Highlights of the Story Told in the Railroad’s Excise Tax Campaign

The excise tax law makes the railroads tax collectors for the State, and every man, woman and child in Maine pays the railroad tax as a part of the transportation cost of everything he buys or sells.

During the last seven years the old tax law took more than 13 million dollars from the railroads in excise taxes while stockholders saw their dividends dry up or vanish entirely. Maine railroads are very largely owned by Maine people, 1,354 out of 1913 holders of the Maine Central’s common stock being residents of the State. Maine banks are heavy owners of Maine railroad securities and the interest they pay is affected by the continued prosperity of Maine railroads. Thus the railroad excise tax law touches the pocketbook of everyone who does business in Maine.

Railroads are in business to sell transportation to the public. They are eager to provide better service but they can buy all-steel trains, more powerful locomotives, better roadbeds and more comfortable seats only if they make a profit. If past losses continue, certain less profitable lines may have to be abandoned.

After long and exhaustive study, two successive Legislatures have passed laws granting railroads some measure of relief. The new railroad excise tax law was passed by a tremendous majority. It provides that Maine railroads will share in the tax reduction granted at the same time on farms, homes and factories. A referendum prevented the railroads from getting the help the Legislature decided they deserved. The Legislature’s action will be sustained on September 10th when Maine citizens voting on the new tax law mark their ballots

YES X

For the Privilege of Doing Business

It is difficult for any fair man to study the whole question and arrive at any other conclusion. Maine’s leading business men, statesmen, professional men and bankers are all agreed that the new law is for the better interests of the State and have endorsed it openly. Let us look into the question for a minute and see what we will save. Under the old law all of the privately owned railroads doing a business in Maine pay an excise tax of 5½ per cent
Maine Railroads Unite to Tell Story of Advantages of New Tax Law

Maine’s 14 railroads will unite in an effort to carry to the voters of the State the truth about the new railroad excise tax law which will be referred to the voters on September 10th. Briefly, Maine citizens will be asked to decide whether Maine railroads shall be permitted to share in the tax reduction granted by the last Legislature to owners of every farm, home and factory in the State or whether the old system of unjust and oppressive taxation will continue to grind the railroads down.

Shortly after the adjournment of the Legislature, petitions were circulated and the action of the law was held up until it can be decided by a popular referendum, which will be voted on at the State election on September 10th.

For the Privilege of Doing Business

It is difficult for any fair minded man to study the whole question and arrive at any other conclusion. Maine’s leading business men, statesmen, professional men and bankers believe that the new law is for the best interests of the State and have endorsed it openly. Let us look into the situation for a minute and see what we find. Under the old law all of the principal railroads doing a business in Maine pay an excise tax of 5½ per cent of their gross receipts in addition to local taxes to Maine cities and towns and the Internal Revenue Tax to the Government on net income. An excise tax, mind you, is a tax levied by any Government authority on a corporation for the privilege of doing business. The excise tax of Maine is higher than that of any other state in the Union, with the possible exception of California, where railroads are unusually prosperous. And this in spite of the handicap we have due to our winter climate and the sparsely settled conditions of the territory they serve.

It is almost impossible to make an exact comparison between the taxes imposed on Maine railroads and those in other states of the country, for practically every state has a different method of taxation. But their effect upon the railroads can be expressed in the terms of the Maine law. In Maine, the excise tax alone is 5.5 per cent of gross receipts, in addition to local, city and town taxes, while the state and local taxes combined of all the Class I railroads of America averaged 4.37 per cent of their gross receipts for a five-year period. The unfairness of the old law is even more marked when taxes are compared to earnings. For the last five years, the state and local taxes of Class I railroads have
Taxed for Their Destruction

Nor is a railroad as valuable to its owners as are other classes of property. If a farmer can't make his farm pay, he may find a buyer and sell it; he can let it grow up to trees or he can walk off and leave it. If a manufacturer can't earn a profit making spindles, he can start manufacturing toys or almost anything else that suits his fancy. A railroad, on the other hand, is like a public highway. We must operate our trains or we lose title to our property. We can't use our lines for any other purpose than hauling freight and passengers nor can we sell them without the approval of the Government.

In this connection, we should consider the benefits derived from taxation. About half the money the State raises by taxes it spends for highways. This is for the man who owns an automobile but it is death to the railroads, which are taxed not for their benefit, not for their protection, but for their destruction. The State takes nearly two million dollars a year from its railroads and then spends many times that amount to increase the railroads' competition. This policy, in the last 15 years, has reduced the annual local passenger business of the Maine Central from 4,199,542 to 1,335,797, a decrease of 68 per cent.

Touches People's Pockets

In the last seven years, since the railroads were returned to their owners after Government operation, Maine railroads have paid the State 13 million dollars in excise taxes, and during the same time their dividends have dried up and in many cases become conspicuous by their absence. In the seven years, 1921 to 1927, inclusive, the Maine Central paid the State Maine $6,585,572.51, and at the same time paid dividends to its owners only $1,687,855. Maine people, large owners of our securities, and the 1913 owners of Maine Central common stock and 482 owners of preferred stock being residents of the State. But the question, does this not void the counties even closer home that practically all the savings banks in the State are heavy owners of Maine Central securities and the interest they pay their depositors is affected by the railroads' ability to make a fair profit?

The Only Possible Answer

Every member of the Main Central Family knows that we are prepared to do our part in selling transportation to the public. The more attractive way we can make our service the more large and easily we can sell it. The gravest question confronting the management is how to furnish adequate transportation service to the communities traveling on its lines. In order to do this further improvements in equipment and facilities and reasonable wages and make a return to the owners of the property at the same time. In the last five years, the unjust and oppressive excise tax has made it impossible to do all these things, which can be accomplished only out of profits. This tax law will give some aid in the direction.

The new law seeks to establish the so-called "gross-net" plan of taxation which has the approval of the Nation's tax experts.
dried up and in many cases become conspicuous by their absence. In the seven years, 1921 to 1927, inclusive, the Maine Central paid the State of Maine $6,585,572.51, and at the same time paid dividends to its owners of only $1,687,855. Maine people are large owners of our securities, 1,354 of the 1913 owners of Maine Central common stock and 482 out of 588 owners of preferred stock being residents of the State. But the question comes even closer home than this. Practically all the savings banks in the State are heavy owners of Maine railroad securities and the interest they pay their depositors is affected by the railroads' ability to make a fair profit.

The Only Possible Answer

Every member of the Maine Central Family knows that we are in business to sell transportation to the public. The more attractive we can make our service the more largely and easily we can sell it. The grave question confronting the management is to furnish adequate transportation service to the communities traversed by its lines. In order to do this funds are required to make needed improvements in equipment and facilities, pay reasonable wages and make a fair return to the owners of the property at the same time. In the last seven years, the unjust and oppressive excise tax has made it impossible to do all these things, which can be accomplished only out of profits. The new tax law will give some aid in this direction.

