce Bill to
drive this glistening relic of 1926 until each
minute spot of mud has been removed by
mother nature. Coming into its third
summer it has yet to turn the 10,000 mile
figure up. Endowed with an affectionate
nature, some believe Bill is entering his
second youth, and to him this Buick Coach
is a nice shiny toy.

Maine Central Ball Team in Portland League

By JOHN GOUD, Manager

The Maine Centrals will be in the Port-
land Twilight League again this summer,
but with a much faster team than last year.

We expect to have one of the fastest teams
that ever represented the Maine Central.
The League starts about June first and will
run until about the first of September,
playing two games a week through the
summer on Tuesday and Thursday nights.

There will be ten teams in the League,
the Canadian Nationals, Rigbys, Glen-
woods, Tigers, Milliken-Tomlinson Co.,
East Deering, New England Telegraph and
Telephone Co., Young Men's Hebrew
Assn., Knights of Pythias and the Maine
Centrals.

A tentative lineup of the Maine Centrals
includes some of the fastest ball players in
the city: R. F., Cleaves; L. F., Pearson;
C. F., Oberg; C., "Tate" Cummings; P.,
Embleton and Kenney; 1 B., Kimball and
Marston; 2 B., Smart and Levecque; S.S.,
Thompson and Jackson; 3 B., Earl Wood-
bury.

We have the fastest outfield in the city,
the two best pitchers, and a mighty fast
infield. Watch us go.

Lady (to tramp)—Why don't you work
if you are hungry?

Tired Jim—I tried that ma'am, and it
only makes me hungrier.



Bangor Bowlers Busy

By W. J. McALLIAN, Bangor

Maine Central pin knockers around the Queen City have been bringing in the bacon in large quantities of late. At the Bowldrome on February 18th, the Bangor first team took in Portland's first team in a very interesting game, tied at the end of the third string, as follows:

Bangor First Team

McGrath	106	106	86	106	404
McAllian	89	90	81	81	341
Dodge	114	106	84	100	404
Sullivan	99	102	94	118	413
Sheppard	103	85	99	112	399

Total 511 489 444 517 1961

Portland First Team

Bean	82	87	88	99	356
Pearson	86	103	90	79	358
Hennigar	103	101	95	89	388
Corcoran	87	101	107	100	395
Smart	103	114	97	130	444

Total 461 506 477 497 1941

Bangor's second team, composed of Ryan, Dunphy, Haynes, Mahaney and Kitchen, laced the Portland seconds to the tune of 1309 to 1250. Parks, C. P. Hawkes, Bean, L. Hawkes (high man) and Sproul made up the Forest City contingent. The Bangor third team of Prescott, Shaughnessy, Herbert, Young and Saulsbury won.

In a return match at the Portland Bowldrome on March 24th, Portland's fast team was victorious, as follows:

Bangor First Team

McGrath	108	79	87	274
Ryan	102	89	77	268
McAllian	87	111	98	296
Dodge	98	91	82	271
Sullivan	90	105	114	309

Total 485 475 458 1418

Portland First Team

Hennigar	89	92	107	288
Pearson	85	95	90	270
Corcoran	125	86	98	309
May	95	95	104	294
Smart	80	108	103	291

Total 474 476 502 1452

The Bangor seconds were roundly beaten, 1726 to 1464, by a team that surpassed itself. The eastern contingent consisted of Dunphey, Haynes, Prescott, Shaughnessy, Mahaney and Kitchen, and were opposed by H. P. Hawkes, Plummer, B. P. Hawkes, L. Hawkes (high man with 304), Bean and Sproul.

