An Office

An office is a funny thing: each morning certain men
And certain girls and certain boys come into it again.
And hang their coats on certain pegs, their hats on certain hooks,
And sit them down at certain desks in front of certain books.

They all have certain work to do in just a certain time,
Concerning certain dollars for a certain fixed per diem;
And then at just a certain hour, in sunshine or in rain,
They close their desks and hurry out to catch a certain train.

An office is a tragic thing when that is all there is,
When each one has his certain work and certain way of his
And wallows in a certain rut and never seems to see
That there are certain other ones in life as well as he.

For we would find a certain fun in certain other ways,
If we would give a word of cheer on certain busy days—
When problems vex, when certain things require a helping hand,
Would give a certain sympathy that mortals understand.

An office is a pleasant place—at least a certain kind
That has a certain brotherhood, where day by day you find
Some neighbor with a new idea he's glad to pass along,
A certain sort of friendliness, a certain sort of song.

There is a certain duty that we owe to other men
To help them when they need a lift, to steady them again.
An office can become in time, to man and girl and boy,
A certain kind of fellowship, and work a certain joy.

—H. Victor Keane.

Work on New Portland Terminal Waterfront
Progressing Rapidly

A portion of the $2,000,000 development program for three-quarters of a mile along the Portland Waterfront, under construction since last September when Pier Number One was destroyed in a spectacular fire, is already completed.

On the site of old wharf Number One, located on the Portland shore at the left of the Portland-South Portland Highway bridge near the Terminal freight sheds, has been constructed an entirely new wharf 1000 feet long for the handling of baled pulp and general cargoes.

On the wharf has been erected a new steel fireproof warehouse 792 feet long and 125 feet wide. This modern warehouse has a storage capacity for 18,000 tons of freight and is provided with the latest equipment for the expeditious and economical handling of general cargoes. Two tracks are provided on the waterfront side for direct handling from ships to cars and there are two tracks in the rear for handling from cars to the warehouse. The tracks have a capacity of 77 cars and the wharf itself provides berthing space for the largest steamships operating in the Portland trade. The berths alongside the pier have been dredged to a depth of 30 feet at mean low tide. There is also an office build-

A. H. MORRILL, Chief Engineer
designated as No. 4. It is a pile and timber structure and equipped with two coal discharging towers loading into cars on three tracks having a capacity of 100 cars. These towers will be as fast as any yet constructed and will have a maximum capacity of 1,200 tons an hour and an average hourly capacity of 500 tons. The total yearly capacity working eight hours a day, 300 days per year will be 1,220,000 tons. Switching of empty cars and loaded coal cars will be via the Rigby Terminal, a very advantageous arrangement that will eliminate the congestion of traffic in Yard 8 on the Portland shore, and allow more trackage room for expeditious movement of less bulky commodities. The old Eastern Division drawbridge formerly located between Wharves 2 and 3 on the right hand side of the Portland-South Portland bridge and Turner's Island was demolished and the channel dredged to accommodate the movement of the largest ships entering the harbor.

Water frontage owned by the Company includes about one mile on the north shore of Fore River from Wharf No. 1 to a point near Danforth Street near the main highway bridge over Fore River on the direct route to Boston also 700 feet on Turner's Island. Of this total frontage, 3000 feet will be utilized for the construction of new wharves and improvements before the completion of the project.

Wharf No. 2 at the right of the South Portland bridge, will be unchanged, but at Wharf No. 3 many improvements will be made. New wharves 1400 feet in length, divided into two sections extending westerly from a point near the gas works, will be constructed. Each section will be served by separate series of track and upon the wharves will be located seven tracks, four on the easterly wharf and three on the westerly wharf, and a car level platform 20 feet wide. At this wharf china clay, lumber and pulpwood are handled.

The new docks when completely finished will be the finest in every respect on the North Atlantic Coast. Hundreds of workmen have been busy all summer rushing the work to completion as fast as possible. Bustling scenes of activity were common. Pile drivers and dredgers were busy at work scooping up mud and driving piles. Timber for the piers was imported from Florida and the West Coast. Long Oregon fir was used for the most part for pilings and stringers. Old fashioned "wind jammers" from Florida brought southern pine for the bracing and flooring of the docks. Huge lighters of the Merritt Chapman and Scott Company of New York brought their best men and equipment for the big task.

Photo shows Wharf No. 1, 1000 feet in length and new steel warehouse 792 feet long by 125 feet wide. The Terminal Freight House and Sheds are in the background at the left.