The new law seeks to establish the so-called "gross-net" plan of taxation, which has the approval of the leading tax experts of the Nation because it provides a sliding scale of tax rates more in keeping with the railroads' ability to pay than under the old law. Under the new law, passed by the Legislature of 1927, the tax will continue to be assessed upon gross transportation receipts but on a sliding scale varying from 3½ per cent when net operating income does not exceed 10 per cent of gross receipts, up to 5½ per cent when net operating income exceeds 25 per cent of gross receipts. "Net railway operating income" means net income after payment of operating expenses and taxes, including debits and credits from equipment and joint facility rents. Interest on bonds, rental of leased lines, and other fixed charges are not deducted from gross receipts in determining the figure. Provisions in the new law grant special benefits to short lines and narrow gauge roads which are now struggling for their existence. An interesting result of the new law will be the inevitable and continued effort of all railroads to increase the ratio of their net to gross income, which will mean that they will always be trying to raise their own tax rate.

Every member of the Maine Central Family is interested in the railroad excise tax referendum, and from several viewpoints. First, as a Maine citizen interested in the progressive development of the State; second, as a consumer; third, as a depositor in a savings institution or a policy holder in an insurance company, and as such, an owner by proxy of Maine railroads; and finally as a railroad man. The only possible answer to be made to this question on September 10th for justice and public welfare is

YES X
Livestock Special Will Cover System

![Industrial Agent Hunton Beside One of the Special Livestock Cars](image)

PRACTICALLY all the important farm sections of Maine will be reached by the special Livestock Development Train which the Maine Central will run over its lines early in August as part of its program of assisting in the progressive development of Maine agriculture. Such trains have been run before in New England, but it is safe to say that never before has the job been done so completely and thoroughly.

Cars Fitted to Purpose

The "Livestock Special" will preach the doctrine of better sires and home-grown feed and will be in charge of our veteran Industrial Agent, W. G. Hunton of Portland. It will consist of 6 cars, including two stock cars, an observation platform car, on which the animals may be led out and demonstrated at each stop, an exhibition car containing farm displays, a combination coach and a cook car.

The cars which will make up the train have been extensively remodeled and put in shape for their new purpose in the Waterville Shops under the direction of Master Mechanic F. H. Ramsdell and General Foreman of Car Repairs M. F. Rhoades.

The train will be made up in Portland and will be open for inspection of the Maine Central Family on Sunday afternoon, August 5th. Leaving Portland on the 6th, it will make three or four stops daily until its return on August 14th, these stops varying from an hour to over night in length. Every county in the State except York and Aroostook will be either touched or approached by this train, which will make in all 27 scheduled stops.

A University on Wheels

The itinerary is as follows: August 6, Portland, 6 a.m., Mechanic Falls, 10 a.m., Livermore Falls, 1 p.m., Farmington, 5 p.m.; August 7, Junction, 9 a.m., Winthrop, 1 p.m., Oakland, 2 p.m., Skowhegan. August 8, Fairfield, 8 a.m., Bar Harbor, 11 a.m., Newport. August 9, Dover-Foxcroft, 5 p.m.; August 10, Carmel, 9 a.m., Oldtown, 1 p.m., Brewer, 4 p.m.; August 10, Ellsworth, 9 a.m., Cherryfield, 2 p.m., Machias, 5 p.m.; August 11, Calais, 10 a.m., Dennysville, 1 p.m., Bangor, 3 p.m.; August 13, Augusta, 10 a.m., Damariscotta, 1 p.m., Brunswick, 3 p.m.; August 14, Rockland, 10 a.m., Vinalhaven, 2 p.m., returning to Portland.

The train will carry about 200 head of livestock, including about 120 dairy and beef cattle of the leading breeds, about a dozen sows and eight head of swine. Poultry and bees will be included, with one

Cross-Country Tour


THE motor-car increase has brought to motorists a problem admitting of no simple solution. The railroad companies have been forced to cut some main and lesser thoroughfares automobile and rail forces.

Thus the grade-crossing problem becomes greater with the growing demands of motor-car sales. The grade-crossing menace, therefore, must be eliminated.

Suggests the Movie

Besides motoring, we are a movie-going nation. Periodic circulars carry photo-plays for entertainment around the results of grade-crossing accidents and illustrating some
Cover System

The Special Livestock Cars

This which will make up the train have been extensively remodeled and are in shape for their new purpose in connection with livestock. Shops under the direction of Master Mechanic F. H. Ramsdell and General Foreman of Car Department, M. F. Rhoades, is being maintained专人 for inspection of the Maine Central Family on Sunday afternoon, August 5th. Leaving Portland on the 6th, it will make four stops daily until its return on August 14th, these stops varying from an hour to overnight in length. Every county in the State of Maine will be visited or approached by this train, which will make all 27 scheduled stops.

University on Wheels

The itinerary is as follows: August 6th, 6 a.m., Mechanic Falls, 1 p.m., Livermore Falls, 5 p.m.; August 7, Leeds Junction, 9 a.m., Winthrop, 11 a.m., Oakland, 2 p.m., Skowhegan, 5 p.m.; August 8, Fairfield, 8 a.m., Burnham Junction, 11 a.m., Newport, 2 p.m., Dover-Foxcroft, 5 p.m.; August 9, Carmel, 9 a.m., Oldtown, 12 noon, Brewer, 4 p.m.; August 10, Ellsworth, 9 a.m., Cherryfield, 2 p.m., Machias, 5 p.m.; August 11, Calais, 10 a.m., Dennysville, 1 p.m., Bangor, 5 p.m.; August 13, Augusta, 10 a.m., Bovino, 1 p.m., Brunswick, 5 p.m.; August 14, Rockland, 10 a.m., Wiscasset, 2 p.m., returning to Portland.

The train will carry about 30 head of livestock, including adult and young dairy and beef cattle of the leading breeds, about a dozen sheep and eight head of swine. Poultry, too, will be included, with one cockerel weighing over 12 pounds. The train really deserves the title of “A University on Wheels,” for besides the livestock, there will be a large number of exhibits carrying lessons of improved farm practice. A large corps of speakers, including Mr. Hunton and Publicity Agent Dudley Alleman from the Maine Central, will accompany the train and give talks at the various stations.

The Maine Central is in economic partnership with the farmers along its lines and this train is part of a long-time policy of doing everything in our power to aid Maine farmers in their search after better agricultural methods, wider markets and more profitable returns for their products, which eventually, we hope, will result in heavier freight traffic.

“Cross Crossings Cautiously”


The motor-car increase has ushered in a problem admitting of no simple solution. The railroads having to cut some main and lesser thoroughfares automobile and rail forces clash. Thus the grade-crossing problem becomes greater with the growth in motor-car sales. The grade-crossing menace, therefore, must be emphasized.

