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.
Car Demurrage Experts ‘Strangely’ Entertained

The Demurrage Group at the Strange Cottage

The New England Car Demurrage Committee held its annual meeting on July 27th at the cottage of Superintendent of Car Service F. L. Strange at Pine Point, with Canadian members in attendance. The members arrived on morning trains and left in the evening, enjoying a wonderful shore dinner at the Moulton House, Dunston. Before the dinner a business session was held at which a unanimous resolution was passed urging that New England roads should have representation on the Demurrage Committee of the A.R.A.

On adjournment, party was transported to Mr. Strange's cottage in SamOsset Motor Coach, a courtesy much appreciated by all. Later in the afternoon bathing was enjoyed on the beach and the heavy thunderstorm which came up may have affected the atmosphere but was totally unable to dampen the enthusiasm of the party.


They Have That
Teacher—“Johnnie, what month has 28 days?”
Johnnie—“All of ‘em.”—Allston Recorder.

Maine City Local

By A. R. PUGH

Back to the fold once more after months of unprecedented business.

Rockland and Thomaston's new steam engine, the Lawrence Portland Cemeter, is keeping the old pike very much in the limelight these days with practical trainload of material arriving daily from 35 to 50 cars in and out of the yard each day. Yard Conductor Willie Scott keeps his coat tails stand out straight from the ground until 4 P. M. nowadays and he has time to realize that he is supposed to be creating news for the Magazine. He has to take his shoes off twice a day, get the soles cool off and run two or three crews ragged trying to keep pace with the business. His supply of adjectives is increasing ever, and he will soon be in a position to make a few announcements.

A Howling Success

Foddy Karl attended the Old Excursion recently and it is reported he consumed so many hot dogs in Bangor that he had to get off the train and walk the rest of the way home, and can quite fluently now.

Cashier Fred Leach and General Comins are both sporting brand new Sedans. Both of them think they are good cars, but Barter and Cheek them that they have several more that they think are coming their way if they have anything on his Lizzie of an auto. Bart has recently put a new muffler on his Lizzie and she runs better than ever.

May Move to Hollywood

Pop McCurdy of the ticket office sons out in a spick-and-span grey suit and struts around emulating a Ham Shlick these summer days. It is rumored that he has had several engagements to enter the movies, and no doubt the
Maine Central Family

Lime City Locals

By A. R. PUGH

Back to the fold once more after a few months of unprecedented business.

Rockland and Thomaston's new industry, the Lawrence Portland Cement Plant is keeping the old pike very much in the limelight these days with practically a full trainload of material arriving daily, and from 35 to 50 cars in and out of the plant each day. Yard Conductor Willie Stearns' coat tails stand out straight from 5 A.M. until 4 P.M. nowadays and he doesn't have time to realize that he is supposed to be creating news for the Magazine. He has to take his shoes off twice a day to let the soles cool off and has run two or three crews ragged trying to keep pace with him. His supply of adjectives is increasing, however, and he will soon be in a position to make a few announcements.

A Howling Success

Foddyl Karl attended the Old Orchard Excursion recently and it is reported that he consumed so many hot dogs that he barked all the way home, and can talk dog quite fluently now.

Cashier Fred Leach and General Agent Comins are both sporting brand new Dodge Sedans. Both of them think they have a good car, but Barter and Checker tell them that they have several more good things coming their way if they think they have anything on his Lizzie of ancient vintage. Bart has recently put a new top on Lizzie and she runs better than ever.

May Move to Hollywood

Pop McGurky of the ticket office blossoms out in a spick-and-span grey suit and struts around emulating a Hollywood Shick these summer days. It has been rumored that he has had several offers to enter the movies, and no doubt that is his intention just as soon as the Maine Central can get along without his services.

Miss Myra Lincen of this city is the new stenog at the ticket office and is fast developing into a competent railroader, thanks to the excellent tutelage of Pop. Funny how quickly Pop can get efficient.

Lots of Summer tourists down here this year, and the passenger traffic is holding up in good shape. The out-of-siders seem to like this neck of the woods, for all our dog-day fogs; but just wait until the old Carleton Bridge is finished! We'll need double iron from here to Brunswick to handle things down this way. Let 'em come.