A TRIPLE DECKER—A unique railroad situation in Richmond, Va., is pictured in the accompanying photograph, showing three trunk line railroads crossing on top of each other. On the top deck of the "club sandwich" is the Chesapeake & Ohio, in the middle, the Seaboard Air Line, and on the ground level is the Southern Railway.
**Luceys Are Railroad Family**

**William E. Lucey**, Auditor of Passenger Accounts, Portland, comes from a Railroad family. With six other members of the Lucey family more than a century and a half of railroad service has accumulated.

"Bill" was first employed on the New Haven Railroad as Office Boy at the New Haven freight station, later employed in the General Superintendent's Office. From there he was transferred to the ticket office at Grand Central Station, New York, and later to the General Passenger Agent's office at New Haven.

On April 15, 1914, he came to the Maine Central as Advertising Agent and held that position until 1918, when he was appointed Auditor of Passenger Accounts, which position he now holds.

Mr. Lucey resides at 185 Highland Avenue, So. Portland. A photo of his attractive daughter Ellen, age six, is shown on this page.

The other members of the Lucey family spent their railroad careers on the New Haven Railroad. His uncle, John D. Lucey, first entered the service of that road in 1859 as water boy and was employed successively as oiler, switch tender, yard conductor, road conductor and assistant station master at New Haven, he being employed in the latter position for fourteen years up to 1907 when he was retired on pension.

His father, William Stephen Lucey, entered his railroad service at the age of fourteen as water boy on a Maintenance of Way work train. Quick promotion followed and he held positions as yard conductor, yard master, general yardmaster of the New Haven Terminal, and in 1904 he was promoted to stationmaster, which position he now holds.

A brother, John F., entered the New Haven service as messenger in 1898, transferred to yard clerk in 1900, and promoted to yardmaster in 1909.

Another brother, Joseph C., was employed in the Stationmaster's office at New Haven as clerk in 1915. During the war he served one year in the Navy and then returned to the service in his former position. During this time he worked the second trick and attended Yale University during the day, being graduated from Yale in 1923, at which time he resigned from the New Haven service and is now with Brown Brothers, Bankers, in New York City.

A sister, Marion, was also employed for a period of eight years in our Portland General Office.

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**Waterville Sells Tickets by the Yard**

Ticket Agent C. T. McCrillis, Waterville, is shown holding a ticket that he made up for a passenger from Waterville to the Pacific Coast and return. The routing of the ticket was as follows: Maine Central to St. Johnsbury; Canadian Pacific to Windsor, Ont.; Michigan Central to Chicago; M. S. & P. and S. S. M. to Portal, N. D.; Canadian Pacific to Vancouver, B. C.; C. P. S. S. Line Vancouver to Seattle, Wash.; Union Pacific to Portland, Ore.; Northern Pacific to Livingston, thence to Gardiner and Yellowstone Park trip, out by way of Frannie and Burlington Route to Chicago; Michigan Central to Windsor; Canadian Pacific to St. Johnsbury; Maine Central to Waterville.

It was a summer tourist, round trip, reduced rate ticket, representing plenty of hard work and study.—Believe it or not.

---

**Creed of the Ticket Seller**

Here is the working code adopted by employees of the Pullman Ticket Office at Toronto:

1. I believe in the service I am advocating and the ability of this Company to give that service.
2. I believe there is some new business somewhere for every one who is ready to go after it.
3. I believe that at least part of that new business can be secured by me.
4. I believe that honest service, coupled with honest methods, can get that business.

---

**Should be Adopted by All**

5. I believe that today is the time to get that business; tomorrow may be too late (He who hesitates is lost) and, besides, tomorrow should produce something new.
6. I believe in working, not waiting; in boosting, not knocking; in pulling, not kicking, and in the pleasure of my good fortune in the position I hold.
7. I believe my opposition has something good to offer, but that I can go him one better.

—"The Pullman News."
For the Championship of Kennebago

"Fore"
"Fiv—"
Thunk.
"Say—do you want to break up this game. I sliced that pitch. Gimme that shoe back."
"What do you mean, give you that shoe back? Nothing doin'."
"What d'you say there, referee?"
"No, you can't have it back. You pitched it."
"Well, then, make Darrah keep quiet."

Gehegan holds up his hand. "Mr. Referee, his foot is over the line."
"No 'tain't either. It's right on the line."