Suggests the Movies

Besides motoring, we are a theater-going nation. Periodic circulation of photo-plays for entertainment built around the results of grade-crossing accidents and illustrating safe and dangerous crossing conduct would make a factor for education and reach a large audience.

In addition, we must not neglect school education in our program. The introduction of a Public Safety course in high schools, colleges, and universities would serve to bring students to realize the grade-crossing peril and to be more conservative in risking life and limb.

A New Insurance Policy

If the human element were eliminated and universal, standardized warning devices substituted, the mor-
Play Safe

Cross Crossings Cautiously

LAST YEAR
308,364 ACCIDENTS
953 KILLED
4,221 INJURED

torining public would encounter identical signals at all crossings, thus making for less confusion. There should be a series of attractive signals leading to a crossing.

Organized society, through state governments, can assist in solving the problem. By issuing, with the yearly automobile licenses free literature on the railroad-crossing danger, and periodically through the year, the entire motoring public could be reached.

The modern insurance trend is making the world safer. Better health, longer lives, and fireproof buildings are evidence of this. Why should grade-crossing accident and death insurance reduce the toll? Perhaps this would serve also to emphasize the necessity of avoiding this ever-present danger.

F. J. Nichols of Waterville Relates His Impressions of California Trip

"CALIFORNIA is certainly one of the most beautiful States in the Union."

Mr. Nichols of the Waterville Ticket Office recently declared. "A trip that is never to be forgotten, an ideal spot in winter, corresponding to our own beautiful state in summer."

A Former Westerner

Mr. and Mrs. Nichols have made several trips from coast to coast, in fact years ago Mr. Nichols was an agent for the Santa Fe at various points before coming east to the Maine Central, and has traveled extensively on the Pacific Coast. The picture shown here was taken on Mr. Nichols' "ranch" at Dulzura, Calif., on last New Year's Day. Mr. Nichols can be seen in the foreground of the picture and Mrs. Nichols is second lady from the left. Other people in the picture are relatives.

Mr. Nichols writes the Magazine as follows: "We spent a very delightful winter, and enjoyed the trip out, going via the Santa Fe, and returning via the Sunset from Los Angeles to San Francisco. "Daylight," leaving Los Angeles at 7:45, arriving San Francisco at 7:15, a distance of 471 miles without a stop. Only two brief stops for water made, but no one got off or on. The entire equipment is used on this train; coaches, dining car, cafeteria and observation car, where a splendid lunch is served, as good as any you had at any time, at a very reasonable price.

Variety of Scenery

"This trip gives one a greater variety of scenery than any I know of. Starting from Los Angeles, you pass through a desert and fruit section. The valley country is dotted with comfort homes, and the distant foothills with cottages, which overlook the sea and ocean. Soon after leaving Oxnard the railroad skirts the seashore for a time, and then swings northeast into the mountains, through large cattle ranches with herds of fat, sleek cattle and horses.

"As you near San Jose, in the Clara Valley, the ranches are much smaller and devoted more to gardening, and poultry raising. Between San Jose and San Francisco (47 miles) the country is solidly occupied by large fruit orchards and homes, and could almost be considered a suburb of either of the cities. This one never to be forgotten, and especially enjoyable, as oil burners were used. This, too, applied to the entire trip to New Orleans. The engines are rock ballasted the entire distance, so rear of the observation car, free from dust, smoke or cinders."

A State of Boosters

"Texas is quite a wonderful State, chock full of boosters. It is hard to

"What kind of ears has an engineer?"

"I don't know."

"Why, engineers, of course."

A reader asks if fish gain weight with the warm weather. This depends entirely upon what fish they are. —Detroit News."
Public would encounter identical signals at all crossings, thus for less confusion. There would be a series of attractive signals leading to a crossing.

In a modernized society, through state regulations, can assist in solving the problem. By issuing, with the yearly driver license, free literature on road-crossing danger, and periodically throughout the year, the motoring public could be reminded.

The modern insurance trend is making the roads safer. Better health, longer life, and fireproof buildings are evidences of this. Why should not grade-crossing accident and death insurance be included in the cost of the toll? Perhaps this would serve to emphasize the necessity of removing this ever-present danger.

Nichols Writes His Impressions of Trip

The second lady from the left. Other members of the picture are relatives.

Nichols writes the Magazine as follows:

"We spent a very delightful week-end. We enjoyed the trip out, going via the Sunset Route and returning via the Sunset Drive."

From Los Angeles to San Francisco on the 'Daylight,' leaving Los Angeles at 7:45 a.m., arriving San Francisco at 7:45 p.m., a distance of 471 miles without a scheduled stop. Only two brief stops for water were made, but no one got off or on. The finest equipment is used on this train; chair seat coach, dining car, observation car, etc.

Variety of Scenery

"This trip gives one a greater variety of scenery than any I know of. Starting from Los Angeles, you pass through a rich farming and fruit section. The vast level country is dotted with comfortable tidy homes, and the distant foothills fringed with cottages, which overlook the valley and ocean. Soon after leaving Oxnard, the railroad skirts the seashore for 97 miles, then swings northeast into the heart of the state. The trip is one never to be forgotten, and is made especially enjoyable, as oil burning locomotives are used. This, too, applies to the entire trip to San Francisco. The railroad is rock ballasted the entire distance, the most desirable seats therefore, were on the rear of the observation car, free from heat, dust, smoke, etc.

A State of Boosters

"Texas is quite a wonderful State, and chock full of boosters. It is hard to dis- cover just what they are boosting for, except the size of the state, but they never give you a chance to inquire. It’s just boost, boost; how this town, and that town haven’t grown, and how wondrously some certain oil well is producing, but so far as I could see, outside the town limits, a traveller today would require the services of a guide to direct him to the water holes, to keep him from dying of thirst, just the same as was the case 200 years ago.

"New Orleans is a beautiful city, but the South as a whole has absolutely nothing to attract any one either from Maine or California, except the very cordial attitude and greeting accorded all travellers."

Served in Many Positions of Trust

Mr. Nichols’ railroad career dates back to the 70’s and has included many branches of railroad work. He received telegraphy at Hawley, Minn., and at the age of 16 was the only relief agent on the Minnesota Division of the Northern Pacific Railway. He worked at various points during the summer of 1876 and was checked in as agent at Belle Prairie, Minn., Sept. 26th of that year, later being transferred to Pine City, July 21, 1888. He took a 60-day leave of absence and went to California, liking the country so well he entered the employ of the California Southern, a part of the Santa Fe, bidding goodbye to Minnesota for all time.

Coming east, Mr. Nichols entered Maine Central service and for a number of years was at Bowdoinham, later being transferred to the Accounting Department in the General Offices, Portland. He also was located as agent at Rangeley for several years for the Sandy River and Rangeley Lakes Railroad, going to Waterville about ten years ago where he is now located.