In Bangor on March 31st a feature was a 10-string match between Sullivan (Bangor MEC) and Goud (Portland MEC), as follows-

Sullivan, 107-108-106-101-92-130-114-111-103-87-1059

Goud 79-95-97-120-90-95-108-102-110-110-1006

Bangor First Team

McGrath	97	113	96	306
Ryan	90	111	93	294
McAllian	83	83	107	273
Dodge	89	93	100	282
Sullivan	95	106	113	314

Total 454 506 509 1469

Portland First Team

Goud	91	92	92	275
Pearson	89	102	91	282
Plummer	108	105	98	311
May	85	100	91	276
Smart	90	95	112	297

Total 463 494 484 1441

Bangor seconds won by four pins and their third team by 126.

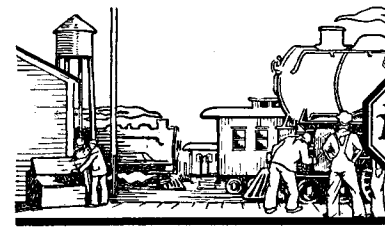
The Bangor boys think Goud of Portland is a fine bowler and sure deserves a lot of credit. In the series with Portland our first team won three games and lost one. Our second won two, lost first and third; won two, lost none.

The Bangor Maine Centrals were also City Champions, having won first place in the International League and won in the roll off between the Leaders in the American and National Leagues, in spite of the fact



that we were handicapped with the Sheppard. Our scores in the roll off

	1st	2nd	3rd	Total
McGrath	306	284	277	867
McAllian	291	293	294	878
Dodge	289	308	312	909
Sullivan	288	294	316	898
Ryan	250	292	260	802
Total	1424	1471	1459	4354



By V. A. C.

The cheapest thing in the world is a smile. That's why it pays the dividends.

Both Famous

Brakeman Henry: Who were the most famous men you remember in history?
Brakeman Black: Tom and Jerry.

Another Actor

Clerk Ashey: Ever on the stage?
Operator O'Connell: Yes, I once was from Kingman to Macwahoc.

An Old Acquaintance

Signalman Spinney: I knew him when he didn't have a shirt to his back.
Signalman Coffin: Where was the hole?
Signalman Spinney: Down at the swimming hole.

A Mystery

Section Foreman Shorette: How do you sell that blood sausage?
Butcher: That is something I can't wonder myself.

Ouch!

Operator O'Connell: Where was the hole?
Agent Dennis: In Scotland, I think that's where you think that?
Operator O'Connell: What makes you think that?
Agent Dennis: Because it won't hurt.



Portland First Team

Bar	89	92	107	288
an	85	95	90	270
an	125	86	98	309
	95	95	104	294
	80	108	103	291

Total 474 476 502 1452
Bangor seconds were roundly beaten, 1464, by a team that surpassed the eastern contingent consisted of Haynes, Prescott, Shaughnessy, and Kitchen, and were opposed by P. Hawkes, Plummer, B. P. Hawkes, and Bean (high man with 304), Bean and

Bangor on March 31st a feature was a bowling match between Sullivan (Bangor MEC) and Goud (Portland MEC), 107-108-106-101-92-130-114-111-103-87-1059
79-95-97-120-90-95-108-102-110-110-1006

Bangor First Team

th	97	113	96	306
an	90	111	93	294
an	83	83	107	273
	89	93	100	282
	95	106	113	314

Total 454 506 509 1469

Portland First Team

	91	92	92	275
	89	102	91	282
er	108	105	98	311
	85	100	91	276
	90	95	112	297

Total 463 494 484 1441

Bangor seconds won by four pins and third team by 126.

Bangor boys think Goud of Portland is a bowler and sure deserves a lot of credit. In the series with Portland our first two wins were on three games and lost one. Our second two wins were on two, lost first and third; won third none.

