MY LOST YOUTH

By HENRY WADSWORTH LONGFELLOW

(This poem refers to the City of Portland where the great Poet spent his youth)

Often I think of the beautiful town
    That is seated by the sea;
Often in thought go up and down
    The pleasant streets of that dear old town,
    And my youth comes back to me.
And a verse of a Lapland song
    Is haunting my memory still:
    "A boy's will is the wind's will,
    And the thoughts of youth are long, long thoughts."

I can see the breezy dome of groves,
    The shadows of Deering's Woods;
And the friendships old and the early loves
    Come back with a Sabbath sound, as of doves
    In quiet neighborhoods.
    And the verse of that sweet old song,
    It flutters and murmurs still:
    "A boy's will is the wind's will,
    And the thoughts of youth are long, long thoughts."

And Deering's Woods are fresh and fair,
    And with joy that is almost pain
My heart goes back to wander there,
    And among the dreams of the days that were,
    I find my lost youth again.
And the strange and beautiful song,
    The groves are repeating it still:
    "A boy's will is the wind's will,
    And the thoughts of youth are long, long thoughts."

Of Interest to our EMPLOYEES

By GEORGE H. F.

THIS issue of your Maine Central EMPLOYEES brings to you, as other issues in the past, our little "traffic gets" in the form of the "Traffic Tip Card". In actuality it is a silent messenger, yet in results it is truly a "traffic getter" when started on its journey. That this fact has been demonstrated by the numerous cards that have found their way back to our headquarters and the results obtained by the tips they bring.

Must Go After Business

A railroad must have more traffic to prosper. It needs more traffic to make it more prosperous. In the past, traffic has sought the railroad, times have changed and the past is now such that traffic seeks the railroad means of transportation not only as a matter of convenience but also as a necessity.

The railroad finds itself faced with competition which means that we must do all we can to have more traffic. To get more traffic is no longer the job of traffic solicitors alone. Every member of the Maine Central family has a vital interest in the prosperity of our railroad. Each one's enthusiastic interest in getting more traffic will be the means of producing prosperity. The fact that many of them have shown enthusiasm in this matter...
Of Interest to All Members of the Family

By GEORGE H. EATON, Freight Traffic Manager

THIS issue of your Magazine brings you, as other issues have in the past, our little “business getter”, the “Traffic Tip Card”. In action it is a silent messenger, yet in results it is truly a “business getter” when once started on its journey. That this “so has been demonstrated by the number that have found their way back to headquarters and the results obtained by the tips they bring.

Must Go After Business

A railroad must have traffic if it is to prosper. It needs more traffic to make it more prosperous. In the past, traffic has sought the railroad but times have changed and the trend now is such that traffic seeks other means of transportation not only as a matter of convenience but also of cost. The railroad finds itself faced with competition which means that if we are to have more traffic we must go after it.

To get more traffic is no longer the job of traffic solicitors alone. Every member of the Maine Central Family has a vital interest in the prosperity of our railroad. Each one’s enthusiastic interest in getting more traffic will be the means of producing greater prosperity. The fact that many have shown enthusiasm in this respect simply goes to show that it is possible for all to imbibe the spirit of getting more traffic. The medium through which we can get into that spirit is the “Traffic Tip Card”. So let’s use it, let’s hunt round for more traffic, big or small, freight or passenger. Talk railroad transportation, as it is cheapest in the end.

Always Chance for Improvement

Traffic tips are not the only kind of tips that are welcome. If we get more traffic we must hold it and that reminds us that up-to-date and dependable Service is necessary to that end. Service, regardless of how good it may be, can always be improved here and there. So there is a place for what we may call “Service Tips” which are just as important as “Traffic Tips”, for without good Service “Traffic Tips” do not accomplish much. We, as members of the Maine Central Family, may notice something wrong here or there which ought to be corrected or may have some suggestion to make with respect to service. Regardless of whether it has to do with our own particular line of work, let us pass the word along to our immediate superior and call it a “Service Tip”.

All tips that have to do with getting more business or improvement in Ser-
vice will be welcome and helpful. Let each and every one of us bear this in mind and do our part enthusiastically. A man's duty is not only to perform the tasks he is immediately interested in, but also to pass along any ideas he may have for the improvement of Maine Central Service.

