IN MEMORIAM

F. E. PRATT

F. E. Pratt, crossing tender at Winthrop, died November 18. Mr. Pratt first entered Maine Central service as Yard Brakeman at Rumford, August 4, 1904, and three years later was promoted to Yard Conductor. He held this position for ten years until injuries received in the performance of his duties necessitated his being transferred to the position of crossing tender at Winthrop, May 20, 1918. Three years later he was transferred to the Motive Power Department for two months, returning to his former position at Winthrop on September 11, 1921. He held this position until his death last November.

He is survived by his wife, Nora G. Pratt.

JOHN WILLIAMS

John Williams, 57, trackman at Mattawa, died October 18th after seven years service with the company. Mr. Williams was born September 2, 1870, and had been employed by the Maine Central since October 4, 1920. He is survived by his wife, Minnie E. Williams.

D. J. MURPHY

The photograph above shows the likeness of Conductor Dennis J. Murphy, whose death was reported in last month's Magazine, as he appeared in the early days of the present century.

CHARLES A. FICKETT

Charles A. Fickett, 59, switch tender in the Portland Terminal Yards, died December 14 at his home in South Portland. Mr. Fickett was born in 1868 and entered the service of the Portland Terminal Company in August, 1897, as switchman. He remained in this position for thirty years, giving very faithful and devoted service.

He was a member of the Hiram Lodge, F. and A. M., Greenleaf Chapter of the Royal Arch Masons, and of the Brotherhood of Railroad Trainmen. A sister, Mrs. Mary E. Lamont, with whom he has made his home for several years, and two brothers, Willard W. and Frank W. Fickett of Portland, survive him.

HORACE A. TOWARD

Word has just been received of the death of Horace A. Toward of Waterville, who held the position of Waterville in St. Petersburg, Fla., where he was spending his 12th winter.

Mr. Toward was born in Dexter, Me., in 1852. At the age of 19, Mr. Toward was taken into the service of the company, and rose from the bottom of the ladder to the position of Roadmaster, retiring on pension December 15, 1917, with a record of 46 years of faithful and efficient service.

Mr. Toward is survived by his widow; a son, Dr. Horace Toward of Waterville, who was with his father at the time of his death; a sister, Mrs. Lizzie Young of Waterville; a brother, William Toward of New Hampshire; a niece, Miss Doris Toward of California; a great-nephew, Robert Toward, Jr., of Waterville. 1904. During the last eighteen years of his service, he was clerk in the office of the General Foreman of Car Repairs.

March 31, 1926, he was retired to a position of honor on the staff of the Maine Central.

His loss is mourned by all members of the Maine Central Family.

CHARLES ELLIOTT

Charles Elliott, 67, laborer in Waterville Shops, passed away at his home in Waterville November 6th after a short illness. Mr. Elliott was born in 1860 at Island, Maine, and has been an employee of the Company's service since February 1906. A cousin, John W. Ingraham, survived him.

Some Impressions of the Magazine

By WILLIS P. STONEHAM

As railroad men and women read this Magazine probably travel more frequently and for greater distances than does the average public, it is not unexpected that the thought that only a small percentage of the Maine Central people have seen the Pacific. A brief article such as this one, of the journey I was privileged to make last summer on the Royal Arcanum, the Golden Jubilee Trip to the Pacific...
In 1904. During the last eighteen years of his service, he was clerk in the office of the General Foreman of Car Repairs. On March 31, 1926, he was retired on a pension. His loss is mourned by all members of the Maine Central Family.

CHARLES ELLIOTT

Charles Elliott, 67, laborer in Waterville Shops, passed away at his home in Waterville November 6th after a short illness.

Mr. Elliott was born in 1860 at Monhegan Island, Maine, and has been in the Company’s service since February 24, 1927. A cousin, John W. Ingraham, survives him.

HORACE A. TOWARD

Word has just been received of the death of Horace A. Toward of Waterville at his winter home in St. Petersburg, Florida, where he was spending his 12th winter.

