

**BANGOR HYDRO-ELECTRIC
NEWS**

**APRIL 1939
Fiftieth Anniversary
Bangor Street Railway**





Moonlight

HYDRO NEWS

BANGOR SCRIBES

Harry Allen, 31 Main Street
Wynona Boober, Commercial Dept.
E. W. Cole, Meter Dept.
A. H. Doane, Sub-Station
William Ellis, Car House
F. H. Foster, Service Building
W. C. Harper, Electrical Dept.
Robert Hamilton, Railway Dept.
Catherine Buker, Printing Dept.
W. E. Hartery, Engineering Dept.
Albertina Bartlett, Accounting
M. C. Dearborn, Executive



DIVISION SCRIBES

F. A. Randall, Milford-Old Town
R. A. Fernald, Millinocket
Fernette Lincoln, Machias
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H. J. Logan, Eastport
Alfreda Strout, Ellsworth
Everett Salisbury, Bar Harbor
H. V. Haskell, Lincoln
E. J. Hobbs, Medway
James Gamble, Veazie
Address All Communications
To Hydro News, 33 State St., Bangor.

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E D I T O R I A L

HERE'S TO 1889

Seldom does a man say "I can't keep up with the times". Change comes so rapidly, more likely is he to say "I haven't heard any planes today, or seen the Streamline for weeks." The seventy-four passenger flying boat, Yankee Clipper, having made its first round trip to Europe this month, we are, yes, slightly curious to know if it is booked up full, for all trips this season. But, do we stop to think of the men whose patience, courage, initiative and foresight make such things possible?

For the moment, focus your thoughts on Bangor. Turn the pages back to 1880's; to our citizens of a mere fifty odd years ago. How did they travel to work or pleasure, those without horse and carriage? Was the time ripe for a new type of transportation? A few Bangor men thought "yes".

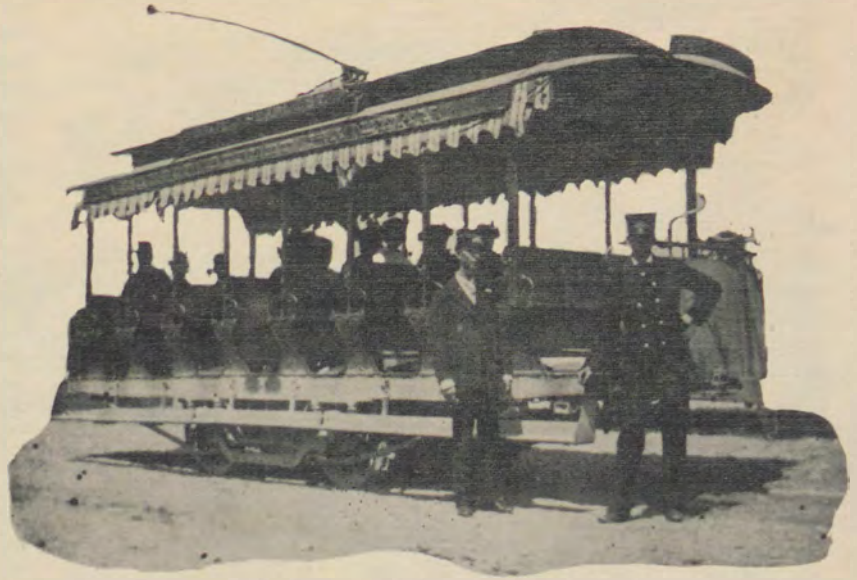
After trials and tribulations and with more to follow, on March 1st, 1887, a franchise was granted these men to build an electric railway, a franchise by which, in event of six inches of snow or ice, they were "authorized but not required to use a sufficient number of sleighs, or other carriages, or to mount their cars on runners to do their business".

Patience, courage, initiative and foresight were not lacking in the 1880's, for, on April 29th, 1889, the second Electric Railway in these United States of America started a regular schedule on the streets of Bangor, Maine.

On April 29th

1889

50 Years Ago



The Bangor Street Railway the 2nd in the U.S.A. made its Official Debut

Today, when events of the past are so dramatically presented on screen and radio, when characters of years ago are brought to life, in voice and action and in settings truly authentic it is a real task to bring romance to the humble beginning of a street railway by mere printed words and silent pictures.

The romance is there nevertheless and interest too if one but first gives thought to our street railway as we see it today, and then turns back the pages of time

The petition submitted to the Bangor City Government fifty-two years ago by a group of business men was not the first thought that was given to an electric street railway in the city of Bangor, for preceeding the official presentation of the petition many months and possibly years had been spent in a quiet study of the project, of the service it would be to the citizens of Bangor and Brewer and of its chance of showing a satisfactory profit to its incorporators.

The thot of an electric street railway was almost a new invention in an untried field for the

only one in existence was at Richmond, Virginia, a thousand miles away, but recently completed, and operating under southern climatic conditions with none of the rigors of Maine weather with which to contend.

But convinced apparently of its chance of success, and as reported in the local newspapers of the day, F. M. Laughton, Eugene M. Hersey, R. F. Straine, F. W. Hill and C. E. Hill and associates, presented their petition.

