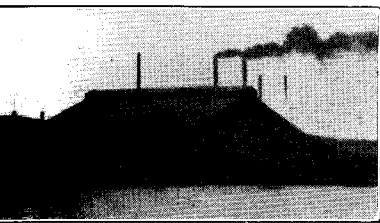


al Family

duces Heavy Traffic



—Rolling Mill at the Right

any, Beacon Oil Company and Pan
can Oil Company.
all of the supply coming into Port-
Harbor comes direct from the origi-
point but is transferred at Boston,
ing there in huge tankers too large for
ort of Portland. Only a short time is
ed to pump out the cargo from the
into the storage tanks and within a
ew hours the boats are ready to start
gh the bridges again and out to sea.

* *

Harris Meets Dr. Lee

bert M. Harris, Chief Clerk in
ant Comptroller's office, had the
ure of being an invited guest at a
ntion of radio men held recently in
a, where he met Dr. DeForest Lee,
of the radio tube, the guest of honor
e meeting. Dr. Lee explained the
developments in television, which
ade remarkable strides of late.
s not at all improbable, by the way,
inside of five years we will be seeing
g pictures in our homes. Mr.
had the pleasure of conversing with
ce and was much impressed with his
ratic attitude.



Some More Puzzles--Who Can Guess 'Em

Again we find E. W. Fenderson of the Engineering Department, Portland, winning the fur-lined cuspidor, first prize in our great system-wide monthly puzzle contest, with a list of answers incorrect only in a couple of unimportant details.

$$12x + x = 35 \text{ (the distance in minutes from figure 12 to 7)}$$

$$\text{or } 13x = 35$$

$$x = 2 \frac{9}{13}$$

which means that the hour hand had travelled $2 \frac{9}{13}$ minutes past figure 5, and since the minute hand travelled $12x$ in that time, this placed the minute hand 12 times $2 \frac{9}{13}$ or at $32 \frac{4}{13}$ minutes past the hour of five and therefore the time indicated by the watch was 5.32 and $\frac{4}{13}$ or 5.32 and 18.4615 seconds, approximately.

Proof: 5.32 and $\frac{4}{13}$ past five brings the minute hand exactly $2 \frac{4}{13}$ minutes beyond figure six and with the hour hand then $2 \frac{9}{13}$ minutes past figure five, it brings this hand exactly $2 \frac{4}{13}$ in advance of figure six.

Answers to Puzzles In July Magazine

BEHEADINGS

- | | | |
|------------|-----------|----------|
| 1. Fitches | 2. Frye | 3. Gore |
| 4. Gray | 5. Spears | 6. Wales |
| 7. Winn | | |

SPLITS

- | | | |
|--------------|-------------|-----------|
| 1. Bucksport | 2. Carroll | 3. Canton |
| 4. Kingman | 5. Monmouth | |

CONUNDRUMS

- | | | |
|-------------|----------------|-----------|
| 1. Hayes | 2. Priest | 3. Dailey |
| 4. Bernier | 5. Haycock | 6. Moody |
| 7. Webstert | 8. Miles | 9. Cole |
| 10. Taylor | 11. Longfellow | 12. Joy |
| 13. Rich | 14. Cook | 15. Wynne |

A TIME QUESTION

The question published last month about the hands on a railroad man's watch was such a tricky one that we are publishing in its entirety the answer submitted by Chief Dispatcher H. M. Treat of Portland.

At 5 P.M. the hour-hand of course was on figure 5 and the minute hand on figure 12.

Let x represent the distance which the hour hand had travelled since 5 o'clock to reach a point which made it the same distance from and before figure 6 as was the minute hand from and past figure 6.

Then $12x$ represents the distance which the minute hand had travelled in the same time, since it travelled 12 times faster than did the hour hand.

Now then, since these two hands are equal distance each side of figure 6, the minute hand must be the same distance from and before figure 7 as is the hour hand from and after figure 5 and which distance we have stated is to be represented by x . This fact gives us the following equation:

This Month's Puzzles

RIDDLE

Though I've no hands, an arm have I.
No head, but a brightly shining eye.
No feet, yet rigidly I stand;
No voice, yet all heed my command.

ACROSTIC

x x x x x x x
x x x x x x x
x x x x x x x
x x x x x x x
x x x x x x x

Five words, properly placed, the initial letters, and the letters next in line, read vertically, will spell the names of two officials in the Accounting Department.

Definitions: Gratified; a station on the Kennebec; a huge block of ice; closest; a small hole.

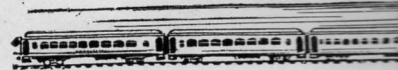
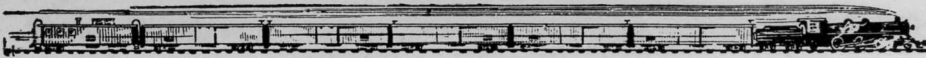
* *

Salesgirl: "Look at Mr. Smith on that ladder; he's losing his equilibrium."