Two in One

"It’s so good of you, doctor, to have come this far to see my husband."

"Not at all, madam, not at all. I have a patient next door and I thought I’d kill two birds with one stone."—Yale Panel.
The Bangor Union Station — Past and Present

This picture shows the change that time brings to railroading, as to all else. The old Western Station was torn down on the very morning in 1906 that the upper view was taken. The lower view shows the present Bangor passenger station, taken from the west end of the bridge over the Kenduskeag river on the Main Line, Eastern Division. Superintendent T. M. McLaughlin is shown in insert, presiding over its destinies.

In the infant department of a Sunday School, after a picture of Adam and Eve in the Garden of Eden had been shown, the teacher asked:

"Now, children, what lesson are we meant to learn from this?"

"Eat more fruit," was a bright little boy's prompt answer. + +

A hasty temper is a danger signal on the railway to success.

Ned — Father, how do they catch lanternies?

Mr. McGuire — With face powder, beautiful dresses, and pretty smiles, my son.

— Rock Island Magazine.

Economy has frequently nothing whatever to do with the amount of money being spent, but with the wisdom used in spending it. — Henry Ford.

EDITORIALS

OUR DUTY AS CITIZENS

Our ancestors through centuries fought and strove, might have the privilege of exercising our duty as citizens, to decide their own interests and affairs in which we live. It is our solemn duty to exercise our franchise and manifest 10th to register our vote. We shall receive a question that vitally concerned us.
PAVEMENT — Past and Present

The west end of the bridge over the Kennebec river on the Main Line, Eastern Division. Superintendent T. M. McLean is shown in insert, presiding over offices.

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

MAINE CENTRAL
Employees' Magazine

Vol. V AUGUST 1928 No. 8

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

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Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded "R. R. B." and should be addressed to magazine headquarters, Room 111, 222-224 St. John Street, Portland.

EDITORIALS

OUR DUTY AS CITIZENS

Our ancestors through countless generations fought and strove that we might have the privilege of expressing our opinion upon public questions that concern us in the great democracy in which we live. It is our solemn duty to exercise our franchise and on September 10th to register our opinion upon a question that vitally concerns us.

The first article in this issue briefly touches upon some of the points involved in the Maine railroad excise tax question, which will be voted on at the State election on September 10th. It is your duty to yourself and to the organization of which you are a part to study this question on its merits. We firmly believe that we are right in this matter, that approval of Legislature's stand on the new excise tax law is necessary to the progressive development of the State of Maine.

As members of the Maine Central Family we should view this question as citizens of the commonwealth before we consider it from the viewpoint of railroad men. If we agree that Maine voters should approve the action of the Legislature in establishing the new law, we should get busy. Not only should we be sure of casting our own votes, but we should make every possible effort to see that our friends and relatives understand this question sufficiently so that they can vote intelligently on September 10th.

The Publicity Committee of the Maine Railroads will publish advertisements in Maine papers and will issue printed matter, copies of which will be sent on request to any member of the Maine Central Family who addresses this office. When the people of Maine understand the facts bearing upon the railroad excise tax referendum we are absolutely convinced that they will register an overwhelming

YES X

ONE of the highest and most sacred rights of every honest business is the right to be let alone.

It is the duty of the government not to place on honest business any unjust burden.

Bowdoin College, Brunswick

Maine's Oldest Institution of higher education was incorporated in 1794 and named in honor of James Bowdoin, a distinguished Governor of Massachusetts. The student body of the college numbers 544 men. It ranks high in scholarship and athletics among the leading Universities and Colleges of the country. Pictures reproduced above are top row, left to right—Science Hall; Campus and Chapel; Campus Lawn. Middle row—Massachusetts Hall; Walker Art Building; Memorial Gateway, Class of '75. Bottom row—King's Chapel; View of Campus and "Thorndike Oaks" from Art Building.
Bowdoin College, Brunswick

Maine's Oldest Institution of higher education was incorporated in 1794 and named in honor of James Bowdoin, a distinguished Governor of Massachusetts. The student body of the college numbers 544 men. It ranks high in scholarship and athletics among the leading Universities and Colleges of the country. Pictures reproduced above are top row, left to right—Science Hall; Campus and Chapel; Campus Lawn. Middle row—Massachusetts Hall; Walker Art Building; Memorial Gateway, Class of '75. Bottom row—King's Chapel; View of Campus and "Thorndike Oaks" from Art Building.
IN MEMORIAM

MOSES BUTLER

Moses Butler, retired employee from the Waterville Car Shops, died recently at his home, 5 Butler Court, Waterville, in his eighty-third year. Mr. Butler was born May 18, 1845, at St. Mary's, Quebec. He moved to Waterville 65 years ago and entered the employ of the company when a young man in the capacity of a blacksmith. He retired five years ago.

Mr. Butler was a member of the Sacred Heart Church parish. He was a man of genial disposition who made friends very easily.

He is survived by his widow, Mrs. Moses Butler; their sons, Moses Butler, Jr., Henry H. Butler and Joseph E. Butler; two daughters, Mrs. John J. Kelley of South Portland and Mrs. J. M. Vigue of Waterville; six grandsons, one granddaughter, Mabel E. Butler, and one great-granddaughter, Coleen Shirley Vigue.

Maine Central Locomotives Then and Now

Then: The "R. B. Dunn," built by the Maine Central in 1868, was the last word in locomotives at that time. Who can tell us where this picture was taken? The editor would like to know about this old engine and will appreciate hearing from our old timers.

Now: Our latest passenger type locomotive. Compare this with the one shown above. Specifications of No. 469 are partially as follows: Driving Wheel Diameter 73", Weight in working order, 272,000 lbs., Maximum Tractive Power of booster 10,400 lbs., capacity of water tank 10,000 gals., fuel 14 tons, tender 8-wheeled type.

Things We

By E. H.

A Non-Palatable Salad

The above title doesn't read as if we are going to say anything that would make you hungry, does it? Sure it doesn't.

Nearly everyone delights in sitting down to a good meal and enjoying a bang-up good salad. There is nothing more refreshing or more ingredients. We didn't mean the above mentioned salad, but were asked to give it the "once over" and it had been put together.

First there was a bag of nuts. They shelled on them, and the bag was where it was put away untied.

Then there was a crate of melons, which were ripe enough to be just right. What kind of dressing did they use? Ah! That come to the real feature of this story.

There was a shipment of arsenate loaded right on top of the nuts and melons. It sprung a leak and sifted all over the fruit and vegetables and of course the salad was complete, but sad to relate edible.

Pressed Bananas

What does the above title mean? It stands just exactly as it reads. We have heard of pressed bananas? Don't even try to imagine! No one has but nevertheless they make a great story. Listen carefully.