Mr. Toward was born in Dexter, May 28, 1852. At the age of 19, Mr. Toward entered the service of the company, and rose from the bottom of the ladder to the position of Roadmaster, retiring on pension December 15, 1917, with a record of 46 years of faithful and efficient service.

Mr. Toward is survived by his widow, a son, Dr. Horace Toward of Waterville, who was with his father at the time of his death; a sister, Mrs. Lizzie Young of Dexter; a brother, William Toward of New Hampshire; a niece, Miss Doris Toward of Boston; three nephews, Horace, Harold and John Spaulding of Rangeley. Master John Spaulding makes his home with his grandparents.

Mr. Toward will be remembered by a wide circle of friends for his outstanding honesty and kindness. Everyone admired him.

The late Horace A. Toward

Some Impressions of a Trans-Continental Tour

By WILLIS P. STONEHAM, Auditor Passenger Accounts Office, Portland and Past Grand Regent, the Royal Arcanum

As railroad men and women, readers of this Magazine probably travel much more frequently and for greater distances than does the average public, but I venture the thought that only a small percentage of the Maine Central Family has seen the Pacific. A brief account, then, of the journey I was privileged to make last summer on the Royal Arcanum Golden Jubilee Trip to the Pacific Coast, together with a few random observations, may prove of interest.

Across the “Big Muddy”

Our party left New York at about 1 p.m., Saturday, July 16th, in B. & O. busses via 23rd St. Ferry and Jersey City. There were two special trains—the Red and the Blue—consisting of club and baggage cars, three compartment cars, five other Pullmans, two diners and a club-observation
car. There were 177 persons on each train when all had joined. At Chicago, Sunday, the 17th, a ride was taken over the city. The next morning at 7 we crossed the muddy Missouri River and arrived shortly at Omaha, where a committee met us. We arrived in Denver at 8:30 p.m., and had a two-hour ride.

The next day we stopped at the Antlers Hotel at Colorado Springs and rode through the Garden of the Gods to the Cave of the Winds and in the afternoon up Pike's Peak by auto and back by Cog R. R.—14,109 feet high. Left at night, back through Denver and on the 20th had the afternoon at Salt Lake City. Cars took us to the Mormon Tabernacle and then for a ride around the city. All the trees and lawns depend on irrigation or they would revert to desert as there is little or no rain. There is enough salt on the shores of the G. S. Lake to supply the world.

An Inland Ocean Port
Then there was a two-days' ride through desert mostly in Utah and Nevada to Los Angeles. From Los Angeles, we went to San Francisco and rode all around the shore and parks. The next stop was at Shasta Springs on the way to Portland, Oregon. Rode up the Columbia River Highway to Cascade Locks.

The next stop was our objective—Seattle—where we had a five-day stay. This city is more like home, as it has a bay. There were four war ships there although 100 miles from the ocean. The city was burned and has been practically all rebuilt within the last thirty years. From Seattle the party went to Yellowstone Park and divided into two groups, one going in to Mammoth Hot Springs Camp, then to the Grand Canyon, and the next night stopping at Old Faithful Camps. The other party reversed this order.

Among the Grizzlies
At the Grand Canyon Camp there are grizzly bears but they don't come beyond the feeding grounds. On the way back we came over the line from Granger to Omaha, the original Union Pacific, the names Rawlins, Brule, Ogallala, Cheyenne and North Platte, reminding us of the stories we had read of the Wild West.

From Cheyenne we came back with only stops for water and ice and arrived in New York on Sunday at 10:30 p.m., left at 11:30 for Boston and 8 a.m., Monday, August 8th, for Portland. We had hot weather and every day was pleasant and sunny.

The only mishap was one train pulled apart between the diners on a grade and curve above Shasta Springs, which delayed us about an hour.

The cities visited were all attractive as to stores, buildings, etc. We saw no congestion of traffic anywhere. We traveled 9,358 miles by rail over 22 states and about 700 by auto.