(From here to end of article, your correspondent will quote in part from the local papers of the past, such information as gives a brief picture of the problems of the founders on the second Street Railway in the United States).

CITY GOVERNMENT MEETING January 4, 1887.

The petition of F. M. Laughton et al. for the right to lay tracks in the public streets for an electric railway was received and referred to a Special Committee comprising the mayor, Alderman Chase and Thompson, and Councilmen McClure, Noyes and McCarthy, and the President of the

Council.

Following is the proposition for an Electric Railway which was referred to a Special Committee of the City Council to be reported at a Special Meeting on Tuesday the 18th inst.

(City of Bangor)
(In City Council)

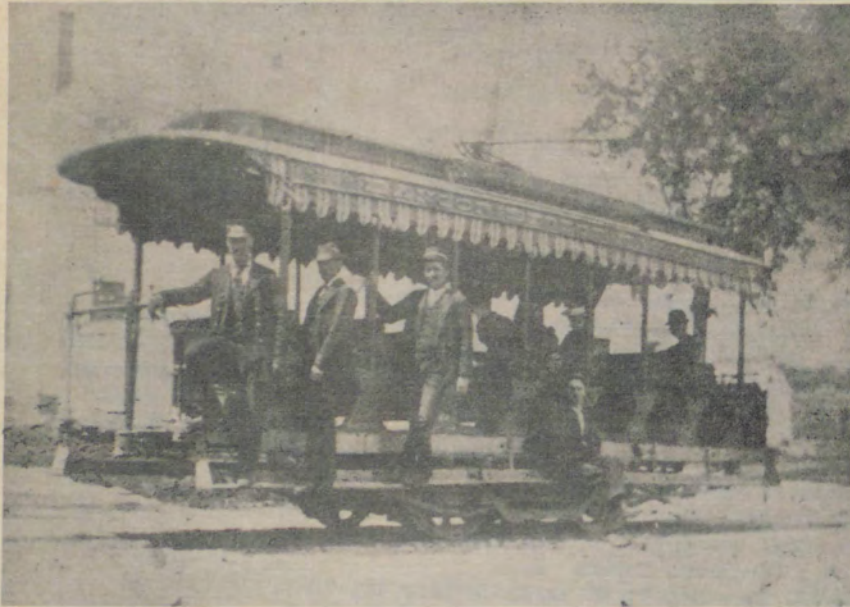
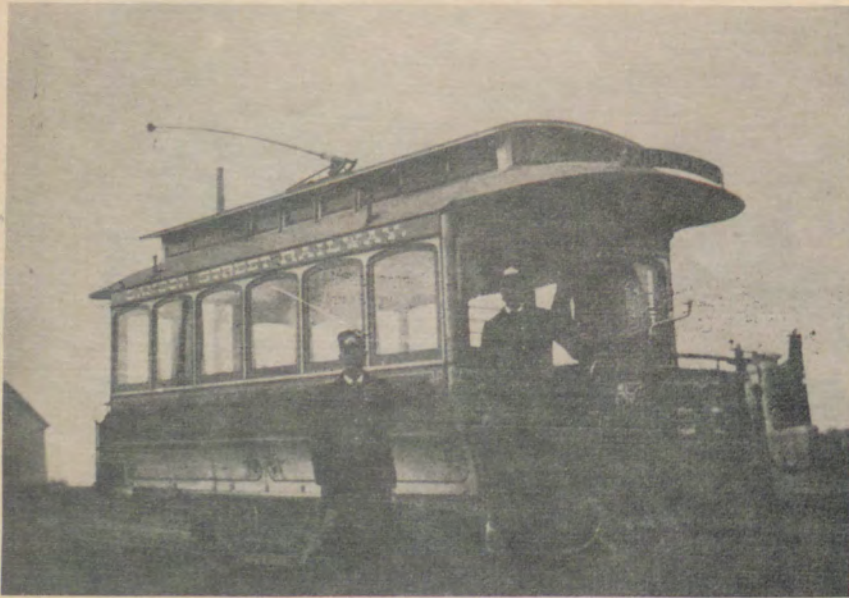
January 10, 1887.

"Ordered that ... are hereby authorized to locate, build, equip and maintain a street railway in said city for all business purposes; cars to be run by electricity or animals.

"That the work of laying down the tracks and rails of said road shall be to the satisfaction of the Municipal Officers and Street Engineer; also that the form and kind of rail to be used shall be satisfactory to the said Municipal Officers and approved by them

"Said Railway shall be located upon and over such streets and roads as shall from time to time be fixed and determined..... with such turnouts as may be necessary for the safe and convenient operation

(Continued on Page 6)



ation of said road and for reaching their car houses."

"Such location shall be granted upon condition that whenever there shall be snow or ice to the depth of six inches or less, said Company may remove the same from their tracks by shovels or snow plows, or such means as the Street Commissioner shall approve of, provided they level it off and grade outside the rails so as to allow sleighs and other vehicles to pass along and cross said streets and over their rails with safety and convenience... But if such consent for removing ice and snow is not given, or if said company prefers not to incur the expense of such removal and grading, then said company shall be authorized but not required, to use a sufficient number of sleighs or other carriages, or to mount their cars on runners to do their business over their route until cars can be used on their tracks".