++

General Office Clerks

Frolic at Dunstan

Wednesday, August 17, was a gala evening in General Office circles, being the occasion for the annual outing of the Maine Central General Office Lodge No. 374, Brotherhood of Railway Clerks. The entertainment consisted of one of the shore and steak dinners for which the Moulton House is famous, followed by dancing. Speeches were mercifully omitted, and all present voted the affair a complete success.

H. J. Foster acted as general chairman of the affair, ably assisted by George Peterson as treasurer, P. M. Glasscock as secretary and the following committees:


They Have That

"Johnnie, what month has 28 with one less than 31."

"All of 'em."—Allston Recorder.
Portland Terminal Notes

By GRACE M. KATON

Miss Ethel E. Armstrong of the Superintendent's Office has resumed her work after an enjoyable vacation spent at Halifax, Digby and St. John and Fredericton, combining a boat trip from Boston to Halifax, motor trip through the Annapolis Valley, visiting the Land of Evangeline, and various other points of interest of that locality.

Carle L. Wiggins, chief clerk to the superintendent, is away from his duties on a well-earned vacation of two weeks.

Miss Winnifred A. Mohan, switchboard operator, has been on a trip to Quebec and St. Anne, being there at the feast.

Mrs. Eleanor Prates Logue has been transferred to the time bureau at the Superintendent's office.

Things Look Much Brighter

Painters are at work putting coats of paint on the buildings of the freight house and offices, also the various smaller buildings in that locality.

Harry O. Noyes, Supervisor of Interchange and Per Diem, who has been away on a two-weeks vacation, is back at his desk again, feeling very much better.

John J. Farrell, Asst. General Foreman of the Freight House, who has been confined to his home account of a nervous breakdown, has so far recovered as to be able to go to St. John, N. B. We all hope he will gain his health and be back with the gang again soon.

The sympathy of all the Terminal force has been extended to two of our Freight Office workers during their trouble recently, Miss Grace V. Soule in the loss of her mother, and Miss Alice M. Perry, who has lost her father.

McIntyre Less of a Stranger

George H. Skillings, Timekeeper at the Freight House, has been confined to his home account illness the past two weeks. His duties are being carried along by Freight Clerk Charles D. Atherton.

The office of Wharf Superintendent Carl B. McIntyre, that has been at 493 Commercial for a number of years, has been transferred to the building of the Freight Office, 468 Commercial Street.

Cornelius A. Feury, who has been in attendance at the Militia at Augusta, has resumed his duties at the Freight Office.

“Tip’s” Tip Was Wrong

By A. E. BURDICK, Paymaster's Office

Dame Fortune turned her back on Conductor "Tip" Foster when he made a wager with Engineer "Gene" Winslow that Sharkey would win the first battle with Dempsey. According to the terms of the contract between these two gentlemen, the loser would give the winner a ride "a la wheelbarrow" from College Avenue Drug Store to the City Hall in Waterville.

Sharkey lost. "Tip" lost! "Gene" proceeded with glee and satisfaction to collect. Oh Yes! "Tip" paid:

BUT

Well, you see the natural and shortest route between these two points was via College avenue. Did "tip" proceed that way? No! In spite of vigorous protestations on the part of his passenger, he took the circuitous and round-about way via Front Street, and eventually arrived at his destination, much to the disappointment of his many and admiring friends who lined the lower end of College Avenue, and waited in vain. He says he did this on account of his retiring and modest nature, but we wonder!

Engineer "Big Bill" Hall hearing of the momentous event rushed home, grabbed a pen, and in his inimitable and artistic way, proceeded to portray the start of this famous ride, that it may not be forgotten, but be preserved for the annals of future history.

It’s the Smiles

By V. A. CRISP

I am glad to state that your correspondent spent his vacation in a quiet and uneventful manner at Greenfield, Maine.

President Coolidge and I both picked some good hills and then went fishing. I have learned something about fishing, I am glad to pass along to the boys.