Fe'veens Sake!
Switchman: "Did you hear about the robbery last night?"
Brakie: "Nope."
Switchman: "A garter attempted to hold up a stocking, but the stocking ran, darn it."—Rice Out.
The Busy Crew at the Rumford Freight House

Reading left to right: Anthony Waite, Freight Checker; David Martel, Jr., Delivery Clerk; Meride Bovin, Freight Handler; Joseph R. Poulin, Freight Handler; Leland Works, Foreman, who hustle the L. C. L. in the busy paper city.

L. J. Sanborn Replaces L. E. Thebeau at Bath

The Rockland Branch has a new face in the picture this month in the person of Lewis J. Sanborn, who on December 5th was appointed General Agent at Bath to succeed L. E. (Gene) Thebeau, resigned.

Mr. Sanborn was born March 28, 1879, and entered the Maine Central service at Belfast on April 20, 1900, as clerk and baggagemaster. He is no stranger to the Rockland Branch, having been appointed agent at Thomaston on October 6, 1902, taking the same position at Brooks about two years later. After a short service at this point, he became agent at Belfast, where he served until August 22, 1918, when he became agent at Eastport. After a short service in the Sardine City, he returned to Belfast, where he served as agent until the owners of the Belfast and Moosehead Lake Railroad took over its operation early in 1926. After a short stay in Lancaster, Mr. Sanborn was appointed agent at Norridgewock, where he remained until his present appointment.

Steady, day in and day out, conscientious attention to duty, has distinguished Mr. Sanborn’s service and gained him the appointment to the important position he now holds. The agency at Norridgewock is now up for bid and has not yet been filled.

L. E. Thebeau, whose place Mr. Sanborn takes, has served as General Agent at Bath since November 22, 1923. During the heavy strain of war years when business was booming in the Ship City. Mr. Thebeau served with the title of agent, to which position he was appointed on the first of November, 1911, having previously served as freight agent at the same point since June 20, 1910, and as freight clerk since May 13, 1903.

Now, at the age of 42, Geas has left the Maine Central Family to take the important position as Treasurer of the Bath Iron Works Corporation, which has recently been reorganized for the production of pleasure yachts. His many friends all over the system unite in wishing him Godspeed and good luck in his new field of endeavor.

Fe'evens Sake!

chaman: “Did you hear about the fire last night?”

rchie: “Nope.”

chaman: “A garter attempted to hold stockings, but the stocking ran, darn.” —Nice Owl.

Real Sob Stuff

Conductor Godfrey: What is the saddest poem you remember?

Hank Hewes: “Of all the sad words of tongue or pen, the saddest are these, all dressed up and no place to go—nor when.”

(17)
Maine Central Family

The Year 1928 Starts With A Clean Sheet
By E. I. HILL, Traveling Agent

Right ahead of us all is the year 1928. To nearly every one of us it simply means taking down the 1927 calendars, replacing them with 1928, saying “Happy New Year” and continuing on.

The yearly claim account sheet for 1927 was badly marred up by some of our persistent enemies, so that it does not present a creditable appearance as the old year fades out.

We must improve the appearance of the 1928 sheet by a more close application to the causes for Freight Claims.

Rough handling should not need any comments as we have outlined this feature to you in many ways.

Tight sack loading, proper trimming of way freight by train crews will help immensely to keep the sheet cleaner.

Concealed loss and damage, errors in billing, poorly prepared shipments by shippers can all be improved if you will go to it.

Come on. Let’s all up and work and cheer for the best showing in 1928 that we have ever made and when it is time for it to fade out one year from now we can all look up with satisfaction and pride to the record we have made.

Great Was the Fall

According to the Boston Globe, during the fire which destroyed the B. & A. coal sheds at Northern Maine Junction on December 11th, an overhead conveyor fell, blocking the main line of the Maine Central and Boston and Maine Railroads—Some fall! The old adage that it is the innocent bystander who gets shot in the leg was truly exemplified by the case of Frank S. Whitney of Bangor, Division Foreman Locomotive Department, the only casualty of the fire. While waiting to catch the overhead conveyor, which was about to fall, he was struck by a stream of water with the full force of the Bangor Fire Department and the B. & A. water tower behind it, and knocked for several well-known goals.