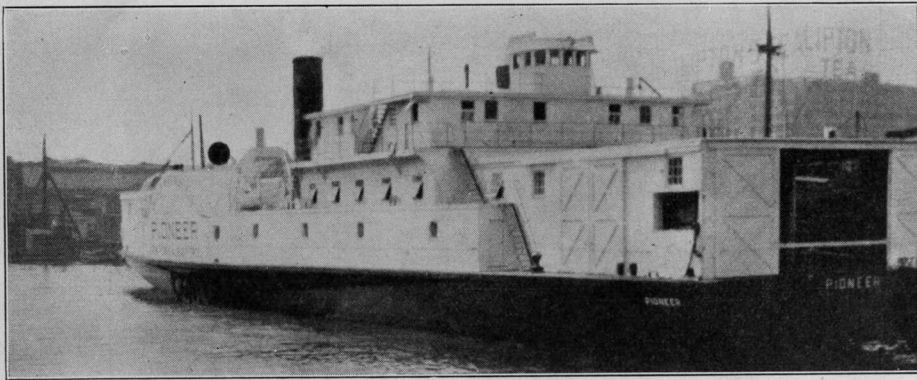
Second salesgirl: "If you were a lady you wouldn't notice such a thing."

—Clipped.

Irritable Husband (to wife driving a nail): "However do you expect to knock a nail in the wall with a clothes brush? For goodness' sake, use your head."—Borrowed.



Do you Recognize an Old Friend in her New Dress?



Here we see our old friend the *Ferdinando Gorges*, now known as the *Pioneer*, and running between New York and Albany as an auto ferry. The deck has been housed in, as shown in the picture, and oil burning equipment installed. She makes the distance of 125 miles between New York and Albany in 12 hours and has a capacity of 90 to 125 autos. No passengers are carried. The crew consists of 32 men.

We are indebted for this picture and the

attached information to B. W. Robinson, former Assistant Engineer of the Gorges, now Chief of the Pioneer, who sends his best regards to the Maine Central Family. Ben may be addressed care of S. S. *Pioneer*, Pier 327, East River, New York. This information reaches us through the courtesy of Engineman Ray Haskell of Brunswick and Assistant Superintendent of Motive Power H. F. Noyes.

The present location of the *Hercules* is unknown.



Every Member Of The Family Can Be A Salesman

If the average traveling salesman had the multitude of prospects for his line of goods that each and every employee of the Maine Central Railroad has, especially at this season of the year, he could and would retire within a very short time.

There are altogether too many of us who lose "sales" because we do not close a deal when the opportunity presents itself. The wonderful region that is served by our Road offers numerous prospects to both buyer and seller. The highways and byways, trains, stations and what not are filled with strangers within our gates. Not every single one is a sure-fire prospect, to be sure, but many are.

All it needs to land them and keep them as customers of the Maine Central Railroad is for each and every employee to be on his toes. It may be only a simple question propounded here and there that may lead to a lot of new business that we are now missing. Why not throw away any and all personal obstructions along these lines and get together and see how much new business each and everyone of us can secure. It's well worth a try.

Our traveling agents, the front line of our sales force, are ready and able to follow up any leads we send them. "Traffic Tip Cards" furnish an easy means of closing the gap between desire and sale.

(20)

Since the last report on this subject following have shown their initiative, alertness and loyalty by sending in "Traffic Tip Cards": Chas. Rowe, Agent, Waldoboro; T. Kelley, Kingman; E. F. Butler, Auburn; West Farmington; Chas. St. Hilaire, Bangor; Beecher Falls; H. D. Spencer, Bangor; Beecher Falls; R. Palmer, Bangor; Burnham Jet.; L. F. Wilcox, Bangor; and man Hector Jones, Auburn.

♦ ♦

Trainman's Notes

By ARTHUR E. HERRON

"Denny" Monahan, Portland Division, has recently been set up and is now conductor on the Main Line, covering the Ferry jobs.

Conductor "Al" Grant on the Waterville-Skowhegan run recently took leave of absence. Harry Buck filled his place.

"Stripe" Ladd of Fairfield, former trainman, now with the N. Y. C., visited his railroad friends in Waterville during the past month.

Conductor "Freem" Dearborn has been in for horseback riding, he was seen galloping on the ponies at Old Orchard Beach.

Floyd Blackwell of Fairfield, who has been laid up more than a year, will soon be seen back on the old job as Station Master at Fairfield.

Friends of Trainman Fred Pooler sympathize with him in the loss of his wife.