SAID RAILWAY COMPANY SHALL FAITHFULLY OBEY.

"That no car shall be drawn or propelled on their road at a speed greater than six miles per hour".

"That whenever the cars are turning a corner from one street to another the speed shall not be greater than if drawn by horses at a walk".

That the conductor and driver of each car shall keep a vigilant watch for all teams, carriages, vehicles, persons on foot, especially for children and upon the least appearance of danger to such teams, carriages, vehicles or persons, the cars shall be stopped in the shortest possible time.

"That the conductor shall not allow ladies or children to enter or leave the cars when in motion."

"That no salt or other articles shall be used in removing snow or

TOP, Car No. 30, at Birch Hill on October 23rd, 1893, - manned by Thomas Burfitt and Edward Barker.

CENTER, Car No. 31 at Fourteenth Street, Bangor. William Hewey and Herbert Gould, the crew.

BOTTOM, Car No. 13 at the Toll Bridge, with crew - Mann and O'Brien in command.

ice from their tracks which may prove injurious to sleighs or other vehicles passing along or crossing them".

"Any person wilfully placing an obstruction of any kind upon the Railway shall be punished by a fine not exceeding \$20.00".

January 19, 1887.

"The electric railway project passed the City Council last night without the slightest objection. The explanations of the expert, Mr. Harding, before the Committee appointed to investigate the matter were very clear and when finished, all were in favor of the scheme. It will be a great thing for Bangor and if successfully carried out this will be one of the smallest cities in the world having such a system. The cost of power to run a car is only \$2.00 making it cheaper than a horse railroad.

"It is not known how the power will be transmitted to the motor on the car. The usual way is by means of an overhead wire connected with the station, but experiments are now being made with storage batteries. Should this system be successful, it will of course be adopted, doing away with the overhead wire."

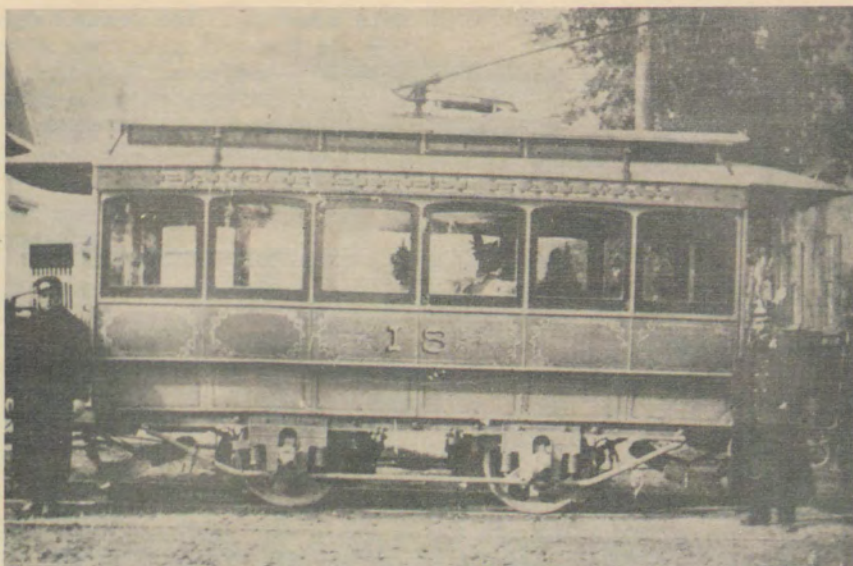
"Hon. F. M. Laughton was before the Board of Aldermen last night with a draft of a Charter to be presented to the Legislature for a street railway in Bangor. Upon his showing that the city's rights were protected in every way, a resolve was passed rescinding the resolution directing our representatives in the Legislature to oppose any such charter passed at the last meeting of the City Government.

January 19, 1887.

"The projectors of the Electric Railway enterprise state that if the road is built they do not propose to run it in the winter time".

TOP, Car No. 18, a work of art. CENTER, Al. Meservey and John Sleeper, laying on the gold leaf that graced the early cars.

BOTTOM, a group in the paint shop nearly 50 years ago. Note the elaborate directional signs in the making. They turned when the route changed.



ELECTRIC RAILWAY

January 20, 1887.

(Excerpts from Act which the Legislature is asked to pass)

"F. M. Laughton, E. M. Hersey, R. F. Straine, F. H. Hill, and associates and successors, are hereby constituted a Corporation by the name of Bangor Street Railway, with the authority to construct, maintain and use the railway to be operated by electrical or animal power....."

If any person shall wilfully and maliciously obstruct said corporation in the use of its roads or tracks, or the passing of the cars or carriages of said corporation thereon, such person and any person who shall aid and abet therein, shall be punished by a fine not exceeding \$200.00 or may be imprisoned in the county jail for a period not exceeding sixty days".

"This act shall be void if at least one and one half miles of said railroad shall not be built and ready for the cars one year from the approval of this ACT".