Our Wanderers Return

Our extra track crew which had been aiding the Canadian Pacific in its work of reconstruction between St. Johnsbury and Wells River for several weeks, returned on December 14, in charge of Foreman R. M. DeWitt of Bangor. It is reported that our Knights of the Pick were very happy on their return to their native heath.

News of the Paper City
By S. O. SWETT, Rumford

Our A. R. A. Clerk, Miss Margaret “Maggy” Keweza has just returned from an extended trip to Boston and New York, and by the stories she tells we are surely convinced that “there is one in every office.”

Mrs. Kate M. Eldridge (nee MacPherson) has resigned her position as Chief Clerk in the office of Master Mechanic at Rumford after continuous service with the company since July 5, 1921. Mrs. Eldridge first entered the service as Clerk and

Stenographer in the office of Roadmaster on July 5, 1921, later was transferred to the office of Roadmaster in the Portland office; and again returned to Roadmaster office at Rumford on April 5, 1922. On June 20th she bid the position of Chief Clerk, Master Mechanic’s office at Rumford, was assigned to A. R. A. Clerk, and to position of Chief Clerk.

S. O. “Chuck” Swett has bid in and been assigned to the position of Clerk in the Master Mechanic’s office which was vacated by Mrs. Eldridge.

“Chuck’s” position as Storekeeper has been bid in and assigned to Mr. Dibblee, one of our Yard Clerks.

Cleanliness Said to Next to Godliness


The snap was taken during the flood, at the car house just above the station where there was a big washout and the work train was there repairing the damage. “Bush” was evidently cleaning up buggy, while the repair work went on.

A junk shop near a railroad crossing in Denver carries a sign with this humorous warning to motorists: “Go ahead; take a chance, buy the car.”
Family

With A Clean Sheet

By A. R. A. Clerk

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who gets shot in the leg was truly
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which was vacated by Mrs. Kate M.
Eldridge.

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been bid in and assigned to Mr. A. T.
Dibblee, one of our Yard Checkers.

Cleanliness Said to Be
Next to Godliness

The above snapshot of Albert Bouchard
of Rumford, flagman on Extra 398 and 399,
was taken by Eugene, young son of Agent
G. A. Ellis of Gilbertville. "Bush" is a
veteran brakeman on the Rangeley Branch.

The snap was taken during the recent
lood at the car house just above the station
where there was a big washout and the
work train was there repairing the track.
"Bush" was evidently cleaning up his
buggy, while the repair work went on.

A junk shop near a railroad crossing in
Denver carries a sign with this hint to
motorists: "Go ahead; take a chance. We'll
buy the car."

"Hap" Will Buy One
When Better Are Built

Our Traveling Passenger Agent, Sherman
W. Hapgood, is as completely sold on
Buicks as an Eskimo is on the practical
fulness of fur-lined mittens above the
Arctic Circle. "Hap" has just recently
turned in his old car, which was nothing
else but a Buick and now has a brand new
28 model with rubber tires, steam heat,
lights, electric refrigeration and all the
fixin's. These new models all come stand-
equipped, and you can now see just
what you are getting before you plunk
down your hard-earned simoleons.
"Hap" is mighty proud of the new car
as he is easily recognized by his expres-
sion in the picture, and ladies and gentle-
men of the Maine Central Family, your
attention is called to the new "spec's" now
born by this friend-to-all knight of the
grip.

"Hap" now specializes in giving personal
assistance directing passengers to the right
train for Rockland.

Boost for Santa Claus

Good old Saint Nick, working in Portland
in cooperation with the Evening Express,
received a big boost from members of the
well-known Family in the General Offices,
where $91.50 was collected to aid him in
providing Christmas cheer in places that
might otherwise be overlooked. Other
offices contributed smaller amounts.