M. C. and I hereby give them permission to tell their relatives and friends, "The time to go fishing is when they are around".

Quite a Berry Picker

Clerk A. L. Applebee is now taking his annual vacation and is devoting a part of his time to picking berries. He loves to pick berries, preferably out of season.

Operator Bowley: Where is the best place to get hold of Signalmann Spiny?

Signalmann Coffin: By the collar and seat of the pants.

Tourtillo: Here is sixteen cases; you must feel bad.

Messer: What are they?

Tourtillo: (Facetiously) Sad Is.

Messer: Huh, you'd be sad if someone was going to set you down on a hot stove.

A Testimonial

The Maine Central Magazine is just the magazine I would put out, if I was going out a magazine, so it must be good.

Section Foreman Shorette: Hey, do you any brains?

Sectionman: Sure, Boss; I got brains, but I never used.

Clerk Preble: Mr. Haney, do you believe the point of saturation will ever be felt by the farmer?

Conductor Haney: Yes Sir.

Clerk Preble: On what product?

Conductor Haney: Hard Cider.

Operator Lavalle: has been transferred to Waterville, being relieved by Operator Connell . . . We can't see where we are going anything on that deal, but Shockley say a fair exchange is no robbery.
It's the Smiles That Make Us Happy
By V. A. CUNNINGHAM, Oldtown

I am glad to state that your correspondent spent his vacation in a quiet and dignified manner at Greenfield, Maine.

President Coolidge and I both picked us some good hills and then went fishing. I have learned something about fishing that I am glad to pass along to the boys on the M.C. and I hereby give them permission to tell their relatives and friends, that is, "The time to go fishing is when there is fish around".

Quite a Berry Picker

Clerk A. L. Applebee is now taking his annual vacation and is devoting a large part of his time to picking berries. Andy loves to pick berries, preferably out of a pie.

Operator Bowley: Where is the best place to get hold of Signalman Spinnys?

Signalman Coffin: By the collar and the seat of the pants.

Tourtillotte: Here is sixteen cases that must feel bad.

Messer: What are they?

Tourtillotte: (Facetiously) Sad Irons.

Messer: Huh, You'd be sad if someone was going to set you down on a red-hot stove.

A Testimonial

The Maine Central Magazine is just like the magazine I would put out, if I was putting out a magazine, . . . so it Must be good.

Section Foreman Shorette: Hey, haven't you any brains?

Sectionman: Sure, Boss; I got brains that never been used.

Clerk Preble: Mr. Haney, do you believe the point of saturation will ever be felt by the farmer?

Conductor Haney: Yes Sir.

Clerk Preble: On what product?

Conductor Haney: Hard Cider.

Operator Lavallee has been transferred to Waterville, being relieved by Operator O'Connell . . . We can't see where we made anything on that deal, but shucks, they say a fair exchange is no robbery.

Operator Prouty: Did you have some words with your wife?

Clerk Ashley: Yes, but I didn't get a chance to use any of them.

Oldtown is having an electric switch installed at the east end of the double iron and controlled from the ticket office, half a mile away, we understand that this is the first such switch on the M.C.

"V. A." Knows "Where They Is"

General Office Notes

George Dibblee, in Auditor of Agencies office, recently handed around the cigars on account of his engagement to Miss Rhoda Whitney. At the present writing the knot hasn't been tied, neither has the writer received his stogie.

Brand-New Tukey in Town

H. Newhall Tukey of the Freight Claim Bureau and Mrs. Tukey are receiving congratulations on the arrival of a son, born on Thursday, August 11th.

A recent marriage of interest is that of Marion P. Willey and Harold W. Stevens on August 27th. Mrs. Stevens is stenographer in the office of Comptroller A. J. Raynes.

Thomas McMulkin, draftsman, has recently resigned.

Charles Craigie has resigned his position in the Time office.
Doris Richardson in Auditor of Payrolls Twitchell's office was married on August 13th to Raymond H. Roussin.

Lester Marston, recently in a bad accident at Tukey's Bridge, has returned to his duties in the office of Auditor of Freight Accounts.