Bangor Maine Centrals were also champions, having won first place in the International League and won in the series between the Leaders in the American National Leagues, in spite of the fact

that we were handicapped with the loss of Sheppard. Our scores in the roll off:

	1st game	2nd game	3rd game	Total	Ave.
McGrath	306	284	277	867	96.3
McAllian	291	293	294	878	97.6
Dodge	289	308	312	909	101
Sullivan	288	294	316	898	99.9
Ryan	250	292	260	802	89
Total	1424	1471	1459	4354	96.8

Opponents:

B. H. & E.	1512	1396	1406	4314	95.9
Great Nor.	1391	1424	1322	4137	92

We also had the highest individual average man in the City, Sullivan, 101.3; the highest team single string of 567; the highest team three string total, 1581; and second highest individual string, 139, McGrath.



By V. A. CUNNINGHAM, Oldtown

The cheapest thing in the world is a smile. That's why it pays the biggest dividends.

Both Famous

Brakeman Henry: Who were the two most famous men you remember in history?
Brakeman Black: Tom and Jerry.

Another Actor

Clerk Ashey: Ever on the stage?
Operator O'Connell: Yes, I once rode from Kingman to Macwahoc.

An Old Acquaintance

Signalman Spinney: I knew him when he didn't have a shirt to his back.
Signalman Coffin: Where was that?
Signalman Spinney: Down at the old swimming hole.

A Mystery

Section Foreman Shorette: How do you sell that blood sausage?
Butcher: That is something I often wonder myself.

Ouch!

Operator O'Connell: Where was paper invented?
Agent Dennis: In Scotland, I think.
Operator O'Connell: What makes you think that?
Agent Dennis: Because it won't give.

She Knows Her Onions

Conductor Haney: She can sure show a man his place.
Brakeman Henry: That so? What's her business?
Conductor Haney: Usher at the Bijou.



CARD OF THANKS

I wish to extend my most sincere thanks to all of my friends among the trackmen and trainmen of the Maine Central Railroad, for their sympathy and generous contributions during my recent bereavement.

MALRY K. WILLEY, Trackman
Section 177, Eastern Division



Bangor Freight Office

(Concluded from page 7)

fast in the next few years that about eleven more stories will have to be added to handle the volume of biz. We regret to report that Agent Gibbons has recently suffered a sick spell; he is doing nicely and has since returned to work.



Portland Terminal Motive Power Foremen Honor Faithful Employee

By J. E. MILLS, Rigby

On the night of March 28th the Foremen of the Motive Power Department and several of their invited guests gathered at the Moulton House, Dunstan, for a GET-TOGETHER and also to pay their respects to one of the oldest and most faithful employees of the Company who retired from active service on pension, March 30th.

J. F. McWilliam took occasion to speak a few words regarding Fred M. Irish and to present to Mr. Irish on behalf of the employees of the Rigby Round House, a diamond ring. Mr. Irish responded very feelingly and thanked all whose good wishes made possible such a gift.

Mr. Irish entered Maine Central service

as Locomotive Inspector at Thompson's Point on June 8, 1882, and was transferred to Day Foreman, Round House No. 1 on May 2, 1910. On Dec. 17, 1923, he became Machinist at Rigby, remaining in this position till his retirement on March 30.

The Toastmaster then called upon several of the guests present, included among whom were Merton F. Rolfe, Asst. to the Vice President and Gen. Mgr.; Philip M. Hammett, Supt. Motive Power; P. G. Smith, Asst. to the Supt. Motive Power; H. A. Southworth, Master Mechanic; M. Morrison, Harry Hunter and James Clark of the Boston & Maine Railroad, and each responded with brief remarks.

M. C. Relief Association Gains Membership

By H. N. WOODBURY, Sec.-Treas.

The value of insurance is being more and more appreciated and the protection afforded by the Maine Central Railroad Relief Association is the reason for its steady increase in membership.

Benefits payable from disability arising from sickness or accident, received either at work or away from work, compare favorably with any insurance sold.

Let's get together and obtain the membership of all available employees of the Maine Central Family who are eligible.

Complete information will gladly be furnished by any officer of the Association, who are: W. S. McGeoch, Pres.; Robert Sturgeon, 1st V. P.; F. V. Berry, 2nd V. P.; H. N. Woodbury, Sec.-Treas. All communications should be addressed to the secretary-treasurer.

