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.

Answers to Puzzles
In July Magazine
BEHEADING
7. Winn
SPLITS
4. Kingman 5. Monmouth

CONUNDRUMS

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:

$$12x + x = 35$$

or

$$13x = 35$$

$$x = \frac{35}{13} = 2.923$$

which means exactly that the hour hand had travelled 2.923 minutes past figure 5, and since the minute hand travelled 12 times that much, it placed the minute hand 2.923 times 12, or 35 mm past the hour of five and therefore the time indicated by the watch was 5:32 and 4:13 or 5:32 and 4.615 seconds, approximately.

Proof: 5:32 and 4:13 past five brings the minute hand exactly 2.44 minutes beyond figure six and with the hour hand then 2.923 minutes past figure five, it brings this hand exactly 2.44 minutes past figure six.

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

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.”

—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 120 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.

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

**Trainman’s Notes**
*By ARTHUR E. HERRON*

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

Conductor “Al” Grant on the Waterville-Skowhegan run recently took leave of absence. Harry Buck filled his place in the “Striped” Ladd of Fairfield, former man, now with the N. Y. C., visited his railroad friends in Waterville during the past month.

Conductor “Freem” Dearborn has arrived in for horseback riding, he was seen going on the ponies at Old Orchard Beach.

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

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

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

Wallace Severy spent the hottest part of July in Montreal.

Conductors Cote and Pinkham have dropped from the sick list.

**Shades of the Immortal Past!**

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

G. E. WHITE, Clerk
Supt’s Office, E.
And in her New Dress?

...ed information to B. W. Robinson, Assistant Engineer of the Gorges, chief of the Pioneer, who sends his best to the Maine Central Family. He is at his home in West Farmington. The present location of the Hercules is unknown.

Willing Can Be A Salesman

If it needs to land them and keep them customers of the Maine Central Railroads for each and every employee to be a success. It may be only a simple preparation here and there that may amount to a lot of new business that we are missing. Why not throw away any personal obstructions along these lines and get together and see how much business each and everyone of us can do. It’s well worth a try.

Since the last report on this subject, the following have shown their initiative, alertness and loyalty by sending in “Tips”: Chas. Rowe, Agent, Waldoboro; T. G. Kelley, Kingman; E. F. Butler, Agent, Beecher Falls; H. D. Spencer, Agent, Beecher Falls; R. Palmer, Operator, Burnham Jet; L. F. Wilcox, Bangor; Trackman Hector Jones, Auburn.

**

Trainman’s Notes

By ARTHUR E. HERRON

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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 old railroad friends in Waterville during the past month.

Conductor “Freeze” Dearborn has gone 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, Fairfield.

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

Dean Farnham and Charles Dulac of Waterville, long in Freight Service, donned the passenger uniforms on the summer 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. 133, 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 person, 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. Engineer 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 Engineer George Ellis, who works the middle trick in the Commercial Street Yards, Portland Terminal.

+ +

Good Travel Advice
For Salesmen

By ELECTRICAL FOREMAN
ERNST M. WADE, Augusta

Some traveling salesman travel comfortably by railroad, utilizing their leisure between train 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 salesman rush from place to place in autos, grab a little business, don't "fine-tooth-comb" a town, as that would interfere with making time and cut down record for calls made, forget they are salesman, 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 busine 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 salesman: "Is your 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 on route and improving time otherwise lost forever?"

+ +

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

"Is it van of him 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 the Bar Harbor Express which we believe justice to that famous job and can take its place along side of the photograph "The Morning Glory", taken last fall and printed in the December Magazine. The picture was taken just east of Winthrop station, looking across the southern end of Lake Maranacook. It presents a combination of lake foreground and wintry background that adds interest to the train itself.

On the day the picture was taken, the train was in charge of Conductor Casey. Engineer H. L. Bryant had the throttle of 466, a Pacific type engine, with Fireman C. E. Smith on the left. Others in the crew were Baggage F. B. Aldrich, Flagman K. E. Sampson, Steward G. D. Dowley. The train consisted of a baggage car, a coach, and an 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 members should be made of Traveling Conductor Harry E. Heugheen, whose interest in matters of this sort and broad knowledge of the System enabled him immediately to select what we considered the ideal shots to produce a view of this kind.

Since last December prints and original photographs of "The Morning Glory" have been distributed far and wide among 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 Electric Building, Portland, uncreased, or it may be mailed for five cents to cover postage. We are having a number of these half-tone prints framed, as well as copies of the original photograph, 32x8 inches, for or unframed. These will be sold at the following prices on application.
Twenty Years Ago

With making time and cut down record ills made, forget they are salesmen, they’re out to beat Cannon Ball’s record, spend leisure getting car rated, impair their efficiency by staying all the physical ills and mental accrued from driving 30,000 or miles a year.

Traveling man, in business for himself, told me he wouldn’t have a sales car, that they were too prone to in “made 83 calls this week, covered miles, business not so good, but expect pick up soon.”

Numbers of the Maine Central Family, our friends who are salesmen: “Mr. man, which do you prefer, bumping highways, dodging reckless drivers, driving energy driving a car, or riding in a meeting and talking with your on route and improving time verse lost forever?”

“My husband is in the dumps most of the.”

“it was of him pessimists he is?”

—The American Boy.