**Will Herbie "Renig?"**

Miss Gladys M. Greeley, formerly in the Freight Claim Bureau, and Superintendent of Car Service Office, was a recent visitor in the building.

At the present writing, Herbie Clough, who took the Sharkey end of the Big Scrap, has failed to fulfill his obligation to our genial Lawrence Halerow.

George McCrum, first trick operator in W. R. Office, has recently been laid up with stomach trouble.

George Caldwell, in General Passenger Agent's Office, has returned to work after an illness of three weeks.

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**General Office Team Battles Gamely On**

A brief review of the ball games played by the Maine Centrals, managed by John Goud of the General Offices, sad to relate, shows the team at this writing to be near the bottom of the ladder in the Portland Twilight League.

In all, eleven games have thus far been played with three games won and eight lost and a percentage of .273. The majority of the games were lost by only one or two runs. This sort of thing happens in the best regulated families. Someone is bound to win and if John's team hadn't crashed through, the opponents were bound to. Sounds logical, so guess it must be the reason for our team coming out on the short end.

Several times a shake up has had to be made the last minute in the line-up, but the following players have been regular stand-bys all summer: C., Simpson; P., McGouldrick, Embleton or Kenney; 1 B., Merritt & Marston; 2 B., Levesque, Cressy or Welch; S. S., Thompson; 3 B., Smart and Stull; L. F., Cressy and Wilson; C. F., Oberg; R. F., McGouldrick and Goud.

The scores of different games follow:

<table>
<thead>
<tr>
<th>Date</th>
<th>Game</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>June 7</td>
<td>M.C. 1</td>
<td>C. Nat. 2</td>
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<tr>
<td>June 14</td>
<td>M.C. 4</td>
<td>Rigby 6</td>
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<tr>
<td>June 21</td>
<td>M.C. 11</td>
<td>Falmouth 3</td>
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<tr>
<td>June 28</td>
<td>M.C. 4</td>
<td>Glenwoods 7</td>
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<tr>
<td>July 5</td>
<td>M.C. 2</td>
<td>Y. M. H. A. 8</td>
</tr>
<tr>
<td>July 2</td>
<td>M.C. 2</td>
<td>Milliken Tomlinson 3</td>
</tr>
<tr>
<td>July 3</td>
<td>M.C. 3</td>
<td>N. E. T. &amp; T. Co. 2</td>
</tr>
<tr>
<td>July 9</td>
<td>M.C. 2</td>
<td>Rigby 5</td>
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<tr>
<td>July 13</td>
<td>M.C. 2</td>
<td>Falmouth 1</td>
</tr>
<tr>
<td>Aug. 2</td>
<td>M.C. 5</td>
<td>Glenwoods 6</td>
</tr>
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<td>M.C. 5</td>
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</tbody>
</table>

Manager Goud, in reviewing the season, emits the following wail: "Poor umpiring cost us two games by wrong decisions at Home Plate. I had nothing to start with, and had to keep trying out players, until I could find capable ball players, but, now I consider I have as good a team as there is in the League and next season, I expect to have a much better team to start the season."

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**Here's Another Fellow Who Knows the Place**

*By C. H. LEARD, Bangor*

Who Says the Fishing is All Gone in Maine?

The picture shows a part of two days' catch of square tail trout caught recently at Frost Pond by Wm. Rice (on the right) employed at Bangor Engine House, and his father-in-law, Mr. Roy Blackman of Glenn Falls, N. Y. Mr. Blackman was for a number of years an employee of the Delaware & Lackawanna R. R.
Our Pulpwood Business Is on the Increase

More "Grist" for the Paper Mills—Discharging China Clay at Wharf No. 3

We handled 411 more cars of pulpwood in Portland during July, 1927, than we handled during same month in 1926. Longshoremen worked 24 hours a day unloading the cargos from steamers at Wharf No. 3 and mill. The wood was consigned to S. D. Warren Co. of Cumberland Mills, International Paper Co. of Livermore Falls, Oxford Paper Co. of Rumford and Hollingsworth & Whitney Co. of Waterville.

"C. B. and Quby"

The G. M. & N. News reports the following as an actual example of ethiopian railroad comment.