Board of Directors on Inspection Trip

![Photograph Courtesy Lucerne-in-Maine](image)

**Directors and Others Snapped During a Short Stop**

Reading left to right: Motor Coach Operator Walter D. Elgee; J. N. Towle; Director George E. Maeomber, Augusta; Director Samuel W. Philbrick, Skowhegan; Vice-President and General Manager D. C. Douglass, Portland; Director Edward B. Winslow, Portland; Director Samuel Stewart, Lewiston (in rear row); Director Charles H. Bartlett, Bangor; Director William T. Cobb, Rockland; Director Percy V. Hill, Augusta (in rear row); General Counsel Edward W. Wheeler, Brunswick; Secretary to President M. L. Rhoads, Portland; Director Hugh J. Chisholm, Portland; Col. James M. Gillin; Prof. C. B. Breed; President Morris McDonald.

A PARTIAL inspection trip of the System was carried out by the Board of Directors on July 14-16, covering most of the lines east of Portland. The party left Union Station at 7 a.m. in a special train consisting of Engine 286, combination 434, diner M. C. 1202, 10-compartment sleeping car Niagara Falls and M. C. business car 1600, in charge of Conductor A. E. Bickford (who made the entire trip), Brakeman W. O. Gallison (later C. E. Matson), Engineer H. W. Lowell, Fireman H. B. Pope, Pullman Conductor C. S. Pike and Steward Shepely.

Party proceeded via Lower Road to Waterville, where the Shops were inspected, thence to Skowhegan, Fairfield, Pittsfield, Harmony, Bangor, Vanceboro, returning to Bangor at 8:51 p.m. Engine 412, with Engineer Albert W. Crocker and Fireman W. R. Stratton, pulled the train Bangor to Vanceboro and return.

The next day special left Bangor at 7 a.m. with Engine 286, Engineer Crocker and Fireman Stratton proceeding to Bucksport and then Lucerne-in-Maine, where automobile party on a short inspection tour of this property, where above picture was taken. Boarding train again at Ellsworth Falls, party proceeded to Calais. Using Engine 287, Engineer Albert P. Prescott and Fireman Cecil I. Robinson, left Calais at 10:08 p.m., to Princeton, to Eastport, back to Washington Junction, where Engine 412 hauled train to Mt. Desert Ferry, arriving at 10:08 p.m.

Says Ibra, "Do They Make It and Dump It?"

INFORMATION Bureau Attendee Williams, in charge of the Information Bureau at Portland Union Station during the summer season, has jotted down for readers of the Magazine a few funny incidents that happen in the daily routine of dispensing information to the traveling public.

One morning about 11.30, he was asked, "What time do I get a train for Fabyans?"

He replied, "One o'clock Standard Time". Now one o'clock inside Union Station means two o'clock outside. After about a dozen questions covering various subjects the passenger was politely told she had been there an hour and a half to wait. The lady said, "No Progress At All"

A negro stoker was crossing the observer for the first time. One day he came in to get a breath of fresh air.
asks he is immediately interested at also to pass along any ideas he have for the improvement of the Central Service.

Inspection Trip

Photograph Courtesy Lucerne-in-Maine

During a Short Stop

Dr. D. Elgee; J. N. Towle; Director Philbrick, Skowhegan; Vice-President Director Edward B. Winslow, Portland; Director Charles H. Bartlett, Secretary to President M. L. Island; Col. James M. Gillin; Prof. C. B.


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field, Harmony, Bangor, boro, returning to Bangor at p. m. Engine 412, with Engineer Albert W. Crocker and Fireman Stratton, pulled the train Ban- Vanceboro and return.

The next day special left Bangor at 7 a. m. with Engine 286, Engine- man Crocker and Fireman Stratton, proceeding to Bucksport and thence to Lucerne-in-Maine, where autos took party on a short inspection tour of this property, where above picture was taken. Boarding train again at Ellsworth Falls, party proceeded to Calais. Using Engine 287, Engineer Albert P. Prescott and Fireman Cecil I. Robinson, left Calais at 3.20 p. m., to Princeton, to Eastport, and back to Washington Junction, whence Engine 412 hauled train to Mt. Desert Ferry, arriving at 10.08 p. m.

The third day of the trip party took Steamer Norumbega, making No. 127’s connection, for Bar Harbor, where three autos were used for a short run around city and to Sieur de Monts Spring and back to wharf where SamOset Motor Coach was boarded at 10.05 a. m. Reaching Ellsworth in Motor Coach, party again entrained arriving Bangor 12.30 p. m., using Engine 412, Engineer Prescott and Fireman Robinson. Extra 286 left Bangor at 12.59 p. m., reaching Portland at 4.25 p. m., the party covering 959 miles on the three-days’ trip.