Of Course
Dispatcher: You have a car and trailer
there. Which is behind?
Operator Prouty: The trailer.
Grin, Brother, Grin—See Here, You Are In
By V. A. CUNNINGHAM, Oldtown

Just One in a Lifetime
Wife: Did you sneeze, dear?
Signalman Spinney: No, I just dropped the cough out of five carloads of “OLD GOLDS”.

Railroad Sympathy
Signalman Spinney: That lever nearly knocked my head off.
Supervisor Sullivan: If it had hit you anywhere else, it would have killed you.

A Poet Well Met
Baggagemaster Cy Messer: Why the shiner, and how?
Operator Costain: I placed my arm about her waist, and asked her for a kiss. But instead she hollered “Daddy,” and daddy gimme this.

Oh, Doctor, Doctor
 Fortune Teller: You are going to lose your heart before long.
 Clerk Ashby: That must be my appendix you are looking at.

Quiet for Five Blocks
Conductor Frank Jenkins (to traffic cop): Officer, will you see if these ladies have a hack-seat driver’s license?

Yes, but Flivvers Are Passing Out
Clerk Applebee: What’s the difference between me and an Elinor Glyn title?
Clerk Preble: Gimme both barrels.
Clerk Applebee: “She Stoops to Conquer” and “I stoop to crank ’er”.

Something New for the Sports
Operator Prouty: What do you consider the most important part of your fishing equipment?
Clerk Preble: The clothespin my wife always puts in my lunch basket to hang me up by when I get tired.

For Sale
Operator Bowley: What’s that “for sale” sign at your camp for?
Clerk Tourtillotte: Oh, I got a good second-hand bean hole to sell.
Operator Bowley: Huh, I’ll take it, wrap it up.

Careful How You Pinch
Brakeman Osgood: So you got arrested by a woman cop.
Conductor Haney: Yeh.

Brk. O.: What did the limb of the law pinch you for?
Cond. H.: For pinching the limb of the law.

A MAN WHO DOES NOT THINK SAFETY IS A ROBBER OF HUMAN HAPPINESS & WELFARE

Shippers Deserve Our Best Attention
By Agent J. C. ESTES, Franklin
Little drops of water,
Little grains of sand,
Make the earth, they tell us.
And in our fair land,
Smiles and helpful suggestions
Do help to beat the band.

It is surprising to find that a few agents are not endeavoring to assist the local shippers as much as they should. Recently I had occasion to do business with a shipper from another section of the state and after answering a dozen questions to his satisfaction he thanked me very kindly. I then told him that it was part of my job to do this and he said he did not find all agents as ready and willing to do what they could to help the shippers.

Further conversation led me to believe that we are losing business on account of this seeming indifference. We either have friends for the Company or we leave the impression that we are not interested in our work and do not care what they think of us.

It is the spirit of cooperation that counts, and that is the only means we can hold our own against the ever-increasing truck and water competition. Smallness courtesies go a long way to make friends. I believe “The Maine Central—Help You” should be our slogan. Help always the right time to smile and make friends. Help the shipper, and he will help us.

+ +

Now Is Time To Draw Up Long Haul Trip

With the holidays over many of our people are thinking of trekking to the East and West.

This is the very best time of the year for each and every employee to be right up on his toes for additional passenger business. If you know of or hear of any prospects for business in your locality, patrons who are planning an extended Southern or Western trip, get one or both of the facts in the hands of the rest of the Road.

Let’s all be go-getters. The follow-up have sent in tips since the last issue of our Magazine: A. H. Durgin, Operating Agent, Conway; C. L. Sherman, Agent, No. 1; W. E. Bridgham, Agent, Jonesboro; W. E. Holt, Chief Clerk, Rumford; A. H. Juin, Agent, Lisbon; Leo J. Ashby, Clerk, Town, Maine; C. A. Keene, Cashier, Lewiston; and James F. Woodbury, Yard Master, Rigby Terminal.

On the Cover

“Natural” scenery was used in producing the cover of this the first number of Volume V of our Magazine, symbolical of the beginning of a new year into a cold, cold world, a year, withal, which we can pack full of warmth, happiness and achievement.
Here, You Are In

M. Oldtown

Q.: What did the limb of the law you for?