"Mose," said the first darkey, "What all dis 1 hears about dat C. B. & Q. Railroad connectin' up wid de G. M. & N.? Whar's it run to, anyhow?"

"Ignune," replied Mose, "nuthin' in zactly what you don't know, much as you been hoboin' and ridin' cars. Dat's de Cincinnati, Birmingham and Cuby."
The Five Ages of Freight Claim Prevention
Idea By E. H. HILL, Traveling Agent

RESIST ROUGH HANDLING

Large Party Left Behind at Newport Junction

"Babe" Lowe of the General Offices, Revision Bureau, recently vacationing at Sebec Lake, on her homeward trip motored down to Newport Junction to catch No. 18 but alas, arriving at said depot found that "Bill" Edevan's fast express had just departed or to be more exact was just pulling out from the station as "Babe" hove into sight.

Waving her hands frantically and shouting at the top of her voice to STOP the train she aroused the entire neighborhood but all in vain—No. 18 kept right on puffing. "Well," says she, "I'll make the blooming train yet and show that Conductor a thing or two."

To make a long story short, leaving out some of the names called out genial Conductor Edevan, "Babe's" machine, hired for the occasion, raced the train from Newport Junction to Burnham Junction before she was able to catch it and get aboard.

From all reports the entire train crew on this eventful morning were laid right out in lavender. Conductor Edevan still maintains that he did not see or hear her cries at Newport Junction or would have gladly pulled the air, but some low-minded persons are said to doubt his sincerity.

Anxious Young Father (as doctor appears from sick room)—"Him or she?"

Doctor—"No. Then."

—Wall Street Journal.

Railroads At Last Break Free
Into The Charmed Circle

"Deck Boys" Will Recognize Tired Feeling

A fellow feeling for the chap who put over free publicity for the Paramount Pictures prompts us to announce the new motion picture entitled "Tell It to the Jury" which will have a nation-wide release in September. In this picture, as Paramount Publicity Department points out, for the first time a film comedy has been made against a background of locomotive rails. The picture is said to have been made with the full cooperation of the Southern Pacific and its employees.

Baseball Flourishing At Rigby Terminal

By J. F. DUNN

Hello, folks of the Maine Central Terminal Family, we of Rigby are feeling like a minute with a little of our adventure in the Sport World. Thus far in the year of 1927, not as a matter of boasting but just to make record for all concerned, Rigby folks saluted forth late in May on their fourth season on the baseball field with the same old vigor and enthusiasm that is characteristic of doings at this Rigby, of which there is a small amount left. The old gang that has tasted of the fame and victory so often in the past.
Railroads At Last Break Into The Charmed Circle

“Deck Boys” Will Recognize this Tired Feeling

A fellow feeling for the chap who tries to put over free publicity for the Paramount Pictures prompts us to announce that a motion picture entitled “Tell It to Sweeney” will have a nation-wide release late in September. In this picture, the Paramount Publicity Department, for the first time, a film comedy has been laid against a background of locomotives and rails. The picture is said to have been made with the full cooperation of the Southern Pacific and its employees.

Baseball Flourishing in Rigby Terminal

By J. F. DUNN

Hello, folks of the Maine Central and Terminal Family, we of Rigby are in for a minute with a little of our adventures in the Sport World. Thus far in the season of 1927, not as a matter of boasting but just to make record for all concerned, the Rigby folks sailed forth late in May on their fourth season on the baseball pasture with the same old vigor and enthusiasm that is characteristic of doings at this point of which there is a small amount left. The ball club was again composed of the same old gang that has tasted of the fruits of victory so often in the past.

Coach Emery Whipped Them into Shape

Those to answer the call included Capt. Syd. Dunningham, Franke Woodbury, Jerry Flaherty, Don Smith, and Johnnie Finn, to whom were added Gerald Lord and Sammy Hinds of South Portland High, Buddy Carey from the Car Dept., “Bo” McMillan, Demerino and Lavigne. A few weeks later Phil Pearson and “Mossy” Gurn returned to the fold together with “Pat” Coughlin. “Coach” Fred Emery, the old stand-by, again headed this gang on the field, whipping them into a fairly decent looking ball club.