* *

The underlying principle of all success is founded on drudgery, sacrifice, painstaking labor and persistent effort.—Top.



(22)

Drive Brings Number

THE total number of policyholders of the Maine Central Family group insurance policy of the Relievers Insurance Company stands at its highest point since it was set up nearly two months ago. This is due to the great popularity of the insurance, not the cause of which is the prompt payment of claims by the insurance company. The loss of time is quickly reported. The immediate cause of the recent gain in membership was a special offer by the insurance company, letting down the rate for a short drive, April 9th to 23rd inclusive, during which medical examinations were waived and any one in the employ of the Company for two months and active in service could take the insurance.

During the height of the drive in Portland a clear-cut illustration of the benefit of insurance occurred. As mentioned elsewhere in this issue Assistant Foreman James A. Vanidestine met his death in an accident. Within 24 hours his wife, mother of seven children, received a check for \$1000. This and a similar amount from the Maine Central Relief was all that was needed for insurance. The example was so clear that a large increase in the number of policyholders in this section occurred immediately.

During the period March 30 to April 1, 75 claims were paid, 15 less than reported for the last month. Members of the Motive Power Department were the heaviest sufferers, with two claim payments for accidents and 21 for sickness. Station forces, with 15 claim payments, showed an increase in number of claims from the previous month, while all other classes showed less.

The following claims have been reported during the month:

Name	Location	Reason
<i>General Office</i>		
Mary E. Butler	Aud. Frt. Acct.	Sickness
Percy M. Glasscock	Aud. Frt. Acct.	Sickness
Ruth M. Goodridge	Frt. Traf. Mgr.	Sickness
Bertrand T. Wheeler	Chief Engr.	Sickness
<i>Engineering Department</i>		
Alex Y. Baird	Colebrook, N. H.	Sickness
Claude Beckwith	So. Portland	Sickness
Harry Chapman	Warren	Sickness
Arthur S. Clemons	Bartlett	Sickness
Fred Dunbar	Eastport	Sickness
Stephen P. Gilblair	Skowhegan	Sickness

Motive Power Foremen Employee

Rigby
 Motive Inspector at Thompson's on June 8, 1882, and was transferred by Foreman, Round House No. 1 on . 1910. On Dec. 17, 1923, he became nist at Rigby, remaining in this position his retirement on March 30.
 Toastmaster then called upon several of the guests present, included among were Merton F. Rolfe, Asst. to the President and Gen. Mgr.; Philip M. nett, Supt. Motive Power; P. G. Asst. to the Supt. Motive Power; Southworth, Master Mechanic; M. son, Harry Hunter and James Clark Boston & Maine Railroad, and each ended with brief remarks.



Drive Brings Number Policyholders to New Record

THE total number of policyholders in the Maine Central Family under the group insurance policy of the Travelers Insurance Company stands at the highest point since it was set up nearly 18 months ago. This is due to the growing popularity of the insurance, not the least cause of which is the prompt payment of claims by the insurance company when loss of time is quickly reported. The immediate cause of the recent gain in membership was a special offer by the insurance company, letting down the bars for a short drive, April 9th to 23rd inclusive, during which medical examination was waived and any one in the employment of the Company for two months and actually in service could take the insurance.

During the height of the drive in Bangor a clear-cut illustration of the benefits of insurance occurred. As mentioned elsewhere in this issue Assistant Foreman James A. Vanidestine met his death in an accident. Within 24 hours his widow, mother of seven children, received a check for \$1000. This and a similar amount from the Maine Central Relief was all his insurance. The example was so clear that a large increase in the number of policyholders in this section occurred immediately.

During the period March 30 to April 18, 75 claims were paid, 15 less than reported last month. Members of the Motive Power Department were the heaviest sufferers, with two claim payments for accidents and 21 for sickness. Station forces, with 17 claim payments, showed an increase in number of claims from the previous report, all other classes showed less.