A shipment of nearly five hundred bunches of green bananas were loaded in a "reefer" car. Who loaded properly? "Yes, sirree, Bob, when you got pressed is a mystery, but when the car was opened at destination we find that they had been so roughly handled there was a space ten feet wide in the middle of the car where bananas had clearly been pressed towards the other end.

You ask how hard they were? Oh, it only took two men to lay a bunch from the mess so it could be loaded, and when the bananas started to ripen, what a sight! Spotted from the front and very disagreeable looking.

All of this was due to rough handling in the car in which the bananas were loaded, but try and get an admission that...
Butler was a member of the Sacred Church parish. He was a man of disposition who made friends very easily. He is survived by his widow, Mrs. Moses Butler, Jr., Henry Butler and Joseph E. Butler; two sisters, Mrs. John J. Kelley of South Hadley, Mass., and Mrs. J. M. Vigue of Waterford, six grandchildren, one granddaughter, Celene E. Butler, and one great-grandson, Coleen Shirley Vigue.

**Things We Have Seen This Month**

*By E. I. Hill, Traveling Agent*

**A Non-Palatable Salad**

The above title doesn’t read as though what we are going to say would make you hungry, does it? Sure it doesn’t. Neither want it.

Nearly everyone delights in sitting down and enjoying a bang-up good salad of one or more ingredients. We didn’t make you the above mentioned salad, but we were asked to give it the “once over” after it had been put together.

First there was a bag of nuts. They had shells on them, and the bag was whole, too; it was not even untied.

Then there was a crate of melons. They were ripe enough to be just right. What kind of dressing did they use? Ah, now we come to the real feature of this salad! There was a shipment of arsenate of lead loaded right on top of the nuts and melons. It sprung a leak and sifted all over the fruit and vegetables and of course the salad was complete, but sad to relate, hardly edible.

**Pressed Bananas**

What does the above title mean? It stands just exactly as it reads. Who ever heard of pressed bananas? Don’t know if any one has but nevertheless they existed. Listen carefully.

A shipment of nearly five hundred bunches of green bananas were loaded on their ends in a “reefer” car. Were they loaded properly? “Yes, sirree, Bob.” How they got pressed is a mystery, but when the car was opened at destination we found that they had been so roughly handled that there was a space ten feet wide in one end of the car where bananas had cleared and pressed towards the other end.

You ask how hard they were pressed. Oh, it only took two men to loosen each bunch from the mess so it could be unloaded, and when the bananas started to ripen, what a sight! Spotted from end to end and very disagreeable looking.

All of this was due to rough handling of the car in which the bananas were loaded but try and get an admission that it was.

**A New Type of Lumber**

Now we want you all to imagine you are going to build a house—we don’t care to see your plans at all. You have them, we assume, and have specified the sort of lumber that you wish put into this house of yours.

All O. K. so far. Now your builder orders the lumber from the western coast as you are fussy as an old woman as to what you want and where it is to come from.

The shipper orders a car and the railroad inspects and sets it for him. He loads it, battens the doors, and even goes so far as to tie some of the lumber up in paper.

The car is accepted and rolled down here to Maine and when it is opened—such a mess!

The lumber is covered with soot and cinders and it has worked down through the entire load. In other words you have spotted and speckled lumber for your house.

You don’t see anything wrong so far? Well, perhaps it is a little blind but the car doors did not fit tight at the bottom and the cinders and soot sucked up through and scattered all around.

Just a bit more care in the inspection of this car would have prevented this, but it was another case of take a chance.

We can say Load, Tight Pack, Trim and Handle Freight any time without catching our breath and we hope you will all soon begin to repeat it in unison with us.

**New Table for Lancaster**

Contract for the masonry work for a new 85-foot turntable at Lancaster has been let to the John H. Simonds Co. of Portland. The old table at Thompson’s Point will be taken up, moved to Lancaster and there erected by our own crew.

Always put off—and see where you’ll get off.
Farm Cooperative Pays Tribute to Our Service

A recent issue of “The Cooperator,” a monthly magazine published by the Eastern States Exchange, farmers’ purchasing cooperative association, has the following to say about railroad service:

“During 1927 feed and grain cars from the Eastern States mill at Buffalo to points of delivery in Eastern States territory averaged 118 hours. For the first three months of 1928 the average time in transit has been decreased to 108 hours. For April they averaged 4.17 days.

“The accompanying table shows nine shipments which have come through from Buffalo in remarkably short time. It shows the railroads which participated in the remarkable handling of these freight shipments.

Fertilizer Cars also Make Fast Time

“The shipments of fertilizer from Baltimore to New England points also show the splendid service the carriers are giving to the Exchange. Indeed, the speed attained by fertilizer shipments is even more remarkable than that of feed shipments because most of the feed cars are now being shipped regularly each month on established routes while the fertilizer cars as a rule are only seasonal shipments.

“The accompanying table shows a few of the most spectacular fertilizer deliveries to New England points. The cars have averaged slightly less than six days during 1928 as against slightly more than six in 1927. The hours in transit for the average fertilizer car in 1928 in the entire territory have been about 144 hours, while the average in 1927 was 154 hours.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Left Buffalo</th>
<th>Arrived</th>
<th>Hours</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta, Maine</td>
<td>11:15 p.m. 3/28</td>
<td>2:30 p.m. 3/31</td>
<td>63.15 min.</td>
<td>N.Y.C.—</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>B.M.—Me. C</td>
</tr>
<tr>
<td>2 Belfast, Maine</td>
<td>10:40 p.m. 3/27</td>
<td>1:50 p.m. 3/31</td>
<td>87.10</td>
<td>N.Y.C.—</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>B.M.—Me.C. —B.M.L.</td>
</tr>
</tbody>
</table>

Unusually Rapid Shipments of Fertilizer Cars

<table>
<thead>
<tr>
<th>Destination</th>
<th>Left Baltimore</th>
<th>Arrived</th>
<th>Hours</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dover-Foxcroft</td>
<td>9:15 p.m. 3/1</td>
<td>5:15 p.m. 3/5</td>
<td>92</td>
<td>Penn.—N.H.—B.M. —Me. C.</td>
</tr>
<tr>
<td>Maine</td>
<td>4:00 p.m. 3/6</td>
<td>3 p.m. 3/10</td>
<td>95</td>
<td>B. O.—P. R.—N. H. —B. M.—Me. C.</td>
</tr>
</tbody>
</table>

Livingston Manufacturing Co.
Rockland, Maine

June 28, 1928

Mr. C. A. Small, Commercial Agent,
Maine Central R. R. Co.,
Lewiston, Maine.

Your file: G33

Dear Mr. Small:

I am very happy to learn from your letter of June 27th that you have inaugurated a new service from Rockland to points on the Washington County Branch. This loading directly into a Portland car instead of transferring at Waterville, Bruswick and Bangor should give our customers a much better service and is of great assistance to us. I am writing them of this new service today and hope that it may work out to our mutual advantage.