Says Ibra, “Do They Save Up Their Fool Questions and Dump Them on Me?”

INFORMATION Bureau Attendant Ibra Williams, in charge of the Information Bureau at Portland Union Station during the summer season, has jotted down for readers of the Magazine a few funny inci- dents that happen in the daily routine of dispensing information to the traveling public.

One morning about 11.30, he was asked, “What time do I get a train for Fabians?”

He replied, “One o’clock Standard Time”. Now one o’clock inside Union Station means two o’clock on the outside. After about a dozen more questions covering various subjects, the passenger was politely told she had one hour and a half to wait. The lady finally satisfied herself with the remark that if she had 1 1-2 hours before her train left, she must have 2 1-2 hours by daylight saving time.

Another lady asked, “What time does the Interurban leave?”

“Five minutes past the hour, was the reply.

“Well, now,” says she, “Is that standard or daylight?”

It is a common practice for tourists to ask for automobile road maps, and highway directions and if a certain train will be on time a couple of weeks ahead and Mr. Williams asserts that though sad to relate, but a fact nevertheless, more ridiculous questions are asked by pass holders than by paying passengers.

No Progress At All

A negro stoker was crossing the ocean for the first time. One day he came on deck to get a breath of fresh air. Looking out on the broad expanse of water, with no object whatever in sight, he said in disgruntled tones: “Shucks! We is right what we was dis time yestahday.”—Culled.
Bath Bridge Construction Proceeds On Schedule Time

A CRUCIAL stage in the construction of the Bath Bridge was passed on August 15th when the draw span was successfully floated into place early in the afternoon. The bridge is now completed for a length of about 1579 feet, consisting of three 330-foot spans, one 2750-foot span, one 234-foot span and one 80-foot span.

The draw span was floated from its position in the Texas Company's yards shortly before noon and came down stream against the tide on two lighters propelled by the tow boats Falcon and Seguin. In about 40 minutes lines connected the draw span with Piers 3 and 4 and about one o'clock the tugs begun nosing their load between the high draw towers on either hand when ropes and cables took up the task and drew the span to its final resting place.

This span was regarded as the most difficult one of construction on the whole bridge because it carries between railroad and highway decks a hundred tons of machinery to be used to raise and lower this span on the towers.

Steam shovels have been working at both ends of the Woolwich cut and met on August 19th. There yet remains a small amount of cleaning up before this part of the work is completed.

Span six and seven, both 275 feet in length, remain to be installed. The first is rapidly nearing completion at the Texas Company plant and will probably be towed to its final resting place early in October. The second will follow shortly and then there will remain only the relatively simple job of linking span seven with the Woolwich shore. It now seems impossible that anything can disrupt running trains over the bridge in November.

Freight Traffic Field

A NEW precedent that will have interesting developments was published on August 8th. On this date, the Freight Traffic Manager George H. Hall held a meeting in Portland of the Road's freight traffic field force and those interested in the development of central freight business.

**Must Hustle to Beat 1926**

In addition to Mr. Eaton, the following were in attendance: Assistants to Traffic Manager Gilbert W. Miles, Lucien Snow, Commercial Agents Hall of Portland and C. A. Small of Boston; Freight Agents F. W. Gibbons of Framingham; Traveling Freight Agents A. J. Locke and G. A. Shaw of Portland; Murphy of Calais, F. O. Crook of Isle and F. W. Libby of Lewiston; trial Agent W. G. Hunton and P. M. Agent Dudley Alleman.

The keynote of the meeting, which lasted from early morning till late afternoon was expressed by Mr. Eaton with the sentiment that 1926 was a good year for freight traffic and that all of us would have to hustle to beat it in 1927. He expressed the opinion that this could be accomplished by getting more business for the line.
Freight Traffic Field Force Meets in Portland

A NEW precedent that will lead to interesting developments was established on August 8th. On that date, Freight Traffic Manager George H. Eaton called a meeting in Portland of all the Road's freight traffic field force and others interested in the development of Maine Central freight business.

Must Hustle to Beat 1926

In addition to Mr. Eaton, the following were in attendance: Assistants to Freight Traffic Manager Gilbert W. Miller and Lucien Snow, Commercial Agents C. K. Hall of Portland and C. A. Small of Lewiston, Freight Agent F. W. Gibbons of Bangor, Traveling Freight Agents William Locke and G. A. Shaw of Portland, F. A. Murphy of Calais, F. O. Crock of Presque Isle and F. W. Libby of Lewiston, Industrial Agent W. G. Hunton and Publicity Agent Dudley Alleman.