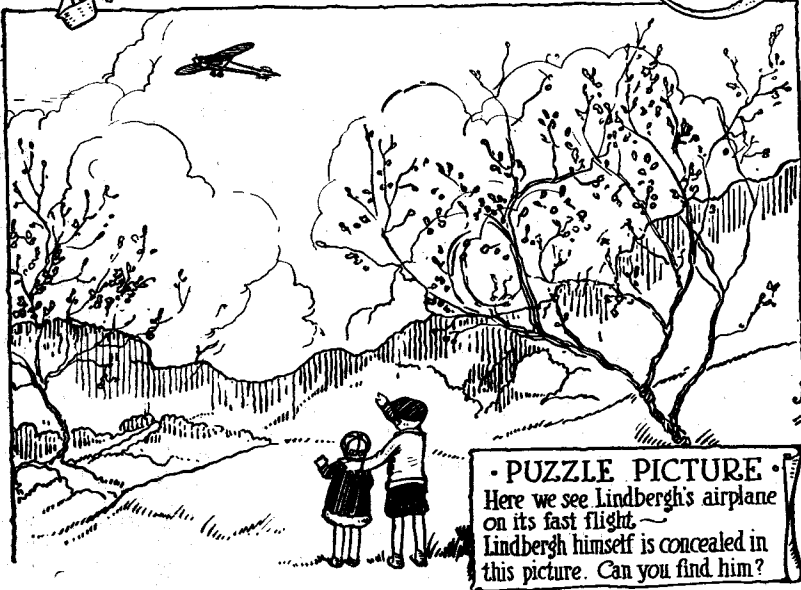
The following claims have been settled during the month:

Name	Location	Reason
Mary E. Butler	General Office	Sickness
Percy M. Glasscock	Aud. Frt. Acct.	Sickness
Ruth M. Goodridge	Frt. Traf. Mgr.	Sickness
Bertrand T. Wheeler	Chief Engr.	Sickness
Alex Y. Baird	Engineering Department Colebrook, N. H.	Sickness
Claude Beckwith	So. Portland	Sickness
Harry Chapman	Warren	Sickness
Arthur S. Clemons	Bartlett	Sickness
Fred Dunbar	Eastport	Sickness
Stephen P. Gilblair	Skowhegan	Sickness