Darrah observes that it's the size of his shoes, and lets the game proceed. Shoe lands three feet from the post. It's the final game for championship honors in the barnyard golf series. Munn Farrar is the only hope of the favorites in the betting. Twenty-one is game. Each side has eighteen. Munn and Emery have the pitch and "Al" has placed one shoe close to the post. Munn tries a shot. Six inches from the post. With loud coaching from the opposition to take a good aim and throw it in the stream, Munn poises himself on one foot and lands the second shoe almost touching the post.

Gehegan takes his stance. Spits on his fist and carefully measures. "Al" butts in "What d'you mean there, Gehegan. You are not allowed to wipe that shoe on your pants. I object Mr. Referee. He is changing the weight of the shoe."

Referee Bartlett takes the shoe and carefully inspects it, and solemnly hands it back. "If it picks up any straws, Gehegan, you will have to let them go with it."

Gehegan pitches. It goes wild. Hits on the point of shoe and rolls down the bank. The second shot is better, and lands beside Munn's. The gallery is greatly excited; so is Charlie. His hand trembles as he approaches the line for his first pitch. "Al" objects to his stance. "What's the matter with it?"

"Everything. You just had those shoes tapped and the soles are slippery. You're sliding up there." Approaches Darrah and takes him by the slack pulling him back. "I object to this rough treatment, Mr. Referee."

"No interference with the players, or I shall disqualify you."
"All right, Mr. Referee, but that position he takes is contrary to the rules."

"I can stand on my head if I want to."
"Well, I might expect an engineman to do that but not a conductor or trainman."
"Mr. Referee, it's getting dark and we should get along with this game."
"Proceed with the game, gentlemen."

"No tain't no tie. We win this game."
"Just a moment. Let's measure."

Seriously and carefully, measurements are taken. Breathlessly the on-lookers wait the result. From the bushes a scraping sound, with little squeals of anger. A little animal with four small ones, all marked alike—a white band down the back of an otherwise black fur—emerge from the bushes.

The last heard of the contestants Charlie was promising "Al" to loan him his extra shirt if it should become necessary. Gehegan was beseeching Munn for a little boost up the slippery path. "It's the only uniform I have with me, Munn. Give us a boost, will you."

The referee was last seen headed for the Mountain Trail and the game will have to be replayed.

Views showing roadbed improvements recently completed between Pittsfield and Newport
This business of Transportation should be regarded as a profession and not a trade or an industry. Certainly any employee must go through a long, hard course in the College of Experience before he can qualify as an expert. Hanging out a brightly colored shingle, so to speak, is not sufficient qualification, or to simply wear the regulation cap means nothing unless the title is lived up to.

The large number of high class men engaged in the business of selling transportation, both passenger and freight, stands out in bold relief to the comparatively few who have brought discredit upon the business through unethical methods. The whole idea of transportation depends entirely on an employee's interpretation of the meaning of the word.

The early pioneers of rail transportation built the business on a firm and enduring basis and the value today of a railroad to the public is not to be denied.

Competition is keen in this business of transportation, but good clean competition conducted in accordance with accepted ethics is not detrimental, rather it is a good healthy sign of business. But the competition that hurts most is that which comes from the very people whom we wish to serve.

Organized effort can, no doubt, do more than individual effort but all of us should at all times keep everlastingly hammering away on one point, that of telling the public how necessary our service is to them. INSIST THAT ONLY THE MAINE CENTRAL CAN GIVE THEM A COMPLETE SERVICE.

Picturesque Train Names


Now, right on our Road we have regular freight jobs with appropriate names that are familiar to the boys in the yards, towers, trainmen, engine men and a few others, but have never been advertised to the general public.

The naming of trains has a psychological effect on the public that should not be underestimated. Crack trains all over the world are named and the public likes the idea. Let's have your favorite name for some of our regular trains.
Recent Views of Waterville Shops

Machine Shop

Main Office and Garage

Air Brake Shop

First Aid Room

Another View in Machine Shop

Trucks and Tractors
In oval: Burning with Acetylene and Oxygen
IN MEMORIAM

BENJAMIN F. EMMERY
Benjamin F. Emery, retired conductor, was found dead in the garden in the rear of his home at 1302 Congress Street, Portland, August 27th. His body was found by relatives who returned home and failed to find him in the house. Death was due to heart disease. Mr. Emery, who was 77 years old, had been in the employ of the railroad many years and was widely known throughout the State. He was a native of Limington, the son of the late Loring and Eme-line Small Emery. He was a member of the Standish Lodge of Masons, Brotherhood of Railway Trainmen and Order of Railroad Conductors.