Dean Farnham and Charles DuBois of Waterville, long in Freight Service, dropped the passenger uniforms on the subject of change of time.

Wallace Severy spent the hottest days of July in Montreal.

Conductors Cote and Pinkham have been on the sick list.

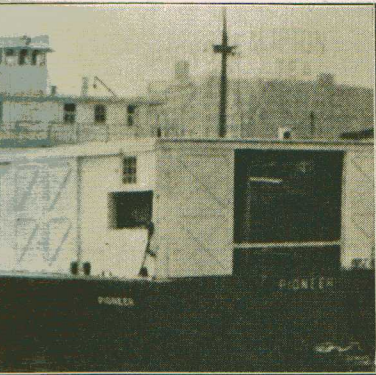
♦ ♦

Shades of the Immortal Past!

I observed that a section of No. 10 on July 20th, Bangor to the Ferry and back was handled by Condr. Casey and Engineer Jones.

G. E. WHITE, Clerk
Supt's. Office, Bangor

and in her New Dress?



ed information to B. W. Robinson, Assistant Engineer of the Gorges, Chief of the Pioneer, who sends his best wishes to the Maine Central Family. They may be addressed care of S. S. Pioneer, 27, East River, New York. This information reaches us through the courtesy of Engineer Ray Haskell of Brunswick and Assistant Superintendent of Power H. F. Noyes.

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* *

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I observed that a section of No. 153, July 20th, Bangor to the Ferry and return was handled by Condr. Casey and Engineer Jones.

G. E. WHITE, Clerk,

Supt's. Office, Bangor.

New Ticket Agent On Job At Bar Harbor



Charles R. Drummey

The Bar Harbor ticket agency for the summer season is now being handled by Charles R. Drummey, vice Guy S. Westcott who is at the present time in the florist business at Little Falls, New York. "Drum" lives in Ellsworth and during the winter months is a student at the law school of Georgetown University, Washington, D. C. He has two years before his six-year course will be finished.

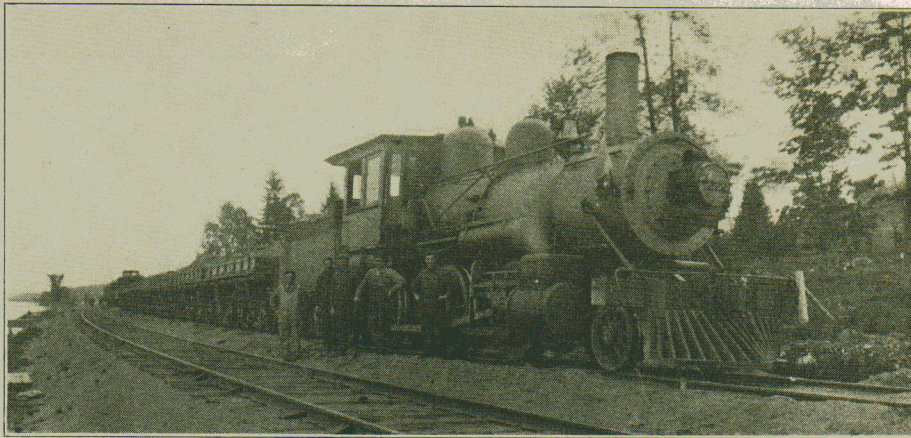
In addition to his attending the law school, he is secretary to Congressman John E. Nelson, who is a member of the Interstate and Foreign Commerce Committee and is closely associated with all I. C. C. railroad matters. In this way he is on the "inside" of all important legal questions of the day passing through Congress.

Railroad work is not a new thing to "Drum", for he has been on the payroll for several summers past and has held about all the different jobs which make up station managing and he has made good.

He is a regular fellow, wonderful personality, single, one of these fellows proud to be in our big Family—a fellow you ought to know. More power to him.



On The Main Line About Twenty Years Ago



Here we see work train engaged in laying steel when double track was put in between Etna and Hermon Pond. Men at the left in the picture are unknown. Engineman Cy Perkins stands at the right and on his left the late Engineer Oscar Thomas, then fireman, recently killed in an accident.

We are indebted for this picture to Engineman George Ellis, who works the middle trick in the Commercial Street Yards, Portland Terminal.



Good Travel Advice For Salesmen

By ELECTRICAL FOREMAN
ERNEST M. WADE, Augusta

Some traveling salesmen travel comfortable by railroad, utilizing their leisure between trains in making notes for future reference regarding customers they have left, making plans for most favorable approach and introduction of new products to the customers they are about to visit. Then, if time is left, they study the market conditions in general and the local business conditions in their territory in particular, thereby improving themselves.