Thanking you for your usual prompt attention and cooperation, I remain,

Yours very truly,
Livingston Mfg. Company
(Signed) Putnam Bicknell,
Manager

PPB:HM

Better to serve the shippers of Aroostook County, Maine Central has opened an office in the Star Herald Building, Presque Isle. Charles K. Hall has been transferred to this new location, with the title of General Agent.

He entered the service of Maine Central Railroad Co., November, 1900, as clerk in the General Freight Agent’s office; was appointed Traveling Agent in June, 1918, Assistant to General Freight Agent in April, 1919, and Commercial Agent in April, 1921. Entire service, with exception of one year, has been with the Maine Central.

To take Mr. Hall’s place, Guy A. Varney has been appointed Commercial Agent.
Route to Our Service

The Erie car in 1928 in the entire territory has been about 144 hours, while the time in 1927 was 154 hours.

Table of Feed Cars

<table>
<thead>
<tr>
<th>Route</th>
<th>Hours</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.Y.C.—</td>
<td>63.15 min.</td>
<td>B.M.—Me. C.</td>
</tr>
<tr>
<td>N.Y.C.—</td>
<td>67.10</td>
<td>B.M.—Me. C.</td>
</tr>
<tr>
<td>—B.M.L.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table of Fertilizer Cars

<table>
<thead>
<tr>
<th>Route</th>
<th>Hours</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penn.—N.H.—B.M.</td>
<td>92</td>
<td>Me. C.</td>
</tr>
<tr>
<td>—B.O.—P. R.—N. H.</td>
<td>95</td>
<td>B. M.—Me. C.</td>
</tr>
</tbody>
</table>

Livingston Manufacturing Co.
Rockland, Maine

June 28, 1928

Mr. C. A. Small, Commercial Agent,
Maine Central R. R. Co.,
Norristown, Maine.

Your file: G33

Dear Mr. Small:

I am very happy to learn from your letter of June 27th that you have inaugurated a new service from Rockland to points on the Washington County Branch. This loading directly into a Portland car instead of transferring at Waterville, Bruswick and Bangor should give our customers a much better service and of great assistance to us. I am putting them of this new service today and hope that it may work out to our mutual advantage.

Thanking you for your usual prompt attention and cooperation,

Yours very truly,
Livingston Mfg. Company
(Signed) Putnam Bicknell,
Manager

B.H.M.

Maine Central Family

Office Opened in Presque Isle--Hall in Charge

with headquarters in Portland. He entered the service of Maine Central Railroad Co. in July, 1914, as clerk in Tariff Bureau and was appointed Traveling Freight Agent August 20, 1923.

Traveling Agent F. O. Crock, who has been located at Presque Isle for the last two years, will continue to serve under Mr. Hall in his present position.

From this new office, the Maine Central will achieve closer contact with Aroostook County shippers, whose freight we handle in such large volume, and will be able to give them quicker service on rate and route information, diversion matters and other phases connected with transportation.

Charles K. Hall, General Agent

Better to serve the shippers of Aroostook County, Maine Central has opened an office in the Star Herald Building at Presque Isle. Charles K. Hall has been transferred to this new location, with the title of General Agent.

He entered the service of Maine Central Railroad Co. November, 1900, as clerk in General Freight Agent’s office; was appointed Traveling Agent in June, 1915, Assistant to General Freight Agent in 1919 and Commercial Agent in April, 1923. Entire service, with exception of one year, has been with the Maine Central.

To take Mr. Hall’s place, Guy A. Shaw has been appointed Commercial Agent

Guy A. Shaw, Commercial Agent

(17)
Conductor Emery Takes Kineo Run To See Dad

land (his home) and Kineo Station, trains Nos. 5-253, 254-26.
Thus every other day, J. A. passed through North Anson, his father's home town. All winter long his father, Luke Emery, just as regularly as the trains pulled in, would be at the station to see "Al" the few minutes the train remained at the station stop. Incidentally Mr. Emery claims he came down just to get his daily paper and to keep in touch with the latest news from down river, but after meeting this genial, likable person, we know that way down in his heart he had one and only one motive in mind and that is—well, guess.

A Civil War Veteran

Mr. Emery Senior was born May 16, 1840, at North Anson, the youngest of ten boys and three girls. His grandfather was a Revolutionary soldier, and he, himself, saw service in the Civil War. He enlisted in Company G of the 16th Maine and served two years and ten months. He was wounded twice, taken prisoner at Gettysburg, and for several months was in Libby Prison and at Belle Isle, Virginia. Mr. Emery's occupation has always been a carpenter, and his home has always been in North Anson.

It is not out of place to mention in our columns the many pleasant remarks that have been made by the traveling public about Conductor Emery. He is always ready to accommodate a passenger, courteous at all times, efficient, loyal and very popular with all he meets.

Buggy Needed

The Carrs had recently had their sixth baby. Mrs. Carr, who was the wife of a trainman, was going down street when Mrs. Flynn called to her.

"O, Mrs. Carr, congratulations. I hear ye have a new baby."

"Yis," said Mrs. Carr, "an' I hope it's the caboose."—Irish Humor.

Save Your Money

Telephone Operator: "I have your number. Deposit five cents, please."
Souse: "Whazzat?"
Operator: "Please deposit your money!"
Souse: "Shay, listen, girlie, what I want is a convershshun wiza fren', not finanshul advice from a stranger."—New York Journal of Commerce.

Maine Central Dog T

A Phenomenal and Pompos Polysyllabic

By C. J. Bickford

T HIS, Ladies and Gentlemen, is Jacqueline, AKC 521509, a Thoroughbred English Bull Terrier owned and trained by Mrs. Walter Robinson of Bangor. Mrs. Robinson is the wife of "Hick" Robinson, M. T. (Hick received his Master's degree from Mr. Sayward's School of Plumbing.)

Princess Jacqueline is perhaps one of the most popular dogs in the United States today outside of Rin-tin-tin. Dog lovers all over the country have been amazed at her ability to clearly pronounce and understand words. She has just returned with her master from a tour of practically every city east of the Mississippi and has won every performance she has appeared in.

Perhaps a few of the headlines from various newspapers throughout the country would prove the great popularity this member of the Canine Family received:

St. Louis Daily Globe-Democrat
"Princess Jacqueline, tiny French dog, knows her English; educated thoroughbreds will perform at Coliseum."

New York Times
"Talking dog attracts interest at Westminster, Princess convinces critics of pet's vocal prowess."

Detroit Evening Times
"Here's a real talking dog. French dog here for the Detroit kennel show, gives a vocabulary of eleven words and is trained by her mistress."

Boston Paper
"This dog says 'Hello' and she is the 'central' of Boston canine party."