M. H.: For pinching the limb of the

Shippers Deserve Our
Best Attention

Agent J. C. ESTES, Franklin

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Little grains of sand,
Make the earth, they tell us.
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Now Is Time To Drum
Up Long Haul Trips

With the holidays over many of our Maine
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If you know of or hear of any prospective
business in your locality, patrons who are
planning an extended Southern or Western
trip, get one of the traffic tips in the mail
and we will take care of the rest of it.

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have sent in tips since the last issue of the
Conway; C. L. Sherman, Agent, No. Leavitt
W. B. Bridgman, Agent, Jonesboro; M. R.
Holt, Chief Clerk, Rumford; A. H. Judkins,
Agent, Lisbon; Leo J. Ashby, Clerk, Old
Town, Maine; C. A. Keene, Cashier, Rum-
ford, and James F. Woodbury, Yard Clerk,
Rigby Terminal.

On the Cover

"Natural" scenery was used in producing
the cover of this the first number of Volume
V of our Magazine, symbolical of the entry
of a new year into a cold, southern world—but
a year, withal, which we can pack brim
full of warmth, happiness and achievement
if we will.

The baby 1928 is the daughter of a Port-
land official, well-known for his shrinking-
violet proclivities and his abhorrence of
publicity. In deference to the parent the
daughter must be nameless.

The archway shown is the "Ice Palace,"
built last winter on the edge of the skating
rink at Rumford. This was built of cakcs
of ice five inches thick, with colored lights,
or lights with colored caps behind each
cake as shown. Four colors were used, red,
orange, green and blue. This was used at
the Winter Carnival for exercises for the
coronation of the Carnival Queen.

Terminal and General
Office Notes

Harry Hubbard, operator in "BX" office,
recently made a trip to Lexington, Kent-
ucky. He reports all moonshine stills are
doing a flourishing business.

D. J. Kelley, formerly ticket seller at
Portland Union Station, is now working in
the per diem office at the Terminal. Erwin
Dodge is working Dan's trick at the Ticket
Office.

G. F. Hitchborn is once more spending
his annual vacation at St. Petersburg, Fla.
Each year George stays a week longer than
the previous year. He is going to make it
a month this time.

Operator A. E. Trask has been working
second trick in "WR" during the past six
weeks.

"Cliff" Ball has taken Ellis Night's posi-
tion in Superintendent F. J. Runey's office.
Ellis recently resigned to enter the insur-
ance field.

F. Underhill recently has been appointed
Foreman of Laborers at the Terminal, vice
N. M. Foley, appointed Assistant Foreman
of Freight House.

Miss Trena E. Wilson of the Auditor of
Payrolls Office has recently announced her
engagement to Mr. Arthur T. Robinson of
Portland.
Satisfied Customers Praise Our Freight Service

H. P. Hood & Sons, Inc.
494 Rutherford Ave.,
Boston, Mass.

November 11, 1927.
Mr. G. H. Eaton
Freight Traffic Manager
Maine Central R. R.
Portland, Maine
Dear Sir:

The milk situation is clearing up slowly and it will not be necessary for us to ship from Belfast and Rockland Branches or Winthrop.

I wired you today to ascertain if you contemplated running any train to East St. Johnsbury on Sunday. I presume you will operate from West Stewardstown South Sunday if there is considerable milk to ship.

We wish to take this opportunity to thank both you and Mr. Buney on the wonderful cooperation you have given us in this great emergency.

Yours very truly,
H. P. HOOD & SONS, Inc.
(Signed) J. W. Egan
Traffic Department.

The Corinna Seed Potato Farms, Inc.
Corinna, Maine
990 Noble Ave.,
Bridgeport, Conn.
Oct. 1, 1927.

George Eaton, Gen. Freight Agent,
Maine Central R. R. Company,
Portland, Maine.
Dear Mr. Eaton:

The mare that I wired you on yesterday morning, I am advised arrived this noon at Corinna, in good shape. Thanks for prompt despatch over your line.

Very truly yours,
(Signed) H. F. Stratton.