This Act shall take effect when approved by the Governor".

February 1, 1887

"The City Government meets tonight to accept amendments proposed for the Railway Charter.

The result of this meeting was a vote in favor of granting the Charter subject to the restrictions named".

February 9, 1887

"The hearing before the Legislative Committee on the Bangor Street Railway is to be held Friday February 11th. It is believed there will be little opposition".

February 11, 1887.

"The bill to incorporate the Bangor Street Railway passed both house and Senate today".

February 26, 1887

"The incandescent lights are soon to be run all night, instead of being turned off at midnight. This will be greatly appreciated by the company's patrons."

March 1, 1887.

"The license for the Electric Street Railway in Bangor will be acted upon by the City Government

this evening. The general opinion is that it will be passed without opposition, as it should be under its adopted regulations. The gentlemen who are backing this are fully determined to build".

"The ordinance was passed".

THE STREET CAR LICENSE

March 3, 1887.

"Under this ordinance the company is authorized but not required to use in winter a sufficient number of sleighs or other carriages to do their business, over their route until the cars can be used on their tracks".

"This wise Alderman (Mulvaney) said that he had confidence that if the company ran their cars in time of peace that they would provide some way to do the business in time of war. We are copying a few of the remarks of the Alderman from Ward Six that his shining statesmanship may not be hidden from public view.

In all other cities, street car companies are required in consideration of the valuable franchise granted them to provide the public in winter with facilities for travel when they are most needed. People who may build or buy houses along the routes of the railway with the expectation that they are to be provided with the means of easy transit between home and business, are liable to be left in the lurch on some stormy winter day when the company may consider it "Too expensive" to run its cars."

May 26, 1887.

"Engineer Hodges, the expert who was in Bangor some time ago to look over the streets with a view of ascertaining the best location for the proposed Electric Railway, has submitted his report. It is thought that the building of the road will soon commence.

May 27, 1887.

"There was a hearing on the street railway location this afternoon at City Hall. A large number of people were present. Mayor Bragg presided and Hon F. M. Laughton, the principal projector of the road, gave the location. There seemed to be no objection to the location and

many interesting facts in connection with the Railway were brought out during the hearing."

May 31, 1887

"It is understood that the people on Broadway were to oppose the granting of the right of the railway to pass up that street. The company is surprised that people in any section of the city should oppose the road as in most all cases it is deemed for the advantage of residents to have it."