Chicago American
"Talking bull dog here for show: 'I won't.'"
Maine Central Dog Turns Up Nose at Engine House

A Phenomenal and Pompous Pedigreed Pup that Prattles Popular Polysyllables with Proficiency

By C. H. LEARD, Bangor

This, Ladies and Gentlemen, is Princess Jacqueline, AKC 521509, a talking Thoroughbred French Bull owned by Mrs. Walter Robinson of Bangor. Mrs. Robinson is the wife of “Hick” Robinson, M. T., (Hick received his Master Tinnocker’s degree from Mr. Sayward’s School of Plumbing.)

Princess Jacqueline is perhaps one of the most popular dogs in the United States today outside of Rin-tin-tin. Dog experts all over the country have been amazed at her ability to clearly pronounce and spell out words. She has just returned with her mistress from a tour of practically every state east of the Mississippi and Mrs. Robinson has a scrap book filled with press notices and pictures from the different cities where her wonderful dog gave performances that have attracted world-wide attention.

Perhaps a few of the headlines taken from various newspapers throughout the country would prove the great publicity this member of the Canine Family has received:

St. Louis Daily Globe-Democrat

“Princess Jacqueline, tiny French bull, knows her English; educated thoroughbred will perform at Coliseum.”

New York Times

“Talking dog attracts interest at Boston, cynosure at show, Princess convinces skeptics of pet’s vocal prowess.”

Detroit Evening Times

“Here’s a real talking dog. French bull dog here for the Detroit kennel show has a vocabulary of eleven words and sings with her mistress.”

Boston Paper

“This dog says ‘Hello’ and she’s the ‘central’ of Boston canine party.”

Chicago American

“Talking bull dog here for show says, ‘I won’t’.”

Save Your Money

Phone Operator: “I have your number deposit five cents, please.”

Me: “Whazzat?”

Operator: “Please deposit your money!”

For Forty-Six Years a Railroad Man

Mr. Crane can recall to mind many interesting incidents which occurred during his many years of service. He has seen many changes take place during his railroad career. For a number of years Mr. Crane was in the train service working as brakeman, baggagemaster and conductor. He was for a short time employed by the Bangor and Piscataquis Railroad at Abbott Village.

**Skipper on First Train East**

When the lease of the European and North American Railroad was signed over to the Maine Central on September 30, 1882, a special train in charge of Conductor Crane and Engineer Fred Little of Waterville was run over the line as the first Maine Central train to operate on E. and N. A. iron. On board the special was President G. E. B. Jackson, General Manager Payson Tucker and Treasurer J. S. Cushing.

**Witnessed University's Growth**

Since Mr. Crane has been agent at the college town he can recall when the number of students at the University of Maine numbered only 200. Now the number of students total nearly 2,000. His favorite hobby is radioing and he passes many enjoyable hours tuning in with his Atwater Kent set.

With all the hard work and long hours of service Mr. Crane has been called upon to perform, he has enjoyed excellent health and we confidently predict he will be with us for an additional fifty years.

**Our "Ask Me Another"**

Almost any Maine Central man can answer some of the following questions about the road for which we work—how many can answer them all? Send your answers to the Editor and see how close you come to the correct replies which will be given next month.

1. What was the former name for Deer-Ing Junction?
2. What track is known as "the Europe"?
3. Where did Frankenstein trestle get its name?

4. Where was the old Congress station, Portland, located?
5. What was the original name of the Rockland Branch?
6. Where were the general offices of the company located before the new building was erected?
7. What conductor was known as "Old Joe"?
8. What President of the company once a candidate for Vice President of the United States?
9. What station was once known as "Jack's Crossing?"
10. Where is the track called the "Dead Man's Curve" and how did it get its name?

* * *

The first set of correct answers to the questions will be rewarded by your Editor with a frigate iron hat or arco shoes as a prize. The second set will be awarded to the two members of the Family having the most correct answers like those above them. The author of the best ten letters will receive a prize of a self-watering flower pot.

***

Mathematician's Answer

In last month's *Magazine* we asked the question: "On a four-track road, a 100-car freight train is running on track A, overtaken by a passenger train on the joining track, running in the same direction at a speed of 50 miles per hour. For what time does the passenger train pass the freight train, 47 minutes elapsed. How fast was the freight train moving?"

Here is the official answer: "At 100-car freight train to be one mile per hour. Over all, we have the fact that in 47 minutes, the passenger train travels one mile farther than the freight train. "Now then, in 47 minutes the passenger train covers 39 & 16 miles. There is the freight train covered 38 & 10 miles, 47 minutes which is a speed of 48 miles per hour.

The following was received from tender William Phillips, Court Street, Auburn:
Crane can recall to mind many interesting incidents which occurred during his years of service. He has seen many changes take place during his railroad years.

For a number of years Mr. Crane worked on the train service as brakeman and conductor. He has also been employed by the Piscataquis Railroad at Abbott.

**Skipper on First Train East**

In the lease of the European and American Railroad was signed over to Maine Central on September 30, 1920, a special train in charge of Conductor Fred Little of Maine Central was run over the line as the first Central train to operate on E. and A. iron. On board the special was Mr. E. B. Jackson, General Manager Tucker and Treasurer J. S. Spalding.

**Witnessed University’s Growth**

Mr. Crane has been agent at the town he can recall when the number of students at the University of Maine was only 200. Now the number of students is nearly 2,000. His favorite city is Bangor and he passes many evenings in his Atwater Park.

In all the hard work and long hours of service, Mr. Crane has been called upon to perform, he has enjoyed excellent health and confidently predict he will be with us for an additional fifty years.

**“Ask Me Another”**

Just ask any Maine Central man or some of the following questions and we will try to answer them all? Send your questions to the Editor and see how close you can come to the correct replies which will be printed in the next month.

What was the former name for Deerfield Junction?

What track is known as “the Europe?”

Where did Frankenstein trestle get its name?

4. Where was the old Congress Street station, Portland, located?
5. What was the original name of what is now the Rockland branch?
6. Where were the general offices of the company located before the present building was erected?
7. What conductor was known as “Circus Joe?”
8. What President of the Company was once a candidate for Vice President of the United States?
9. What station was once known as “Jack’s Crossing?”
10. Where is the track called the “goosepen” and how did it get its name?

The first set of correct answers to these questions will be rewarded by your choice of a refrigerator or a new shoe as a prize. Hundreds of members of the Family have in mind dozens of questions like those above. Send them in. The author of the best ten wins a prize of a self-watering flower pot.

**Mathematician’s Answer**

In last month’s Magazine we asked this question: “On a four-track road, a 100-car freight train is running on track 1. It is overtaken by a passenger train on an adjoining track, running in the same direction at a speed of 50 miles per hour. From the time the passenger train passes the caboose until it passes the engine of the freight train, 17 minutes elapse. How fast is the freight train moving?”