Denison-Cannon Company
Lumber
176 Federal Street
Boston, Mass.

G. H. Eaton, M. C. R. R.
Freight Traffic Dept.,
Portland, Maine.

Dear Sir:

Confirming telephone conversation of October 10th, we request diversion on car L&V-86624, originally billed to New Haven, Connecticut, same to be diverted to Deering Junction, Me.
We are pleased to note by your letter of October 13th that this diversion was effected at Bangor on October 10th.

We thank you for your prompt service.

Very truly yours,
Denison-Cannon Company
(Signed) By R. E. Denison
RED/D

Maine “Stability” Maine “Quality”

Maine Craftsmen
Auburn, Me., November 9, 1927
Mr. C. A. Small, Traffic Dept.,
Maine Central Railroad Co.
 Lewiston, Maine
Dear Mr. Small:

We thank you for your information of October 31st, with reference to the Los Angeles, California, shipment, which you made in fourteen days, and which we consider very fine service.

We wish to thank you for your special attention in this matter, as well as for your other very numerous courtesies and attentions to our traffic.

Maine Craftsmen Associated
(Signed) Rufus H. Stone

RHS/PB

A Reason for the Rains
'Tis said that the feverish activity in the West Baggage Room, Portland Union Station, the week before Christmas, caused all previous records for passenger baggage to be broken for a long time. The row of apartment houses, did not give it away just by chance. The Magazine's enthusiastic reporter has ascertained on the authority of the Station Manager, Hugh J. Kennedy, that the reason for the whole force moved so quickly at this time was their unanimous desire to place the well-known pedal extremities of Station Baggage Checker John (Bud) McDonough.

Passenger Department
Enters an Objective

Editor Dud:

With all due apologies to you as a subscriber of Magazine, we the undersigned wish to state that the article which appeared in the recent issue under the heading “All-Around Chap” is slightly damped in the following ways: Firstly, the New England racket is all off. I am happy to say... of course.

Group Insurance

Forty-five members of the Central Family received sick and accident disability payments from the group policy. The Travelers Insurance Company during the period November 9 to December 19. No claims were paid during this time.

The following claims have been filed:

Name of Claimant

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>General Office</th>
<th>Engineering Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thomas Dunn</td>
<td>Portland</td>
<td>Chief Engineer</td>
<td></td>
</tr>
<tr>
<td>Winston B. Minotti</td>
<td>Bangor</td>
<td>Gen. Pass. Agent</td>
<td></td>
</tr>
<tr>
<td>Mark Bellefontain</td>
<td>Vancleboro</td>
<td>Engineering Department</td>
<td></td>
</tr>
<tr>
<td>Martin Comer</td>
<td>Cherryfield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halden B. Conrad</td>
<td>Bath</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preston Farren</td>
<td>Brunswick</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albert J. Galloupe</td>
<td>So. Portland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidney W. Hallbrook</td>
<td>Lincoln</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hosen Libby</td>
<td>Carmel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ephraim H. Littleton</td>
<td>Cabin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>George McKenzie</td>
<td>Portland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Haffey</td>
<td>Harmony</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frank T. Follins</td>
<td>Milford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walter E. Rowe</td>
<td>Cabins</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harry D. Sennett</td>
<td>Carmel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Samuel T. Wing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Our Freight Service

Denison-Cannon Company
Lumber
176 Federal Street
Boston, Mass.
File No.: 17965

H. Eaton, M. C. R.
Night Traffic Dept.,
Portland, Maine.

Sir:

Confirming telephone conversation.

October 10th, we request diversion
near L&Y-88624, originally billed
New Haven, Connecticut, same to
 diverted to Deering Junction, Me.

We are pleased to note by your
letter of October 13th that this diver-
sion was effectuated at Bangor on Octo-
ber 10th.

We thank you for your prompt
service.