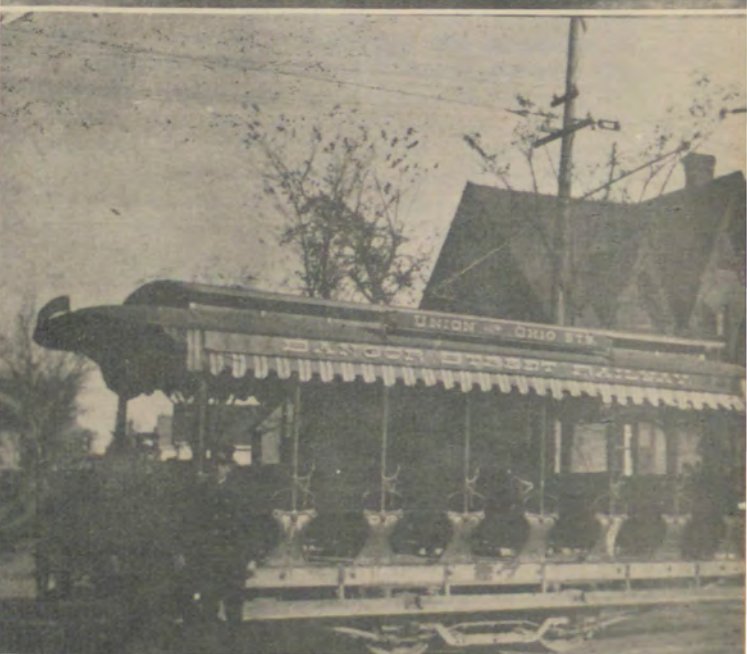
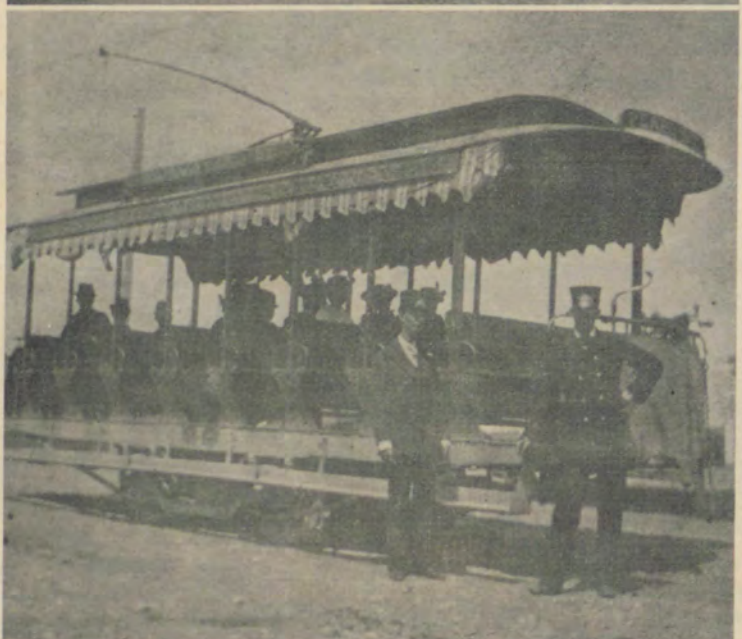
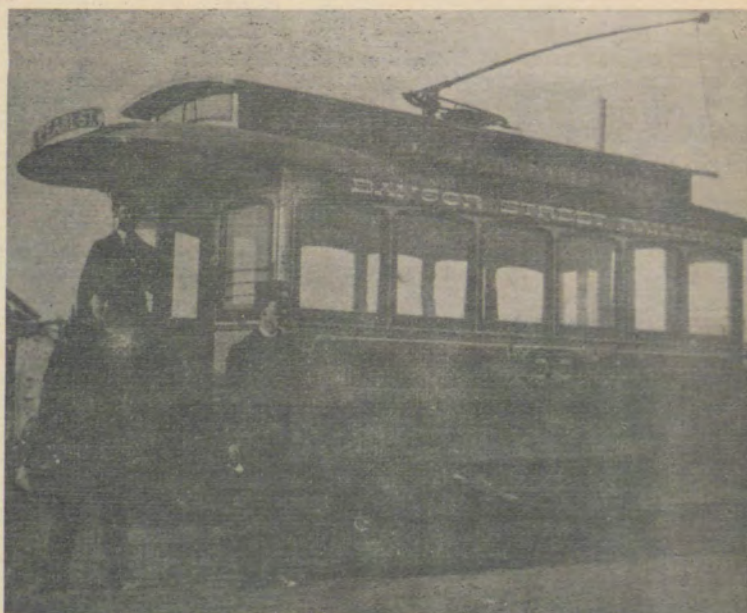
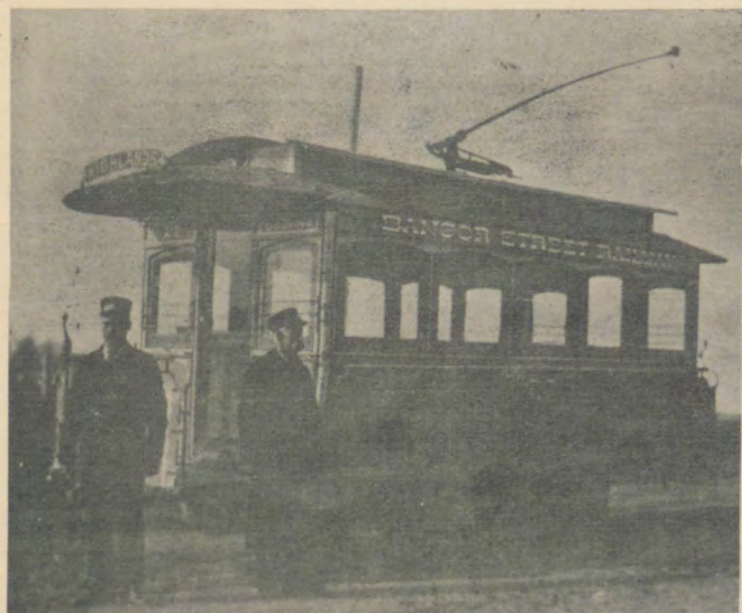
OUR STREET RAILWAY

June 1, 1887.

"There was a good attendance of citizens interested in the Electric Railway hearing at the Common Council Room last night. Mayor Bragg presided and there seemed to be objections to almost every route called for. George Stetson, Esq., Hon. Lysander Strickland, Gilbert Howall, Esq. and W. T. Pearson, Esq., objected to the Exchange Street location on the grounds that it would interfere with business. Charles P. Stetson filed a remonstrance from the citizens residing on Broadway. Charles P. Stetson, Esq., and Hon. J. P. Bass criticized the charter saying the City's interests were not fully protected... Mr. Bass referred to the fact that there was no provision for running the cars or other conveyances in bad weather and that was the time people wanted to ride. He did not believe in giving the company the right to haul off their cars at every little snow storm. Dr. Ladd also added a word in favor

(Continued on Page 10)

TOP, 1 to r., N. Pierce and Wm. Henry with Car No. 10, at Birch Hill in the early 90's. Car No. 23 with Nickerson and Barker, Sr. CENTER, Car No. 29 at Birch Hill with - Ernest Barker and Teddy Nickerson at the controls. Braithwaite and Williams at the Toll Bridge with car No. 25. BOTTOM, a nice warm day in Nov. 1893 brought a group out of the car barn to pose. In October, 1893, Tribon and Barker step down from car No. 27, to be photographed at Pearl Street.





TOP, about 1893 four new doors were added to the original one-door car barn. Inside the single entrance the track led to a turntable to shunt the cars into the barn. And even in the 90's mascots were a "must have" at the car barn. Witness - Powers, and Amberman and Barker keepers of the cat and kittens.