The keynote of the meeting, which lasted from early morning till late afternoon, was expressed by Mr. Eaton with the statement that 1926 was a good year for freight traffic and that all of us would have to hustle to beat it in 1927. He expressed the opinion that this could be accomplished by getting more business for the long-haul route.

Some Feet

Conductor (after stumbling over obstacle in the aisle): “Madam, you must not leave your valise in the aisle.”

Colored Lady: “Fo' de land sakes, Mistah Conductah, dat ain't no valise. Dat's mah foot.”—Illinois Central Magazine.
Foreman’s Prompt Action Averts Possible Wreck

Readfield and Winthrop it started to rain about 4 p.m. Apparently two or three showers joined forces at this point and washed out the main track near Block 612, about a mile west of Readfield Station.

Repairs Made Rapidly

Foreman French, went on patrol at Winthrop during the storm and found the washout. Realizing that prompt action was necessary, he hurried to Readfield, arriving in time to flag No. 156 and call Cowan’s extra crew which was quickly on the scene and with 25 men working on washout made such rapid repair that the Bar Harbor Express was able to proceed after a delay of only 58 minutes. Permanent repairs were made by 10:20 p.m.

Foreman French entered Maine Central service March 26, 1907, as Trackman and was promoted to Foreman April 1, 1908.

++

What Our Patrons Say

R. P. Hazzard Co.
Gardiner, Maine

April 16, 1927

Mr. C. A. Small,
Travelling Frt. Agt.,
Maine Central R. R.,
Lewiston, Maine.

Dear Mr. Small:

Sometime ago the writer wrote you asking you to give us extra good service on goods to the Beck Hazzard, Inc., 326 Lafayette St., New York City, which were sent in the regular Gardiner to Boston car daily. I want to thank you for the attention that was given this car by you and your associates, as the writer finds for the last six weeks there has been only one or two delays in the delivery of this car in Boston. This prompt service is greatly appreciated.

Yours very truly,
R. P. Hazzard Co.
(signed) R. P. Lasselle.

++

Heavier Power Now Runs Bangor to Calais

The completion of a three-year program of heavier rail replacement on the Washington County lines now permits a heavier power into Calais. Heavier loads and a reduction in the number of trains run will result from this improvement, which has already made in operating through freight trains from Calais to Bangor which formerly ran from Calais to Washington Junction.

A new turntable is planned at Bangor which will more easily handle this movement. Such modernizing of facilities produce a material improvement in operating efficiency on the Eastern Division.

++

No. 92 Hits Moose of the Tall Timber

No. 92, bound Bangor to Vancelles, August 7, struck a large cow moose which was crossing the track. There is no safe place to the side of the track where it lay, so the train was stopped to remove the animal and put it out of its suffering. A farmer disposed of the carcass.

Engineerman Allie L. Dunn was able to get his first moose 100 feet south of the track after the cow had crossed the track. It was 13 feet long and 8 feet high.

++

New Bridge Is Erected Near Rumford Junction

Work is proceeding rapidly on the new bridge over the highway at Acres Road, a quarter mile east of Rumford Junction, on the Kennebec Branch, known to all as Death Underpass.
Excursions Offer Chance to Boost Business

The Special Train Old Orchard Excursions are over for this year and have proven popular. Right at the present time the various fairs throughout the State present a fine opportunity to secure more business. Reduced rates are offered, and all should advertise by word-of-mouth in addition to the flyers that are distributed that the Train is the best, most convenient and safest way to travel.

Fair Grounds Crossing Protected

A crossing tender has been recently placed at Fair Grounds crossing in Lewiston. No gates have been erected, but tender will guard crossing with danger flag as a warning to autoists of approaching trains.

Heavier Power Now Runs Bangor to Calais

The completion of a three-years program of heavier rail replacement on the Washington County lines now permits running heavier power into Calais. Heavier train loads and a reduction in the number of trains run will result from this improvement, which has already resulted in operating through freight trains from Calais to Bangor which formerly ran only Calais to Washington Junction.

A new turntable is planned at Calais which will more easily handle this equipment. Such modernizing of facilities will produce a material improvement in operating efficiency on the Eastern Division and is in line with the Maine Central advertising slogan: "In Step with Modern Transportation Methods."