Here is the official answer: “Assuming 100-car freight train to be one mile long, over all, we have the fact that in 47 minutes the passenger train travels one mile greater distance than the freight train.

“Now then, in 47 minutes the passenger train covers 39 & 1/6 miles. Therefore the freight train covered 38 & 1/6 miles in the 47 minutes which is a speed of 48 & 34/47 miles per hour.

50 miles per hour = 56.6 miles per minute.
If it took 47 minutes to pass 100 cars, it must have taken 47/100 of a minute to pass one car of the freight train.

56.6 miles per minute x 47/100 minutes = 235.600 x 0.47 = 130.13 miles in one minute or 20 miles per hour the freight was traveling approximately.

Looks to us as if H. L. Harris, Chief Clerk to Assistant Comptroller Reeves, hit it right. Here is his answer. 47 minutes = 2,820 seconds.

Passenger train traveled 33,16667 miles.
Freight train traveled 38,166667 miles or 8120568 miles per minute.

One mile per minute = 60 miles per hour.
Answer: 48.723 miles per hour.

**White Mountain Boys at a Famous Resort**

One thousand five hundred seventy-five feet above the sea level, a cool summer’s day, and the lofty Mt. Washington proudly looking down upon the station force at Fabyans, N. H., right in the heart of the White Mountains. For pep, health and an appetite “the boys” all recommend mountain climate—you can’t beat it.

In the snapshot from left to right back row we have Agent Stillings, Ticket Agent Birmingham, Asst. Ticket Agent Ryan, Henry Cliche, J. R. Gagner, J. Clifford (in foreground), T. Flynn and Oscar Bean.
Just How You Say It

Miss Ethel Fuller, stenographer for many years in the A. F. A. Office, resigned on July 14th to make her future in Washington, D. C.

Mrs. Addievilla Nielson of the A. F. A. Office is on a three months' leave of absence due to ill health.

Claude E. McClaskey of the Passenger Traffic Department resigned during the past month.

John H. Clothey of the Passenger Traffic Department has been transferred to the A. F. A. Office.

The new automatic sprinkler system is now being installed and the office looks like a boiler room in process of construction. A large force of men are at work on the job and stepladders, air hose, pipe and fittings obstruct the corridors. The system is being installed in remarkably quick time and early completion of the job is expected.

What Our Patrons Say

Camp Quest
Rockwood, Maine

July 11, 1928

Mr. J. S. Coombs,
Maine Central R. R.
Portland, Maine.

My dear Mr. Coombs:

We wish to express our appreciation of the efficient manner in which you handled our Camp Quest party on June 28th. The food was splendid, the service excellent, and your Mr. Shepley did everything possible to make our meal a pleasant one.

It's nice to get a few flowers before you die and we hope that you will consider this a real bouquet.

Cordially yours,
(s) L. D. Beers.
General Office Notes

Ethel Fuller, stenographer for many years at the A. F. A. Office, resigned on March 12th to make her future in Washington. Canada.

Addieva Nielson of the A. F. A. Office has been granted a three months' leave of absence for medical treatment.

E. McCluskey of the Passenger Service Department resigned during the month.

J. Clothey of the Passenger Traffic Department has been transferred to the Special Office.

The new automatic sprinkler system is now being installed and the office looks like a little room in process of construction. Seventy men are at work on the job, step-ladders, air hose, pipe and pliers can be seen on the corridors. The system was installed remarkably quick; the early completion of the job is expected.

+++

What Our Patrons Say

Camp Quest
Rockwood, Maine

July 11, 1928

J. S. Coombs,
Maine Central R. R.
Rockwood, Maine.

dear Mr. Coombs:

We wish to express our appreciation for the efficient manner in which you handled our Camp Quest party last year. The food was splendid and the service excellent. Robert Shepley did everything possible to make our meal a pleasant one.

It is nice to get a few flowers before the market and we hope that you will consider this a real bouquet.

Cordially yours,
(L. D. Beers.)

Insurance Benefits for 66 Members of Family

Sixty-six benefit claims were settled by the Travelers Insurance Company with members of the Maine Central Family for the month ending July 18th. Ten of these claims were settled on account of accidents. The report shows little change from the number settled during the previous month.

Claims settled were as follows:

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<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
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<tbody>
<tr>
<td></td>
<td>General Office</td>
<td>Accident</td>
</tr>
<tr>
<td>Frank Grant</td>
<td>Mot. Power Office</td>
<td></td>
</tr>
<tr>
<td>Mary Lyden</td>
<td>Building</td>
<td>Accident</td>
</tr>
<tr>
<td>Thelma Metcalf</td>
<td>And F. Ateas.</td>
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<tr>
<td>Stuart Allen</td>
<td>Portland</td>
<td></td>
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<tr>
<td>John Beene</td>
<td>Bingham</td>
<td>Accident</td>
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<tr>
<td>Napoleon Coullod</td>
<td>Brunswick</td>
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<td>William Violette</td>
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<td>So. Portland</td>
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<td>Ruidonville</td>
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<td>Henry G. Ingersoll</td>
<td>Lancaster</td>
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<tr>
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<td>Calais</td>
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<td>F. Ethel Warhurst</td>
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Trainmen

* Fred A. Brown     | Bangor        | Sicknes |
* James O. Palmer    | Rumford      | Sicknes |
* W. E. Robbins     | Oldtown       | Sicknes |
* B. M. Rutherford  | Portland      | Sicknes |

Engineers

* Alex Cunningham   | Bangor        | Sicknes |
* William H. Gross  | Lewiston      | Sicknes |
* James J. Lowery   | Portland      | Sicknes |
* Timothy M. Otis   | Auburn        | Sicknes |
* A. E. O'Brien     | Portland      | Sicknes |

Portland Terminal, Transportation Department

* Alfred Beckwith   | So. Portland  | Sicknes |
* Thomas Cornelius  | So. Portland  | Sicknes |
* Patrick J. Halloran | Portland | Sicknes |
* George E. Morgan  | So. Portland  | Sicknes |
* Thomas McDermott  | Portland      | Sicknes |
* W. H. Troutman    | Mulitford     | Sicknes |
* Albert J. Stingon | Portland      | Sicknes |
* Florence F. Tromeys | Portland | Sicknes |

Value of these estates when amplified by Travelers Group insurance payments

$1,700,000

Which Will Be Your Estate?
A PAGE for the CHILDREN

The LITTLE GIRL:
There was a little girl,
And she had a little curl,
Right in the middle of her forehead!
She was always very good,
Cause she ate the proper food,
And so she was never never horrid!

The LITTLE BOY:
There was a little boy
Who was always full of joy.
From the morning until the time of night
He slept the whole night through.
And ate good fresh food, too.
So you see that's why he always felt just right!

THE PICNIC

A PICTURE FOR YOU TO COLOR:
See how nicely you can do it!

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