(Continued from Page 10)

of the company being required to give reasonable service. Mr. Laughton said the cars would run every day when it was possible to do so.

"We are informed by a gentleman who lives on one of the outer streets on the West side that all

the working people who do not live in the central portion of the city are ready to sign a petition for the electric railway. They think it would be a fine thing for Bangor and a great convenience to those who do not own carriages.

June 8, 1887.

"If the company was to do anything this season they would be obliged to commence work at once. Alderman McClure said the matter had been before the City Government ten months and he thought that was long enough."

Mr. Laughton then stated numerous serious objections to the amendments offered claiming that they would put an end to the pros

pects of building the road, but after a good deal of discussion they were passed. In the lower Board they were opposed by Councilman Vickery of Ward Six who spoke in behalf of the workmen who are anxious to see the road built.

June 10, 1887.

The finally amended Electric Railway ordinance passed the City Council today although vigorously opposed by James H. Rawson Esq. and Lysander Strickland. In the Aldermen the vote was six to one in favor; in the Council sixteen to one in favor. The ordinance as it now stands is fairly satisfactory and the road will probably be built". (See Page 11.)

June 16, 1887.

"The residents on High Street have all signed a remonstrance against locating street railway tracks on that street. Every effort will be made on the part of those living there to prevent the location. As there is no call for a railway in that street and an equally good location is offered the railway elsewhere, the residents cannot see why the Company persists in asking for this location."

June 17, 1887.

It is understood that the Railway Company has decided to go up Union Street to Hudson, thence to Ohio Street instead of going to Ohio Street via High Street.

July 6, 1887.

"Work on the horse railway in St. John is being rushed. There are no signs of activity in that direction as far as our electric railway is concerned".

July 7, 1887.

The Engineers for the Street Railway were in the city today surveying the route for the proposed road."

July 17, 1887.

An exchange states that 40 electric railways will be in operation before winter. If we don't get our railway before winter we will probably wait a year for it.

July 11, 1888.

It seems to be the impression among the members of the city Government that a portion of the electric railway will be built at once. Mr. Boland of the Thomson-Houston Company who is here says he will have the material used in its construction on the ground August 3rd and they will build up the Hampden Road; through Main Street, Kenduskeag Bridge and Exchange Street before the time allowed them is up. This will give the people a good idea of its advantages so that future petitions can be acted upon intelligently.

July 13, 1888.

It now begins to look like business on the electric railway. Mr. Clergue explained to the Board the fine working of the

Richmond, Va. road which has just started. The rails are ordered and all arrangements are made.

July 17, 1888.

The material for the railway will be on the ground in a few days. So much has been said against this scheme, that the projectors intend to make this railway a model of its kind. They also intend to give the people an example of rapid work. They expect to lay 800 feet a day. The owners of the franchise are going to convince the people that the road will be of the greatest value to the City of Bangor.

July 23, 1888.

The railway people are confident of having the road on the Hampden Road ready for operation by August 23rd. Contracts are still being made for material.

July 31, 1888.

The extension of the electric light is already to receive the new dynamo that will run the street railway. The machine will be in place by the time the railway is ready for power.

August 16, 1888.

The first shovel full of dirt starting the construction of the Bangor Street Railway was turned by Hon F. M. Laughton at the East Hampden Line at 6.30 A. M. on Thursday, August 16, 1888. Contractors, Gore and Woodward of Boston. Foreman of construction, William McGawley.

September 7, 1888.

The rails for the railway are laid as far as Railroad Street on the Hampden Road.

September 12, 1888.

The railway tracks are laid as far as the Bangor House.

September 13, 1888.

The Municipal officers met on Exchange Street at 2 PM today to locate the railway on that street and up Washington and Oak Streets. Rails are laid out ready for laying of the track the whole length of State Street.

September 14, 1888.

The rails are being laid on Railroad Street to the Maine Cen-

tral Depot.

Notices are posted in Brewer calling the voters of that town to meet and vote upon the admission of the electric railway into the streets of the town.

September 15, 1888.

The rails are being laid down Main Street.

September 17, 1888.

The rails are laid as far as pol's Corner. A crew of 27 Italians were put to work today, the first such ever employed in Bangor. A carload of cedar poles arrived today for the overhead wires of the railway.

September 18, 1888.

The excavation for the railway is done as far as the Kenduskeag Bridge.

September 19, 1888.

The excavation is made as far as the Penobscot Exchange.

September 20, 1888.

The Italians quit work today owing to trouble with their boss.

September 22, 1888.

Work on the railway has reached Oak Street.

September 24, 1888.

Work on the Railway has now reached Stetson Square. The pole locations are made as far as Main and Warren Streets.

September 26, 1888.

The railway is laid as far as Pine Street on State.

September 29, 1888.

The railway is above Forest Ave. on State Street. The locating of poles is finished and workmen are bending the rails for curves.

October 4, 1888.

Town Meeting in Brewer votes unanimously to allow the electric railway to be built in the streets and poles to be set for same.