Surviving are three daughters, Mrs. Mildred Child and Mrs. Mona Adams of this city and Mrs. Gladys Pitts of Westbrook; a brother, Clarence A. Emery of Steep Falls, and five grandchildren.

EDWIN R. WARD
The many friends of Edwin R. Ward, 271 Main Street, Fairfield, Locomotive Fireman, Portland Division, were shocked to hear of his death Sept. 6th. Mr. Ward met his death while diving into shallow water at North Pond, Smithfield, Maine, striking his head. Mr. Ward suffered a broken neck, death resulting. He had been in the service of the Company since July 17, 1917.

WILLIAM H. CAREY
William H. Carey, for many years messenger and janitor at the Portland Terminal offices on Commercial Street, passed away September 6th, after a sickness following an operation of the throat. "Bill," as he was called, was always very faithful to his duties and had been in the employ of the Portland Terminal since August 7th, 1913. Previous to that time he was employed by the old Concord Railroad and the Boston & Maine Railroad at Portsmouth, N. H.

He is survived by his wife, two daughters and a son, William E. Carey, employed as a Baggage and Mail Handler at Union Station.

E. M. K.

Mrs. Florence P. Cooper of the Freight Office has returned from a two weeks vacation. She enjoyed a motor trip to Canada.

Mrs. Madeline O. Corcoran has been awarded position as clerk to Assistant Freight Agent Kelley at the Portland Station.

Mrs. Elsie B. Munroe has returned from a two weeks vacation at Pequa-ket Lake.

Gass-Curtis

Portland Terminal

By GRACE M. KATON

Ticket seller Robert S. Gass, Portland Union Station and wife are just announcing their marriage which took place February 22. Mrs. Gass was Miss Flora Mae Curtis of West-brook.

The good wishes of all are extended to them.

Delmar O. Needman of the Union Station force is receiving the sympathy of his many friends in the loss of his wife.

Chief Clerk H. H. Rines and family passed their vacation in the White Mountains.

Corporal N. B. Esterbrook and First Class Private A. A. Dow did a vacation tour of duty at Camp Devens with Company G.

Stationary Engineer John E. Johnson passed a leave of absence at his birthplace in Sweden.

The sympathy of all fellow employees is extended to Foreman E. A. Pollard and Inspector J. E. Pollard in the recent loss of their mother.

Paint Foreman Emile Hall attended the Painters Convention in Chicago.

Chief Electrician and Mrs. A. W. Martin passed their vacation at Sebago Lake.
Attractive Railroad Family

Attractive family of Mr. and Mrs. Charles H. Blackwell of Portland. Mr. Blackwell is employed in the Freight Traffic Manager's Office.

From Phyllis, aged 17, to little Virginia, who is one year old, they are ten healthy specimens of a large family. Well reared and happy they keep Charles and his wife busy with "the eats." One more would make a football team. As they stand now, they are a full-fledged baseball team with one on the sidelines, and Mrs. Blackwell as umpire.

Following Charles, whose musical ability is well known in the city, Charles Jr., and Theodore are already members of St. Luke's Cathedral choir. Charles, Sr., is a member of the famous Portland Men's Singing Club of which the city is justly proud. This club recently sang at the dedication of the new pipe organ given by Cyrus H. K. Curtis to the St. Thomas Episcopal Church in Camden.

Unless your word is as good as your bond you're not likely to have many bonds or anything else.

Quantity never can remove need for quality.

Everything Except the Kitchen Sink

When traffic moves at Wiscasset, how it does move, everything all at once. The above photograph was taken on August 30th and shows the amount of mail, baggage and express ready to go out on Number 78 that day.

Agent F. H. Gray states this is an average day during the summer and owing to the photographer having another engagement at 3.30 P. M., the leaving time of No. 78, the picture had to be taken at 3 o'clock and all of the business for this particular train on that day does not show.

In the photo standing on the platform are Agent Gray, Baggage Master H. E. Rines and Freight Handler V. A. Dow.

Chinese Patient (over telephone): "Doc, what time you fixee teeth for me?"

Doctor: "Two-thirty, all right?"

Chinese Patient: "Yes, tooth hurty me all right, but what time you want me to come?"

"I can't marry you," said the justice of the peace to the nervous bridegroom. "If this girl is only seventeen you will have to get her father's consent."