Other salesmen rush from place to place in autos, grab a little business, don't "fine-tooth-comb" a town, as that would inter-

fere with making time and cut down record for calls made, forget they are salesmen, think they're out to beat Cannon Ball Baker's record, spend leisure getting car lubricated, impair their efficiency by suffering all the physical ills and mental irritation accrued from driving 30,000 or more miles a year.

A traveling man, in business for himself, recently told me he wouldn't have a salesman use a car, that they were too prone to write in "made 83 calls this week, covered 800 miles, business not so good, but expect it will pick up soon."

Members of the Maine Central Family, ask your friends who are salesmen: "Mr. Salesman, which do you prefer, bumping the highways, dodging reckless drivers, wasting energy driving a car, or riding in comfort, meeting and talking with your friends en route and improving time otherwise lost forever?"



"My husband is in the dumps most of the time."

"Is it wan of thim pessimists he is?"

"Nah, he's a garbage and junk collector."

—*The American Boy.*

Lady (in butcher shop): "Is that the headcheese over there?"

Attendant: "No, ma'am; the boss isn't in."—*D. & H. Bulletin.*

(22)



Photo Of Bar Harbor

At last we have obtained a picture of Bar Harbor Express which we believe justice to that famous job and can put its place along side of the photograph "The Morning Glory", taken last fall and printed in the December Magazine. This picture was taken just east of Winslow Station, looking across the southern end of Lake Maranacook. It presents a combination of lake foreground and wooded background that adds interest to the train itself.

On the day the picture was taken the train was in charge of Conductor W. Casey. Engineman H. L. Bryant was at the throttle of 466, a Pacific type engine, with Fireman C. E. Smith on the left side. Others in the crew were Baggage Clerk F. B. Aldrich, Flagman K. E. Sampson, Steward G. D. Dowley. The train consisted of a baggage car, a coach, and eight sleeping cars.

Stanley W. Spratt of Portland was the photographer responsible for the taking of the film and the interest of members of the Operating and Motive Power Departments helped in producing the result. Among these special men should be made of Traveling Conductor Harry E. Heughen, whose interest in matters of this sort and broad knowledge of the System enabled him immediately to select what we considered the ideal spot to produce a view of this kind.

Since last December prints and photographs of "The Morning Glory" have been distributed far and wide and many members of the Maine Central Family now number this picture among their choicest possessions. Extra prints have been made of the insert in this issue and may be obtained free at the office of the *Magazine*, Room 111, General Building, Portland, unincreased, or it may be mailed for five cents to cover postage. We are having a number of these halftone prints framed, as well as copies of the original photograph, 32x8 inches, framed or unframed. These will be sold at prices on application.



Twenty Years Ago



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they're out to beat Cannon Ball
's record, spend leisure getting car
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D. & H. Bulletin.



Photo Of Bar Harbor Express Shown In Insert

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Porter—Did yo' miss dat train, suh!
Overheated Traveler—No! I didn't like to see it around, so I chased it out of the yard.—*C. & E. I. Magazine.*



Portland Terminal Notes

By GRACE M. KATON

Mr. and Mrs. Patrick J. Tracy are receiving congratulations on the arrival of a son, recently at Queen's Hospital. Mrs. Tracy (Catherine Earles) is night telephone operator at the terminal.

Mr. Harry O. Noyes, Supvr. of Interchange and per diem, is enjoying a two weeks' vacation from his duties.

Miss Winnifred A. Mohan, telephone operator, who has been confined to home account illness has so far recovered as to resume her place at the switch board.

Freight Agent Harry A. Melaugh with Mrs. Melaugh has been enjoying a vacation at Peaks Island, but has returned to his labors at the freight office.

The many friends and former associates of James P. Murphy visited him at his home at 37 Winter street and presented him with a purse as a token of good fellowship, it being the occasion of the fiftieth wedding anniversary of he and Mrs. Murphy. "Jimmie", as he has always been known, was for a number of years crossing gateman at Preble but has been retired.

Miss Sadie K. Flaherty of the telephone force has been on a few days visit at Quebec where she visited the shrine of "Ste. Anne de Beaupre", being there for the feast day. During her absence we have had Mrs. Adelaide Osgood on the wires.