October 5, 1888.

The linemen at work on the Hampden Road have the poles set and span wires up as far as the Bangor House.

(Continued on Page 12)

October 6, 1888

The Electric Railway Company expects to have the Brewer line built as far as the Ferry way this season. A discussion between the Bridge Company and the Railway Company as to crossing the bridge is in progress. The Railway Company agrees to pay the Bridge Company \$1500.00 per year for the privilege of crossing the river on the bridge.

October 8, 1888

The Portland Board of Trade Journal says "The opening of the electric railway in Bangor will be an event of considerable importance, especially as a landmark in the long march that has been made in a very brief space of electrical improvement. Five years ago the electric railway was unborn".

The President of the Bangor Bridge Company informs the street railway company that they will not be allowed to cross the bridge at present. It seems as tho work on the Brewer line will be stopped.

October 11, 1888

The railway crew are at work completing the curves that connect the links of the line.

The selectmen of Brewer will meet on Saturday to locate the tracks in that town.

October 16, 1888

The linemen will commence stringing the trolley wire tomorrow. It does not look now as tho the cars would start running this fall.

October 20, 1888

All the poles and span wires for the railway are now up and work on the trolley wire is progressing.

October 22, 1888

The railway linemen have the trolley wire stretched as far as Exchange Street. Work on the railway has been hampered by the weather as there have been but 32 clear days since January 1st to date.

October 23, 1888

The linemen will complete their work by the last of the week. President Laughton anticipates

the early arrival of a car and if not delayed they hope to have them running early in November.

October 29, 1888

The car house for the railway will be erected on the Hampden Road on the Katahdin Ice Company's lot. Room for four cars will be provided this fall.

November 4, 1888

The foundation for the new railway dynamo has been found to be too small and enlargements are now in progress.

November 6, 1888

The railway crew has been at work making connection between the power station and the trolley wire. The heavy cable runs to the pole at the corner of Main and Cross Streets.

November 16, 1888

The linemen commenced putting up the trolley wire on State St. today.

November 22, 1888

The tickets for the Bangor St. Railway are being lithographed at F. K. Smith's and are exceedingly pretty. They are small and bear a cut of an electric car in full operation. A handsome but diminutive facsimile of Frederick K. Laughton's signature appears in addition to other wording.

See Picture of Ticket
on Page 14.

December 21, 1888

Up to date we have no watches seriously affected by the electric cars. The one lone car that has been received shows no sign of electrical disturbance.

January 18, 1889

Two more cars for the electric street railway have arrived from Newburyport, Mass., where they were built. They are like the first car that was received last fall. They are to be stored away to await the coming of spring.

January 18, 1889

The Electric Railway people regret very much that they could not have known two or three months ago that the Bangor winter was to be like spring. The cars could have been run up to the present time without the slight-

est trouble. Their generator was ready for them several weeks ago, but not contemplating having any use for it until Spring they gave it up to the West End Street Ry. of Boston. It is now expected that the Railway will be in full operation before April 1st.

January 26, 1889

The fourth car for the Bangor Street Railway has been shipped and is due in Bangor today. It is just like the others now here.

March 8, 1889

The Electric Railway Company has been granted a charter to lay tracks and operate a railroad in Brewer, but owing to the strong and clearly presented opposition of the Bangor Bridge Company the R. R. Committee of the Legislature voted not to allow them to cross the bridge. They are allowed however to put the rails within 50 feet of the bridge entrance.

March 16, 1889

This is just the time of year when the electric railway should be in full operation and people would very much like to see the cars running upon the tracks which now occupy our streets. President Laughton says the dynamo that is to furnish power was shipped yesterday or today and will be here in a few days. As the season advances it seems as though something should be done before long.

March 20, 1889

The large new dynamo to be placed in the Cross Street Electric Light Station for the use of the electric railway arrived yesterday and was hauled to the station today. It will be set up and ready for business at once. The dynamo is very large and peculiarly shaped one, 62 kilowatt capacity made by the Thomson-Houston Company. Hon. F. M. Laughton is now in Boston making arrangements for the electric railway. It is now said that the cars will be in operation by the first of April.

March 22, 1889

The omnibus line on State St., had been discontinued as it did not pay. The people evidently
(Continued on Page 13.)



are saving their money to use on the Electric Railway, but according to the present outlook it would be wise for them to put it out at interest until that time arrives.

March 30, 1889

Our citizens who have anxiously been waiting to see our electric street railway in operation are expected to have a chance to gratify their long desired wish on Monday when the first car is expected to start out at 10 AM from the car house on the Hampden Road. A mud scraper will pass over the road about a half hour before the time for making the trial trip. President Laughton accompanied by the City Government and invited guests will occupy the two front cars. During the afternoon sev-

eral trips will be made. No charge will be made for this first day's riding.

April 1, 1889

President Laughton of the Bangor Street Railway did not start the cars today. Several reasons why the cars did not run are given. One is that the snow storm prevented; another, too much mud on the track; and the principal reason seems to have been that today is the first of April "All Fools Day", and as the people have been fooled so many times as to the date, that the cars would be propelled through the streets by the magic power, that upon reflection it may have been considered by the officers of the company, to be highly improper to start the cars on April first.