"Consent!" yelled the groom. "Say, who do you think this old guy with the rifle is, Daniel Boone?"
**Squelched**

There is a story of a visit John Barrymore paid to a haberdasher in Hollywood. After ordering this and that, he turned to leave.

"And your name?" the clerk asked innocently.

"Barrymore," was the chill reply.

"Which Barrymore, please?"

John surveyed him coldly. "Ethel."

"How long had you known your husband before you were married?"

"I didn't know him at all. I only thought I did." —Dreiser.

**Relief in Sight**

"Dorothy is getting married."

"Who is the lucky man?"

"Her father."

**Passing Observation**

The trouble with these "Do You Want Money?" ads is that when you read them you always discover you either have to work for it or mortgage something to get it.—*Cincinnati Enquirer.*

**Just So**

Little Snyder: "Daddy, is today tomorrow?"

Daddy: "Certainly it isn't."

Snyder: "But you said it was."

Daddy: "When did I ever say today was tomorrow?"

Snyder: "Yesterday."

Daddy: "Well, today was tomorrow yesterday but today is just as yesterday was today yesterday but is yesterday today and tomorrow will be today tomorrow which makes today yesterday and tomorrow all at once. Now run along and play."

Book Store Owner: Aren't you worrying about the ten dollars you owe us?

Student: Heck, no! What's the use of both of us worrying about it?

Pfudd, pfudd, pfudd!

Scretch, scratch, scrutch!

We need four lines to fill this column And these are just that much.

---

**Toot! Toot! Tootill!**

This is a picture of George E. Tootill snapped just as he looked up while in the act of uttering a string of very bad cuss words on account of the man that was holding the other end of the pipe letting go thereby causing Mr. Tootill to break a hack saw blade and lose his temper, you can note his mouth wide open as the naughty words roll out.

Previous to his coming to the Maine Central a number of years ago he was Foreman for the Clinton Wire Cloth Co. of Clinton, Mass., also served a long time with the American Tool and Machine Co. at Hyde Park and he learned his trade with the Putnam Machine Company of Fitchburg, Mass.

Mr. Tootill who is a machinist at Bangor Shops, in addition to being one of the most skilled lathe men on the Maine Central, owns and supervises an extensive farm and orchard in Etna where he carries on diversified farming and orcharding to a large extent.

You will note the Little Brown Jug in the right hand corner of the picture. By way of explanation it may be said that it did not contain any of Tootill’s wonderful cider, neither was it filled with anything as strong as the present day drinkables for its contents was nothing but soldering acid.

C. H. LEARD

---

**New Locomotive Boasts Bed for Its Engineers**

A locomotive with a compartment in the rear of the tender containing a bed, electric fan and other comforts for the engineer has recently made its appearance on the New York Central Railroad. The engine was built for the Timken Roller Bearing Company at a cost of about $150,000 to test the use of roller bearings on the driving wheels which are subjected to great strain. After a period in freight service on the New York Central, it will be sent to other lines.

**Authority L. W. Merritt**

An old gentleman appeared at the ticket window in the Union Station recently, and while fumbling for the money to pay for his ticket, was pushed to one side by a pert young flapper.

Looking down at her, he remarked, "You're a voter now, young lady. Get back in line."
What Others Say About Our Service

Knoxville, Tennessee

Mr. M. L. Harris, G.P.A.,
Maine Central R.R.,
Portland, Me.

Dear Sir:

Thanks very much for your recent letter with the return of the American Society badge. I found this when I got home last night from a ten days trip into Maine and I am certainly very much pleased to have my badge back again.

I have always been one of those who has maintained that the public always got a lot for their money when they patronized the railroad and this latest incident is more confirmation of my theory. I shall take pleasure in referring to this incident whenever I have an opportunity.

Thank you very much for your attention and the trouble you went to in this matter.

Yours very truly,

R R Roth/MC.

Palmer, Mass.

Mr. W. F. Herring, G.P.A.,
Maine Central R.R.,
Portland, Me.

Dear Mr. Herring:

I want to congratulate your company for the quick delivery of shipment from Emerson and Stevens Manufacturing Company of Oakland, Me., bill-lading dated June 4, routed Maine Central via Portland B. & M. R. R. to Boston, c/o M. & M. T. Co., at Norfolk, Va., c/o N. & W. and L. & N. R. R. This shipment reached Knoxville early this morning. Counting today a full day shipment was en route only eight days, being handled by four railroads and one steamship company. We wish to assure you and other carriers that we appreciate very much the way this shipment was handled and we believe on investigation you will find this to be a record-breaking time.