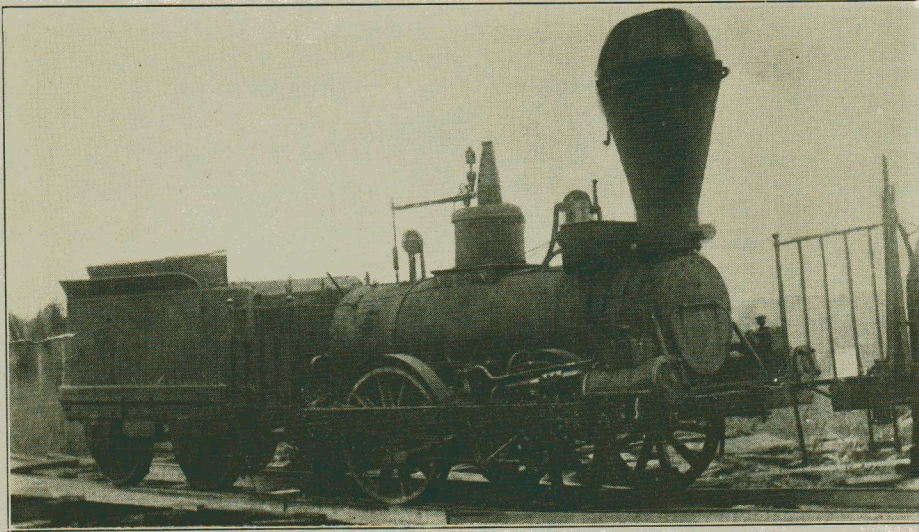
Plain Truth

A Georgia farmer once wrote to his local newspaper asking, "What the Sam Hill is the matter with my chickens? Every morning I find one or two of them keeled over and cold as a brick."

To which the obliging editor replied: "They're dead, partner—they're dead."



The Relic Of A Day Long Passed Into Oblivion



Here we see the "Lion," Whitneyville and Machiasport locomotive, built by Hinckley and Drury, England, in 1842-43. This road was built with wooden stringers covered with strip iron and was in use for over 50 years. It was completed in 1841 and the last trip was made in 1892. It was one of the first in Maine as well as in the United States. Decreasing passenger traffic did not worry the W. and M., as it was operated for freight alone and passengers rode free. It is interesting to note that in the entire history of the road no one was ever killed. This picture reaches us through the courtesy of Ernest F. Stillings, Pullman Conductor, Bangor.



On The Cover

"The Romance of Railroad" is a subject about which the general public likes to rave, but even old hands at the game, if they are perfectly honest, will admit that there is something in the game besides the payroll. Who has not caught an instantaneous glimpse of the fireman at his important job as the interior of the cab was visible for a fraction of a second when a heavy locomotive passed during the night.

This is the view, perhaps taken from a slightly different angle, that we have endeavored to perpetuate on the cover of this month's *Magazine*. This picture was taken last month at Rigby and was posed by Patrick J. Wallace. Mention should also be made of M. D. Billington, Supervisor of Locomotive Performance, without whose advice this picture could not have been obtained. Photo by S. W. (Jack) Spratt.



Items From Roadmaster's Office, P.T.C.

By JOSEPH D. ROURKE

H. H. Robinson, Roadmaster, P. T. Co., and family, have moved to their summer home at Lakeside, Sebago Lake.

Joseph D. Rourke, Chief Clerk, is daily trying out his speed to make the 6.33 A.M. and 5.20 P.M. boats from and to Long Island.

Ernest C. Ebbeson was in Portland recently on a short visit and friends were very glad to see him.

Augustine M. Tobin and family have moved to their new residence at 73 Emery Street, Portland, Maine.

(24)



"Eddie" and "Bud"



A couple of local boys who have history at the Union Station Baggage John (Bud) McDonough, on right, brother of Freight Conductor Michael McDonough (now running on main line), and Fireman's Helper Bernard McDonough. Rigby entered the service October 18, 1892, at Thompson's Point. A year later he transferred to the Union Station and has been located there ever since.

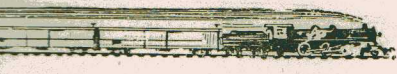
"Bud" is baggage checker and very popular with fellow employes as well as the traveling public. "Eddie" McDonough, baggage handler, has been in the employ of the Terminal for about ten years and "fits" with the Terminal boys.

Incidentally, Checker "Al" Russek is a member of the same crew. When the picture was taken he refused to pose for the camera. (No, we didn't say "po" in the *Magazine* snap-shots are shot "on the wing.") And that's the way we shall "fit" "Al" sometime when he least expects it. It's a bet. Watch future issues till you see his picture and then you'll learn why he didn't want to give his features any publicity than was necessary.

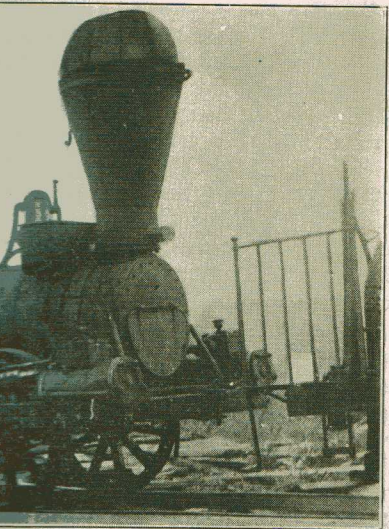


A Fast One On Perley

Trainman Perley B. Sanborn of Portland who formerly drove the Sam Oset Corbett motor coach in Portland-Harrison street tells the following fast one on himself:



Passed Into Oblivion

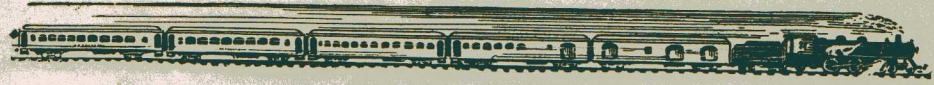


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Riding from Harrison with Perley one night, was an old lady who asked questions on every conceivable subject, which he did his best to answer accurately and politely. Finally, waiting at Raymond for time, with the bus full of passengers, the old lady reached over, tapped Perley on the shoulder and remarked, "Tell me, young fellow, do you bus drivers have any special rights on the road?"

"No, Madam," our Perley replied. "motor coach drivers have to obey all rules, the same as any other cars, and for the slightest infraction of a rule, they are in the habit of shooting us at sunrise."

"What a splendid idea!" exclaimed the old lady, "I wish they had such a law in my home state."

Quite A Lot Of Money

Conductor G. W. Plaisted has kept record of cash fare collections. Since the day he ran his first train in 1900 to June 1st of this year he has collected and turned in a total of \$51,503. If any other conductors have kept similar records, will they kindly step up and be counted?



After Spending the Last 16 Nights in Upper Berths, the Tired Salesman Boards No. 43



Mountain Road Notes

By J. A. KINGSLEY and E. R. HALL

Asst. Roadmaster, Chas. Willey, has bought a new Chevrolet "6". He claims that his old car never ran the same after he found the "Al Smith" plate, and by the way, Chas. wanted everyone to see how brave he is so he rode the Engine on 162 Lancaster to Beecher Falls the other day. He says the track is not rough.

Ask Alpha Kingsley, Clerk at Coos Jet., to tell you about the big catch of trout he got out of Priscilla Brook this summer.

Joe Sayward was seen with a funny looking dodad, a square box with holes in it, now everyone that's seen it is wondering what kind of a radio Joe is making this time.

Joe Smith, car foreman, has some dahlias with two blossoms of different color from the same stock. Some florist is Joe.

Charles Lawlis, Engineer, Fred Washburn, Fireman, "Scottie" Chandler, Trainman of Bartlett, recently enjoyed a fine week-end fishing trip at Connecticut Lake, catching ten fine salmon.

Trainman A. Paquette has bid off position as head brakeman on Lancaster end of paper train with Conductor Batley.

A. J. Labern is relieving F. G. Dawson in baggage car on trains 165-224-225-166.

F. G. Dawson is conductor on hoister at Colebrook. The hoister is being used for aid in the construction work of repairs on the Mohawk River Bridge.

Agent L. O. Parker at Colebrook has returned to duty after two months absence on account of illness.



Fewer Claims For Loss From Sickness And Accident

Only 47 claims were settled by the Travelers Insurance Company for the period ending July 19th, as against 74 last month and 62 a year ago. In spite of this decrease, however, members of the Maine Central Family received more actual cash for loss of time due to sickness or accident than they did a year ago when individual claims happened to be smaller. In general it might be said that the number of claims are fewer and the average amount greater during the summer than during the winter.

Motive Power Department dropped down to second place with 10 claims for loss of time due to sickness and only one for accident, the doubtful honor of the first place goes to the Engineering Department with 15 claims for sickness and two for accidents.

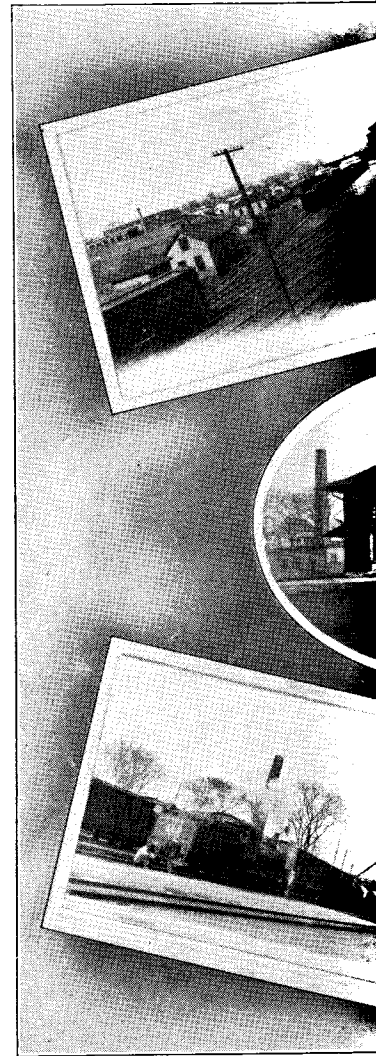
Claims settled are as follows:

Name	Location	Reason
Joseph Bucklin	General Offices	Health
	General Pass. Agt.	
	Engineering Department	
Richard E. Caldwell	Canton	Health
Arthur C. Chapman	Brunswick	Health
Martin J. Comer	Bangor	Health
Thomas Crowley	Bangor	Health
George R. Cutler	Bowdoinham	Health
Edmund Gamachi	Richmond	Health
Mark W. Gordon	No. Anson	Health

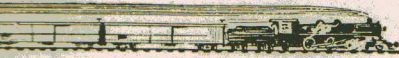
Thomas Gormley	Lancaster, N. H.	Health
George A. Hanson	Augusta	Health
Thomas O. Harris	Vanceboro	Accident
Harry E. Haynes	Mattawamkeag	Health
Charles B. Lord	Oakland	Accident
Wm. A. Murray	Yarmouth	Health
Alonzo A. Otis	Anson	Health
Wm. A. Perkins	Newcastle	Health
Wm. E. Powell	So. Portland	Health
Daniel Robichaud	Dexter	Health
Frank J. Rollins	Harmony	Accident
Burdell Wright	Canton	Health
	Motive Power Department	
Peter Bishop	Waterville	Health
Joseph Carey	Waterville	Health
Albert M. Cary	So. Portland	Health
Albert J. Carignan	So. Portland	Accident
Devereaux H. Fenlason	Milltown	Health
Cleophas Frappier	Fairfield	Health
T. H. Hanson	Vanceboro	Health
Josiah Hawker	Waterville	Health
Alexander Henry	Bangor	Health
Augustin Langlois	Waterville	Health
Wilfred Labrecque	Waterville	Health
Stanley Meserve	Dresden Mills	Health
Almont Pierce	Portland	Health
Henry Taylor	Fairfield	Health
William H. Walsh	Lewiston	Health
Charles V. William	Bangor	Health
	Stations	
Nelson W. Kitchen	No. Maine Jct.	Accident
Thomas F. Price	Bangor	Health
Harry E. Rines	Wiscasset	Health
	M. C. Trainmen	
Charles L. Jones	Bangor	Health
Benj. H. Osgood	Brewer	Health
	Enginemen	
Charles W. Ladd	Waterville	Health
	Portland Terminal, Transportation Department	
Henry O. Chesley	Portland	Health
Thomas Cornelius	South Portland	Health
Frederick S. Munson	South Portland	Health
Alfred W. Swett	Portland	Health
Harry A. Waterman	Portland	Health

(26)

Recent Views Around



Upper Left: Freight Yard and Twin Cities. Center: Bates S Front of Station Looking East, in Front of Station, Show



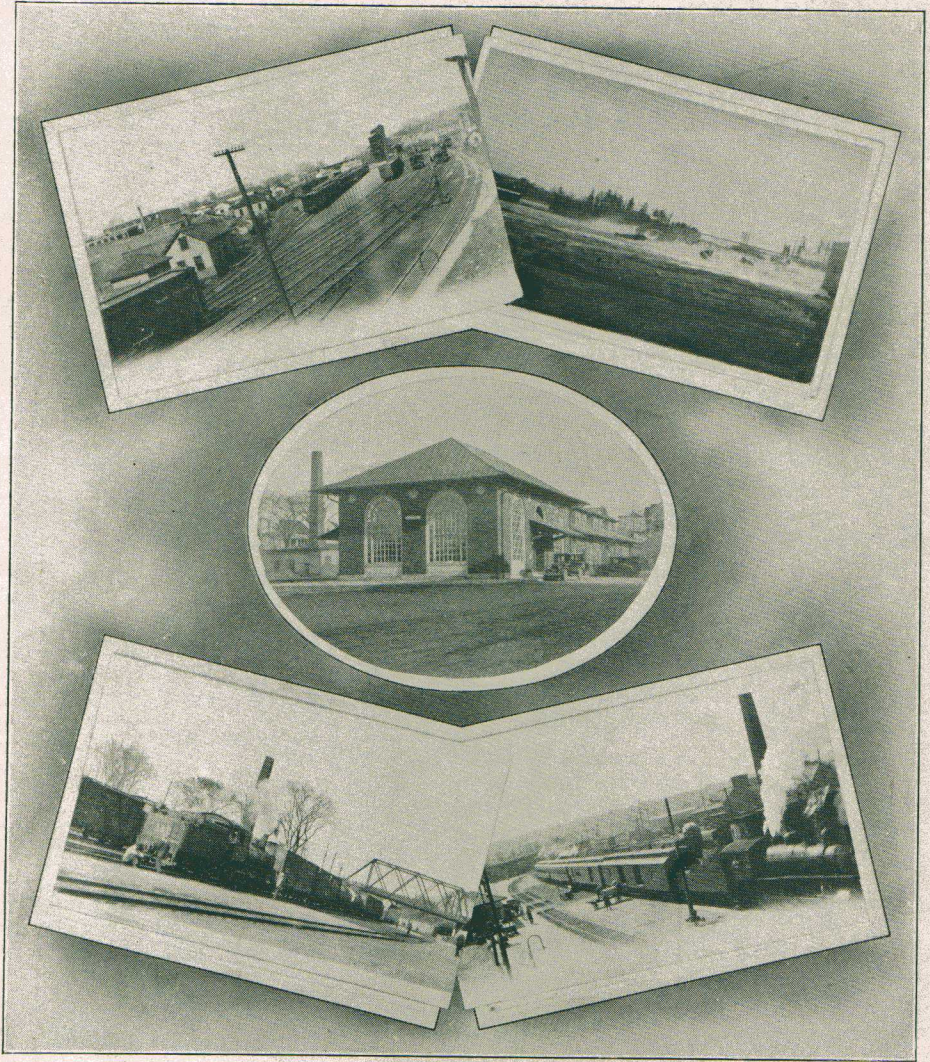
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 ount of illness.