No. 92 Hits Monarch of the Tall Timbers

No. 92, bound Bangor to Vanceboro on August 7, struck a large cow moose walking along the track and hurled it several feet to the side of the track where it lay bellowing loudly and arousing the entire countryside. A man living nearby, who was attracted to the scene, went to his home for a gun, with which he killed the animal, putting it out of its suffering. A game warden disposed of the carcass.

Engineerman Allie L. Dunn was running the train and got his first moose 100 yards from the overhead railroad crossing at Vazie just east of the Veazie railroad crossing.

New Bridge Is Erected Near Rumford Junction

Work is proceeding rapidly on the bridge over the highway at Acres Road, about a quarter mile east of Rumford Junction on the Kennebec Branch, known to autoists as Death Underpass.

By order of the Public Utilities Commission the west abutment is removed, the highway widened and straightened, and a new abutment constructed. New bridge steel will be installed, the span being about 40 feet long.

The difficult part of this job was in securing foundation for the west abutment, which required 68 55-foot piles to support it. The contract is being handled by J. A. Greenleaf & Sons Company of Lewiston, while the Maine Central is installing piling and falsework. Completion of job is expected sometime in October.

Heaters Possible Wreck

While en route from Winthrop to Biddeford and Winthrop it started to rain P. M. Apparently two or three trains joined forces at this point and went out the main track near Block 612, mile west of Readfield Station.

Repairs Made Rapidly

Man French, went on patrol at Winthrop to warn the storm and found the track. Realizing that prompt action was necessary, he hurried to Readfield, arriving in time to flag No. 156 and call an extra crew which was quickly on hand and with 25 men working on washstand that rapid repair that the Bar Harbor Express was able to proceed after an hour of only 58 minutes. Permanent repairs were made by 10:20 P. M.

Man French entered Maine Central Service on March 26, 1907, as Trackman and was promoted to Foreman April 1, 1908.

R. P. Hazzard Co.

Gardiner, Maine

April 16, 1927

C. A. Small,

Secretary Frt. Agt.,

Main Central R. R.,

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Mr. Small:

Sometime ago the writer wrote you asking you to give us extra good service on goods to the Beck Hazzard, 326 Lafayette St., New York, which were sent in the regular diner to Boston car daily. I want to thank you for the attention that you gave this car by you and your associates, as the writer finds this the six weeks there has been only one delay in the delivery of this car in Boston. This prompt service greatly appreciated.

Yours very truly,

R. P. Hazzard Co.

(signed) R. P. Lasselle.

Here Is An Old One

A preacher said to his congregation: "There is a certain man among us who is going with another man's wife. Unless he puts five dollars in the collection box his name will be read from the pulpit." When the box came in there were nineteen five dollar bills in it and a two dollar bill with a note pinned to it, saying: 'This is all the cash I have, but will send the other three dollars Wednesday.'—Erie Railroad Magazine.
MAINE CENTRAL
Employees' Magazine
Vol. IV SEPTEMBER, 1927 No. 9

"For, By and About Maine Central Employees"
Published Each Month
by the Maine Central Railroad Company, and
dedicated to the interests of the company
and its employees.

DUDLEY ALLEMAN, Editor
D. W. BISHOP, Associate Editor

M A G A Z I N E

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G. D. Albertson, Freight Office
Joseph D. Rouke, South Portland
John P. Dunn, Rugby

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S. O. Swift, Rumford
A. L. Leighton, Benoît
J. E. Winslow, Lancaster
Alfred E. Pugh, Rockland

General Offices
A. W. Sawyer, Motive Power Dept.
Howard R. Bean, Freight Accounts

Communications by members of the Maine Central family, and by all others interested are earnestly
solicited. They may be forwarded "R. R. B. " and

shall be addressed to magazine headquarters,
Room 111, 222-242 St. John Street, Portland.

EDITORIALS

CAN "CANT"

There are times when all of us are cowards—afraid to tell the truth. At such
times we hide behind evasions, alibis, mis-
statements. Sometimes we convince even
ourselves that we are telling the truth.
The word "can't" is a word behind which
cowards hide. It seldom means what it
seems to mean—that we are unable to do
what we say we "can't". It means we
"won't" but we haven't the courage to face
the truth.
About all we have to do to accomplish
more for the world and for ourselves is to
drop the word "can't" from our vocabulary
and the unwillingness to do which it denotes
from our mind, and we'll find the rocky
road to Dublin far less rocky than it was
before.

WHO SAID IT?