Leon Hoffman	Portland	Sickness
Nehemiah A. Littlefield	E. Newport	Sickness
Sidney Luther	Beecher Falls, Vt.	Sickness
Ellis E. Manter	Brunswick	Sickness
Edward C. Nichols	Augusta	Sickness
John Paradie	Gilbertville	Sickness
Alton A. Ranks	Canton	Sickness
Henry Samways	Brewer	Sickness
Frank L. Temple	Greenbush	Accident
James A. Vanidestine	Bangor	Accidental death
Burdell Wright	Canton	Sickness
John Buckley	Motive Power Department Portland	Sickness
George W. Brown	Portland	Sickness
W. S. Chandler	Bartlett, N.H.	Sickness
John J. Campbell	Portland	Sickness
Ernest Langevin	Rumford	Sickness
Alexander McKenzie	Portland	Sickness
Stephen Messer	So. Portland	Accident
Percy A. Milliken	Brewer	Sickness
Ralph McGarry	So. Portland	Sickness
Fred A. Rich	Portland	Sickness
George H. Reilly	So. Portland	Sickness
Walter Siteman	Portland	Sickness
Arthur Smith	So. Portland	Sickness
Henry E. Thomas	So. Portland	Sickness
Joseph H. Witham	Dixfield	Sickness
Napoleon Gregory	Waterville	Sickness
Charles H. Gibson	Waterville	Sickness
Wilfred C. Labrecque	Waterville	Sickness
Leo McDonald	Waterville	Accident
Joseph Roux	Waterville	Sickness
Charles P. Vigue	Waterville	Sickness
Rosewell E. Ware	Waterville	Sickness
Eddie Willette	Waterville	Sickness
Frank Blaisdell	Stations Pittsfield	Sickness
Gorham E. Bailey	Waterville	Sickness
John P. Connelly	Bangor	Sickness
Charles P. Cook	Waukeag	Sickness
George Faulkes	Augusta	Sickness
Frank R. Lawrence	Brewer	Accident
Horace Lancaster	Richmond	Sickness
Joseph M. Libbey	Bangor	Sickness
Daniel McKarvey	Bangor	Sickness
George E. Risteen	Skowhegan	Sickness
George P. Stetson	Bangor	Sickness
Alfred A. Stoddard	Eaton	Sickness
Coleman Steeves	So. Gardiner	Sickness
Joseph Vigue	Waterville	Sickness
Edward Vigue	Waterville	Sickness
Lillian G. White	Auburn	Sickness
Anthony Waite	Rumford	Sickness
Andrew W. Caldwell	Tratmen Bangor	Sickness
William Gleason	Lancaster, N. H.	Sickness
Irving V. Joy	Bangor	Sickness
C. L. Quigley	Portland	Sickness
Harry A. Smith	Portland	Sickness
Elwin H. Seekins	Enginemen Pittsfield	Sickness
Stacey Robbins	Brunswick	Sickness
Howard E. Chase	Portland Terminal, Transportation Department Westbrook	Accident
Bessie Desmond	So. Portland	Sickness
Merrick R. Pray	So. Portland	Sickness
William Fardy	Portland	Sickness
William J. Farrell	Portland	Sickness
Daniel L. Sullivan	Portland	Sickness
James Young	Portland	Sickness

“Yes, my dears,” said Mrs. Mactavish, the Pastor’s wife, “we’ve tried to raise the money by every way that is honest, and now we’re going to have a Bazaar.”

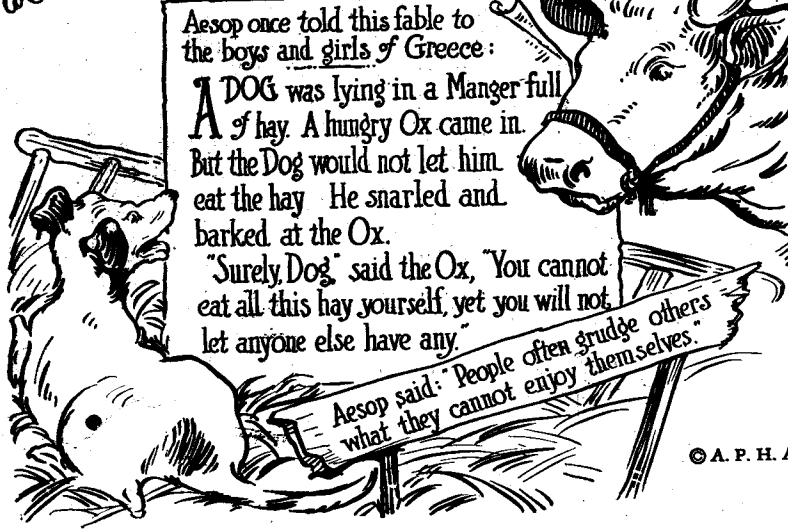
A PAGE for the CHILDREN



• PUZZLE PICTURE •
 Here we see Lindbergh's airplane on its fast flight. Lindbergh himself is concealed in this picture. Can you find him?

THE DOG in the MANGER

Aesop once told this fable to the boys and girls of Greece:
 A DOG was lying in a Manger full of hay. A hungry Ox came in. But the Dog would not let him eat the hay. He snarled and barked at the Ox.
 "Surely, Dog," said the Ox, "You cannot eat all this hay yourself, yet you will not let anyone else have any."



Aesop said: "People often grudge others what they cannot enjoy themselves."