After a couple of scrub games the club plunged into the Portland Twilight League, an organization of such clubs as the New England Telephone Co., “John Goud” and his Team (Maine Centrals), Canadian Nationals, Tigers, Milliken & Tomlinson’s and various others. The gurgled sounded and the boys were off.

The Season’s Record

A record of our adventures to date is as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Team</th>
<th>Opponent</th>
</tr>
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<tbody>
<tr>
<td>June 7</td>
<td>Rigby</td>
<td>Falmouth Ath. Club</td>
</tr>
<tr>
<td>14</td>
<td>Maine Centrals 3</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>5 Y. M. E. A 4</td>
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<tr>
<td>28</td>
<td>5 N. E. T. &amp; T. Co. 0</td>
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<tr>
<td>July 6</td>
<td>East Deering 6</td>
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<tr>
<td>8</td>
<td>1 Canadian Nationals 2*</td>
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<tr>
<td>19</td>
<td>5 Glenwood A. C. 1**</td>
<td></td>
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<tr>
<td>22</td>
<td>6 Mill-Tomlinson’s 7</td>
<td></td>
</tr>
<tr>
<td>(Game ques. 34 in.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>0 Tigers 1*</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>8 Falmouth A. C. 6</td>
<td></td>
</tr>
<tr>
<td>Aug. 2</td>
<td>9 Maine Centrals 7</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>2 Y. M. H. A.?</td>
<td></td>
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<tr>
<td>(They won)</td>
<td></td>
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<tr>
<td>12</td>
<td>1 East Deering 5*</td>
<td></td>
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<tr>
<td>15</td>
<td>9 Canadian Nationals 4</td>
<td></td>
</tr>
</tbody>
</table>

For the benefit of those who might read, you will note that * denotes the games lost. The ** (Glenwood game) was won but was protested and ruled thrown out, to be replayed, to which decision Rigby protested and there it stands. The Milliken & Tomlinson game is in the soup but as yet the game stands against us.

Going Ahead Full Steam

Coach Emery has the boys close in hand, keeping the club going ahead at full steam.
Rigby sat in the Sun berth until meeting the ferocious Tigers, wherein they took an awful tumble but have since bettered their position and had the pleasure of pulling the same stunt on our second cousins, the Canadian Nationals, in their home pasture on Aug. 15.

Next month the race will be over and perhaps our story will be more joyful; we are in fourth place and chances look pretty good towards moving up the ladder.

The Right way is Best

Memories of a Wild Night
George A. Grant, Machinist's Helper, Bangor Engine House, Has Thrilling Experience

On the night of Sept. 26, 1923, as Mr. Grant was driving up Union street, Bangor, in his motor car, he was astonished to see a big bull moose coming down the street and headed straight for the car. The moose instead of sidestepping the car, evidently became angered at its glowing headlamps, taking them for eyes of a challenging monster, and charged the car viciously, with lowered antlers, smashing the headlamps and windshield and smashing one wheel. Splinters of glass entered Mr. Grant's eye, ruining the sight.

The moose continued on two blocks to the business section of the city, passing the Bangor House, where a distinguished party, including U. S. Senator Moses of New Hampshire, was staying, and thence to the railroad bridge over Kenduskeag stream, where in attempting to jump overboard it became entangled in wires and fell into some cribwork, being so badly injured in the fall that it was shot by the police.

Mayor Day took the visiting statesmen to witness the fate of the moose and an exciting time was had by all. Incidentally, a Boston man staying at the Bangor House, who had been ill with the grippe, was first to see the moose coming down Union Street and when he informed the clerks of his discovery they thought he was delirious, carried him to his room and sent for the doctor. "What kind of a town is this" yelled the Boston man—"here I see a wild thing about 12 feet tall racing down the street and you say I'm crazy?" When others verified the strange story it was concluded that it was Bangor, not Boston, that was crazy.—Bangor Commercial and C. H. Leard.