In (butcher shop): “Is that the in this issue and may be obtained free at the office of the Magazine, Room 111, General Office Building, Portland, unsecured, or it will be mailed for five cents to cover postage. We are having a number of these half tone prints framed, as well as copies of the original photograph, 2x8 inches, framed of unframed. These will be sold at cost, prices on application.

Photo Of Bar Harbor Express Shown In Insert

At last we have obtained a picture of the Bar Harbor Express which we believe does justice to that famous job and can take its place along side of the photograph of “The Morning Glory”, taken last fall and printed in the December Magazine. This picture was taken just east of Winthrop 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 J. F. Casey. Engineer 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 Master F. B. Aldrich, Flagman K. E. Sampson and Steward G. D. Dowley. The train consisted of a baggage car, a mail car, a coach, a diner and eight sleeping cars.

Stanley W. Spratt of Portland was the photographer responsible for the actual taking of the film and the interest of members of the Operating and Motive Power Departments helped in producing the final result. Among these special mention 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.

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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 Earle) 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 gate man at Preble but has been retired.

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

(23)
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 1842-13. 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.

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.

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

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

Incidentally, Checker "Al" Rust is a member of the same crew. When a picture was taken he refused to pose for the camera. (No, we didn't say posers.) Magazine snap-shots are shot "out of wing." And that's the way we shall."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 Per

Trainman Perley B. Sanborn of Portland, who formerly drove the Samoset coach, a motor coach in Portland-Harrison service, tells the following fast one on himself.
"Eddie" and "Bud"

A couple of local boys who have made history at the Union Station Baggage Room. John (Bud) McDonough, on right, brother of Freight Conductor Michael McDonough (now running on main line), and Machinist's Helper Bernard McDonough at Rigby entered the service October 18, 1909, at Thompson's Point. A year later he was transferred to the Union Station and has been located there ever since.

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

Incidentally, Checker "Al" Russell is a member of the same crew. When this picture was taken he refused to pose for the camera. (No, we didn't say pose; all Magazine snap-shots are shot "on the wing.") And that's the way we shall shoot "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 more publicity than was necessary.

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?

A Fast One On Perley

Trainman Perley B. Sanborn of Portland, who formerly drove the SamOset Company motor coach in Portland-Harrison service, tells the following fast one on himself.
Mountain Road Notes
By J. A. KINGSLY and E. R. HALL

Asst. Roadmaster, Chas. Willey, has bought a new Chevrolet "6". He claims that his old can 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 Pricilla Brook this summer.

Joe Sayward was seen with a funny looking dodad, a square box with holes in it, now everyone'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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>John P. Gorman</td>
<td>Lancaster, N.H.</td>
<td>Health</td>
</tr>
<tr>
<td>Thomas Gormley</td>
<td>Augusta</td>
<td>Health</td>
</tr>
<tr>
<td>Thomas O. Harris</td>
<td>Vanesboro</td>
<td>Accident</td>
</tr>
<tr>
<td>Harry E. Haynes</td>
<td>Mattawamkeag</td>
<td>Health</td>
</tr>
<tr>
<td>Charles B. Lord</td>
<td>Oakland</td>
<td>Accident</td>
</tr>
<tr>
<td>Wm. A. Murray</td>
<td>Yarmouth</td>
<td>Health</td>
</tr>
<tr>
<td>Alphonso A. Otis</td>
<td>Anson</td>
<td>Health</td>
</tr>
<tr>
<td>Wm. A. Perkins</td>
<td>Newcastle</td>
<td>Health</td>
</tr>
<tr>
<td>Wm. E. Powell</td>
<td>So. Portland</td>
<td>Health</td>
</tr>
<tr>
<td>Daniel Robichaud</td>
<td>Dexter</td>
<td>Health</td>
</tr>
<tr>
<td>Frank J. Rollins</td>
<td>Harmony</td>
<td>Accident</td>
</tr>
<tr>
<td>Burdell Wright</td>
<td>Canton</td>
<td>Health</td>
</tr>
</tbody>
</table>

Motive Power Department

Peter Bihop | Waterville | Health |
Joseph Carney | Waterville | Health |
Alburt M. Cary | So. Portland | Health |
Albert J. Carignan | So. Portland | Accident |
Devereaux H. Peniston | Milltown | Health |
Cleophus Pappert | Fairfield | Health |
T. H. Hannon | Vanesboro | Health |
Josiah Hawker | Waterville | Health |
Alexander Henry | Bangor | Health |
Augustn Langdon | Waterville | Health |
Wilfred Labree | Waterville | Health |
Stanley Wavrose | Dresden Mills | Health |
Almonc Pierce | Portland | Health |
Henry Taylor | Fairfield | Health |
William H. Walsh | Lewiston | Health |
Charles V. William | Bangor | Health |

Stewards

Nelson W. Kitchan | No. Maine Jet. | Accident |
Thomas F. Price | Bangor | Health |
Harry E. Hines | Wiscasset | Health |
Charles L. Jones | M. C. Train | Bangor | Health |
Benj. H. Osgood | Brewer | Brewer |

Portland Terminal Transportation Department

Charles W. Ladd | Portland | Health |

Upper Left: Freight Yard and Engine House. Twin Cities. Center: Bates Station, Looking West. Right: Front of Station Looking East, Shows in Front of Station, Shows...
Recent Views Around The Lewiston Upper Station

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

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

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

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

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

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

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

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

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

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