Sickness And Accident

as Gormley	Lancaster, N. H.	Health
e A. Hanson	Augusta	Health
as O. Harris	Vancsboro	Accident
E. Haynes	Mattawamkeag	Health
es B. Lord	Oakland	Accident
A. Murray	Yarmouth	Health
o A. Otis	Anson	Health
A. Perkins	Newcastle	Health
E. Powell	So. Portland	Health
Robichaud	Dexter	Health
J. Rollins	Harmony	Accident
l Wright	Canton	Health
<i>Motive Power Department</i>		
Bishop	Waterville	Health
a Carey	Waterville	Health
M. Cary	So. Portland	Health
J. Carignan	So. Portland	Accident
eaux H. Fenlason	Milltown	Health
as Frappier	Fairfield	Health
Hanson	Vanceboro	Health
Hawker	Waterville	Health
nder Henry	Bangor	Health
tin Langlois	Waterville	Health
d Labrecque	Waterville	Health
y Meserve	Dresden Mills	Health
at Pierce	Portland	Health
Taylor	Fairfield	Health
m H. Walsh	Lewiston	Health
es V. William	Bangor	Health
<i>Stations</i>		
a W. Kitchen	No. Maine Jct.	Accident
as F. Price	Bangor	Health
E. Rines	Wiscasset	Health
<i>M. C. Trainmen</i>		
es L. Jones	Bangor	Health
H. Osgood	Brewer	Health
<i>Enginemen</i>		
es W. Ladd	Waterville	Health
<i>Terminal Transportation Department</i>		
O. Chesley	Portland	Health
as Cornelius	South Portland	Health
ck S. Munson	South Portland	Health
W. Swett	Portland	Health
A. Waterman	Portland	Health



Recent Views Around The Lewiston Upper Station



Upper Left: Freight Yard and Coal Pocket. Upper Right: Bridge Connecting Twin Cities. Center: Bates Street Station. Lower Left: Passenger Yard in Front of Station Looking East, Showing Auburn Switcher. Lower Right: Yard in Front of Station, Showing No. 67 Ready to Leave for Farmington



A PAGE for the CHILDREN

1

One healthy little lad.
Some exercises knew.
Another comes to join the play
And then there are two.



2

Two healthy little lads
By the deep blue sea.
Another likes the water too
And so there are three.



3

Three healthy little lads
At the grocer's store.
Here is one to get some fruit
And then there are four.



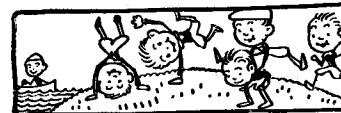
4

Four healthy little lads
On food that's healthful thrive.
One is bringing spinach, so
That makes the number five.



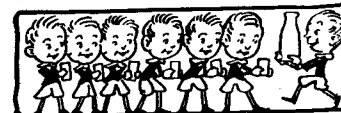
5

Five healthy little lads
Full of funny tricks.
Here comes one a-rowing
And so there are six.



6

Six healthy little lads
At ages near eleven.
One is bringing milk to drink
And now there are seven.



7

Seven healthy little lads
Never up too late
'Fresh air when you sleep' says one,
Who makes the number eight.



8

Eight healthy little lads
Feeling fit and fine.
One comes to their tooth-brush drill
And so there are nine.



9

Nine healthy little lads
Will soon be big strong men.
One more to our little troop
Will make the number ten.



10

Ten healthy little lads
Bright and full of joy.
Wishing health and happiness
To every girl and boy!