In running this Magazine all is grist that
comes to our mill—but there is one class of
communication that is always and with-
out question pitched into the wastebasket—
unsigned communications. Horse races,
prize-fight bets, arguments and helpful dis-
cussion all arise from the one cause, differ-
ences of opinion and mighty few subjects
have less than two sides.
The editor earnestly solicits communications
from every member of the Maine Central
Family on any subject under the
sun which would be of interest to other
members of the Family. Obviously, no
guarantee can be made to print everything
received, but careful attention will be given
to all but one class of communications, the
unsigned ones, and these are filed under
"W" as above—where they belong.
The very first thing learned in the writing
game is to respect confidence, and the
Magazine editorial staff knows its duty in
this direction. No one's name need appear
in print and will not be mentioned to any-
oone outside the editorial office unless they
wish it, but the necessity for signing ma-
terial is fundamental.

"Hungry like" and others who have
messages to pass along can do so with per-
fect confidence. Their names will go no
further, but at least they must come this
far—or else the wastebasket.

A 35-percent reduction in accidents by
1930 was the goal set three years ago by
the Safety Section of the American Railroad
Association. An intensive campaign has
already brought about over half the desired
reduction.

Loss and damage claims on American
railroads were last year the smallest ever
reported, considering increased traffic in
1926. But when nearly 40 million dollars
is spent for this purpose there still seems to
be room for improvement.
THE WORD "CANT" FROM OUR VOCABULARY
unwillingness to do which it denotes
our mind, and we'll find the rocky
dublin far less rocky than it was

WHO SAID IT?

Running this Magazine all is grist that
to our mill—but there is one class
communication that is always and with-
question pitched into the wastebasket—
and communications. Horse races,
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brought about over half the desired
on.

And damage claims on American
oads were last year the smallest ever
, considering increased traffic in
But when nearly 40 million dollars
lost for this purpose there still seems to
m for improvement.

IN MEMORIAM

HARRIETT E. GREENE

Miss Harriett E. Greene, employed
since March 11, 1918, as Clerk in the En-
gineering Department, passed away at her
home, 174 Clark Street, August 10th, 1927
after an illness of a little over two months.
She was the daughter of Izora and the late
Charles Greene and besides her Mother
leaves several brothers and sisters to
mourn her loss. She was educated in the
Public Schools of Portland and was con-
sidered a very efficient and competent
Clerk.

Miss Greene was a member of the St.
Luke's Episcopal Church. Funeral serv-
ces which were held Friday afternoon,
August 12th, at her home, conducted by
Rev. Kirby Webster, Curate of that
Church. Interment was in the family lot
at Forest City Cemetery.

JOSEPH BLAIS

Failing to heed in time the warning shout
of a fellow workman, Joseph Blais of Lew-
iston, member of a railroad construction
crew, met instant death at Farmingdale
on July 14, when he failed to step out of
the path of No. 64. One side of Blais' head
was crushed.

That the heat was the indirect cause of
the young man's death is not unlikely.
He is said to have remarked to another
man a short time before the accident that
the heat made a person feel queer, and
that he sank to the belief that he was in
a somewhat dazed condition when he met
his death. Mr. Blais was a member of the
section crew, of which P. Morin is foreman,
working out of Brunswick, and was in
Farmingdale installing a cross-over.

MICHAEL McDONOUGH

Michael McDonough, for more than
twenty years employed as a section hand
at Union Station, passed away at his late
residence 19 Liberty Street, August 5th,
after an illness of two months. He entered
the service in July, 1906, and since that
date had been in the employ of the Portland
Terminal Company.

Born in County Galway, Ireland, Mr.
McDonough came to this country nearly
fifty years ago and settled in the western
part of the city where he has always resided
and was known to all both young and old.
He is survived by his wife, five sons and
three daughters, all of Portland. His son,
Michael J., is employed by the Company
as Freight Conductor, John A. in Baggage
Room at Union Station and Simon P. was
at one time an engineer.

Bouquets both floral and spiritual were
many and beautiful from his many friends.
A requiem mass was celebrated at St.
Patrick's Church Monday, August 8th, Rev.
Patrick Flanagan officiating. Burial in
family lot at Calvary Cemetery.
PORTLAND
"The Forest City"—Population 76,000

UPPER Left, Portland Terminal Yards;
Upper Center, Longfellow House and the
Great Poet Himself; Upper Right, General
Offices; Left Center, City Hall; Center, Union
Station; Right Center, Scene in Deering Oaks;
Lower Left, Harbor from Fort Allen Park;
Lower Right, New Chamber of Commerce
Building.