Yours very truly,

House-Hasson Hardware Co.

R. R. Roth

43 Years in the Pullman Company

John W. Lee, Roxbury, Mass., porter on the “Flying Yankee,” this month rounds out 43 years of service with the Pullman Company. Mr. Lee is 65 years of age, born in Hampden, Virginia, and is the oldest man in the Boston Northern District.

When Mr. Lee is in a reminiscent mood he can relate some very interesting experiences of his long railroad career. It was in 1892 that John (as the trainmen all call him) went to Chicago at the time of the World’s Fair. It is interesting to hear him tell of the trip to Buffalo during the Pan-American Exposition, and about his trips to Buffalo at the time President William McKinley was shot. He has met many notable people in his long service as a Pullman porter and is a landmark for hundreds of patrons who ride the trains regularly to and from Maine. For many years Mr. Lee ran on trains between Boston and Bar Harbor. He has handled in his cars some of the most prominent people in the country.

He is courteous, efficient and popular with all patrons. Mr. Lee is a widower and has two daughters, both married.

— o —

Here’s a Good One!

Take the numbers from 1-16 inclusive and arrange them in the squares so that the totals of columns horizontally, vertically and diagonally will equal 34, also that the total of the squares in the 4 corners will equal 34.

Answer on page 22
Keep the Doors Closed

"Recently Operator Sirois at Pittsfield reported to the Train Dispatcher that extra 612 west had several car doors open when passing Pittsfield. The train was stopped at Burnham Jct. and three doors were closed. Due to the vigilance of Mr. Sirois the force at Waterville was on the alert and the cars looked over and as the train passed through the yard another door was discovered open. A telegram was passed to the crew as the train passed Augusta, and the doors on two more cars were closed at Gardiner. These cars were loaded with potatoes, and there was danger of serious loss had they not been found and reported."

Life Guard

Lawrence "Pete" Furrow, son of John W. Furrow, at Bangor Engine House, has just recently completed his duties as assistant supervisor at the Municipal Swimming Pool, Bangor, for the summer season. The swimming pool is conducted under the supervision of the Recreation Committee of the City Council and the Chamber of Commerce. Young Furrow has taken special courses in Life Guard work and has served successfully as Assistant at the Pool for the last three years, being exceedingly well qualified for the position. Pete is a real "merman" being at home in all waters and has proven himself a valuable asset at the pool. He is a veteran Bangor High School athlete being the pitcher on the baseball team and is also one of Bangor's football stars. His father was for a great many years Round House Foreman at Bangor.

C. H. Leard.

Answer to Puzzle on Page 21

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
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<tr>
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<td>Accident</td>
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<td>Everett W. Carr</td>
<td>Portland</td>
<td>Accident</td>
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<td>Basil M. Coggins</td>
<td>So. Portland</td>
<td>Health</td>
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<td>William Dall</td>
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<td>Ray G. Dixon</td>
<td>Waterville</td>
<td>Health</td>
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Preparedness Pays

It is estimated that nearly one billion dollars will be spent by the United States Navy in the next six years. Under ordinary conditions none of this will ever be used in actual warfare. By some, it is argued that money so expended is wasted. Civilized nations realize that there is real economy in preparedness and navies will continue to be built and maintained.

Likewise money paid for premiums by employees carrying Travelers Group Insurance, who temporarily escape sickness and accidents, is well invested in preparedness.

Below is a list of employees whose claims were paid in full during period ended September 16, 1930. Included in this list is one death claim for which $1000.00 was paid.

<table>
<thead>
<tr>
<th>Name</th>
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<tr>
<td>M. F. Dunn</td>
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<tr>
<td>Blanche E. Reed</td>
<td>Office Asst. Comp.</td>
<td>Accident</td>
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<tr>
<td>George Bailey</td>
<td>Engineering Department</td>
<td>Accident</td>
</tr>
<tr>
<td>Everett W. Carr</td>
<td>Train Rules Ex.</td>
<td>Accident</td>
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<td>Basil M. Coggins</td>
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<td>Fred D. Holland</td>
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<td>Thomas F. McIvermott</td>
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<td>Antonio Jacobski</td>
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<td>Accident</td>
</tr>
<tr>
<td>Stephen J. Stilonsky</td>
<td>Portland</td>
<td>Accident</td>
</tr>
</tbody>
</table>
Here and There

Lincoln

Hermon Pond

Hartland

Danville Jct.

East Newport