Very truly yours,
Denison-Cannon Company
(Signed) By R. E. Denison

D/D

---

A Reason for the Rush

'Tis said that the feverish activity in the
West Baggage Room, Portland Union Sta-
tion, the week before Christmas, which
caused all previous records for packages
handled to be knocked for a long shining
row of apartment houses, did not happen
just by chance. The Magazine's enterpris-
ing reporter has ascertained on no less
authority than that of Station Master
Hugh J. Kennedy, that the reason the
whole force moved so quickly at that time
was their unconscious desire to place all the
distance possible between themselves and
the well-known peddler amenities of Bag-
gage Checker John (Bud) McDonough.

**

Passenger Department
Enters an Objection

Editor Dud:

With all due apologies to you as editor
of Magazine, we the undersigned wish to
state that the article which appeared in
a recent issue under the heading "A Real
All-Around Chap" is slightly damped for
the following reasons: Firstly, the New Bed-
ford racket is all off and the character por-
trayed swears vengeance on the fair crea-
ture. Secondly, as a radio artist, we have
yet to see a radio ever put together by
himself percolate when you want it to, and
another thing we have danced to his music
on the drums and wouldn't dare say what
we think of the syncopation. Around the
office he is known as "Otfie" and not "Cy-
cle,", the latter name having faded away
long ago. As for being an all-around good
fellow, this might be true when he is in the
proper frame of mind. However, Earle,
ever mind the knockers, just grin and bear
it. We are all behind you one hundred per
cent and hope there are no hard feelings.
(Signed) Pencil Pushes in the P.T.D.

**

A kindergarten teacher, with a pile of
books on her arm, was about to get off a
street car, just as a gentleman, whom she
thought she recognized as the parent of a
pupil in her school, got on. "Good morn-
ing," she said, with a cheery smile.

Almost instantly she saw, by the quizz-
ical expression on the face of the man
addressed, that she had made a mistake.
Intending to correct it, she added quickly:
"Oh, pardon me! I thought you were the
father of one of my children." He turned
pale, and then she turned crimson.

---

Group Insurance Payments for Forty-Five

FORTY-FIVE members of the Maine
Central Family received sickness or
accident disability payments under
the group policy from the Travelers
Insurance Company during the period No-
ember 19 to December 19. No unusual
features appeared during this time.

The following claims have been settled:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>General Office</th>
<th>Department</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thomas Dunn</td>
<td></td>
<td></td>
<td>General Office</td>
<td>Sickness</td>
</tr>
<tr>
<td>Winston B. Minott</td>
<td></td>
<td></td>
<td>Chief Engineer</td>
<td>Accidental</td>
</tr>
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<td>Mark Belfonstein</td>
<td>Portland</td>
<td></td>
<td>Gen. Pass. Agent</td>
<td>Sickness</td>
</tr>
<tr>
<td>Martin Comer</td>
<td>Bangor</td>
<td></td>
<td></td>
<td>Sickness</td>
</tr>
<tr>
<td>Hibbert H. Conrad</td>
<td>Vanceboro</td>
<td></td>
<td></td>
<td>Sickness</td>
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<td>Preston Parren</td>
<td>Cherryfield</td>
<td></td>
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<td>Bath</td>
<td></td>
<td></td>
<td>Sickness</td>
</tr>
<tr>
<td>Sidney W. Holbrook</td>
<td>Brunswick</td>
<td></td>
<td></td>
<td>Sickness</td>
</tr>
<tr>
<td>Josie Libby</td>
<td>South Portland</td>
<td></td>
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<td>Sickness</td>
</tr>
<tr>
<td>Ephraim H. Linscott</td>
<td>Damariscotta Mills</td>
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<td>Sickness</td>
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<tr>
<td>George McKenzie</td>
<td>Lincoln</td>
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<td>Frank T. Robins</td>
<td>Harmony</td>
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<td>Harry H. Sennett</td>
<td>Calais</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Samuel T. Wing</td>
<td>Carmel</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
A PAGE for the CHILDREN

PUZZLE PICTURE
CAN YOU FIND 15 "GOOD HEALTH" OBJECTS IN THIS PICTURE?
(SOME ARE HIDDEN - SOME ARE NOT)