Conductor F. E. Curtis Convalesing

Conductor F. E. Curtis on July 30th was taken to the Eye and Ear Infirmary at Portland to be operated on for gallstones. He is now improved enough to have returned to his home and is rapidly recovering.

On the Cover

This month's cover of the Magazine shows one of the many trout pools on the Sandy River in the vicinity of Reddington, Maine, reached via Maine Central to Farmington, S.R. & R.L. to Carrabassett, thence stage, or by the Kennebeco Branch to South Rangeley, steamer to Rangeley and thence stage.

$500 To Policyholders

THE Travelers Insurance Company has recently delivered a check in the amount of $500 to Trackman Albert D. Smith, 1123 Congress St., Portland, for an accident costing the loss of an eye which occurred while Mr. Smith was performing his duties as trackman on Section A in the Portland Terminal Yards.

Mr. Smith was taken to the Maine Eye and Ear Infirmary, March 17, 1897, and entered Maine General service, December 26, 1918.

The number of claims paid to members of the Maine Central Family, July 25 to August 18th, holders of group insurance policies, is 13 less than last month's report and compared with the June report shows a decrease of 33.

The following claims have been paid in full by the insurance company:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>George C. Caldwell</td>
<td>Portland</td>
<td>Aud. Pass. Agent</td>
</tr>
<tr>
<td>Theina Melcher</td>
<td>Portland</td>
<td>Aud. Pass. Agent</td>
</tr>
<tr>
<td>Samuel Spire</td>
<td>Portland</td>
<td>Sept. Mot. Power</td>
</tr>
<tr>
<td>Albert D. Smith</td>
<td>Portland</td>
<td>Engineer</td>
</tr>
<tr>
<td>John Dugan, Sr.</td>
<td>Portland</td>
<td>Engineer</td>
</tr>
<tr>
<td>Michael McDonough</td>
<td>Portland</td>
<td>Engineer</td>
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<tr>
<td>Walter Z. Wood</td>
<td>Portland</td>
<td>Engineer</td>
</tr>
<tr>
<td>Alphonso Eastman</td>
<td>Portland</td>
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<tr>
<td>Raymond E. Grindell</td>
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<td>Engineer</td>
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<tr>
<td>E. H. Linscott</td>
<td>Portland</td>
<td>Engineer</td>
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<tr>
<td>Frank A. Nation</td>
<td>Portland</td>
<td>Engineer</td>
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<tr>
<td>Jerry Putvin</td>
<td>Portland</td>
<td>Engineer</td>
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<tr>
<td>W. Farmington</td>
<td>Farmington</td>
<td>Engineer</td>
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<tr>
<td>Lewiston</td>
<td>Lewiston</td>
<td>Engineer</td>
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</tbody>
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(22)
The Travelers Insurance Company recently delivered a check in the amount of $500 to Policy Holder for Loss Of Eye.

Mr. Smith was hospitalized at the Maine Central Hospital in Portland after performing his duties as trackman on the Portland Terminal Railway. He received $500 for loss of his eye, which occurred while he was on duty.

The following is a list of checks delivered in the amount of $500:

- H. H. Robinson, while on the budget. The check was delivered to Mr. Robinson at the Portland Terminal Railway.

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The Site of Fort Saint George
Erected by Captain George Popham in 1607

Located on the south shore of Atkins Bay, a small body of water in the present town of Phippsburg, on the west side of the Kennebec River, or as it was called by the early navigators, Sagadahoc River. This bay is an inlet from the river about half a mile wide, and one and a half mile in length.

Records show that on the 20th of August, 1607, Captain Popham and his followers landed at this historical spot and began to fortify themselves against the Indians. Excerpts from an old draft of the completed fort, show regular laid walls of stone masonry and three gates. There is a trench around a portion of the enclosure. The inside shows nine pieces of mounted ordnance, sixteen houses and buildings besides a storehouse and church.

In the southeast angle of the fort is a high bluff or cliff. Just west of the cliff in the southeast angle of the fort a stream is represented running through the fort, emptying into the water on the north side. A garden plot was located at the west and surrounded by an iron fence. Length of the Fort was 350 feet and width 250 feet.