It was announced last summer that the cars would run in time to accommodate the patrons of the Eastern Maine State Fair, and just how many dates have been set since, no one seems to remember. The Fair is to be held this year the first week in September and it is to be hoped that the Company will be able to start their cars through our streets by next Fair time. (See Page 15.)

TOP, the old Tower Wagon at Cumberland Street. Bowlers were popular and not too dressy in the Gay Nineties.

BOTTOM, the first snow plow actually took a crew of six to work it back in the days of good old New England snow storms.



100 RIDES

On the cars of

Bangor, Orono & Old Town Railway Company

Employee's Pass No.

967

NOT TRANSFERABLE

TAKE NOTICE

That the person who accepts this Pass, in consideration thereof, as and for value received, thereby agrees to assume and does assume all risk of accidents, damage and loss, and expressly agrees that the Bangor, Orono & Old Town Railway Co. shall not be liable under any circumstances, whether by reason of negligence of or by its agents or otherwise, for any injury or loss to the person using this Pass; and also agrees that they will not claim the Bangor, Orono & Old Town Railway Co. is a common carrier and liable to them as such.

This Book must be taken up by the Conductor and returned to the office if used by any other person than the one whose name is written hereon.

A new Pass Book will in no case be issued to the holder of this unless the Cover and stubs are returned.



Pictures shown on this page are of old time tickets. One above, that of the Bangor Street Railway and was signed by Frederick M. Laughton, one of the first presidents of the Company. Those on either side are the obverse and reverse of the covers of a book of employee passes that was issued to Miss Spencer (who now is the wife of Edward Jordan, Salesman, at 31 Main Street, who worked in the General Office of the Bangor, Orono & Old Town Railway Company at that time).

You will note that the pass book was issued Nov. 11, 1904.

*** ** *** ** **** ** ***

Issued for the use of

Min Spencer
[Subject to the Rules of the Company]

By

GENERAL MANAGER

THE

BANGOR, ORONO & OLD TOWN RAILWAY CO.

EMPLOYEE'S PASS BOOK

Date of Issue

157
11/11/04
Globe Ticket Co., Phila.

CITY GOVERNMENT MEETING

April 3, 1889.

Order passed directing the City Solicitor to notify the Bangor Street Railway, that it has forfeited its charter.

April 3, 1889.

The engine which is to run the railway dynamo was shipped from Boston Monday and is expected here today. It will be set up as soon as possible. Men are expected today to put the cars together at the car house. The frost is throwing the track out of position in some places but it will soon be settled again.

April 4, 1889.

City Solicitor Mitchell says that the license of the Bangor Street Railway obliged them to complete the road to a certain extent by August 1, 1888, otherwise the document was void. At the time specified nothing had been done and the Company asked for a sixty day extension, which was granted. The limit expired October 1, 1888 and no one claims that the Company had complied with the conditions of the license. They were also obliged to keep the tracks and eighteen inches outside same in good and safe condition. Neither has this been done, but there is not a street where the rails are laid where the condition is not only bad but positively dangerous for persons driving. Under these circumstances the City Solicitor holds that the license is forfeited.

April 5, 1889.

The large engine for the electric railway has arrived and was hauled to the Cross Street station today. The cars are being set up at the car barn, and the various curves are being placed in position in the track. Nothing definite is yet known as to the time of starting the cars, but it is understood that the owners of the road expect to see the cars running the latter part of next week. The track has been left in bad condition by the frost and these places must be repaired.

April 26, 1889.

The electric railway showed signs of life yesterday. A big force of men was placed at work on State Street clearing the track and today had it cleared most all the way to Main Street. It is now said that the cars will surely start Monday, and the people are all looking forward to a ride at that time. Everything in the station will be ready.

April 27, 1889.

Mr. Francis H. Clergue will arrive in Bangor tonight direct from Persia.

FIRST TRIAL TRIP

April 29, 1889.

At about 12 o'clock last night the first trial trip was made over the electric railway, and everything worked to the apparent satisfaction of the Managers. It was rumored Saturday that a trial would be made Saturday night, and many were about the streets anxious to see the first car move over the road. Yesterday the new engine at the station was started up and as everything worked well it was decided to make a trial trip at night when the streets would be free from teams. Mr. Laughton, Mr. J. E. Winslow, an expert from the Thomson-Houston Company, and those who are to have charge of the road after the cars are running, met at the car barn on the Hampden Road and waited for the power to be turned on. The car used was #12 which weighs 11250 lbs. When the current was put on the line the car was started and moved smoothly, reaching Cedar Street in about ten minutes. No trouble was experienced from the curves. When Washington Street was reached and the car had nearly gone around the curve from Exchange Street, the power failed and the car stopped. It was learned that the driving belt in the station had slipped off the pulley. The current was soon on again and the car moved over the whole distance to Pearl Street, three miles, in about thirty minutes. The return trip was made without difficulty. Few people were about at that late hour and the novel sight was therefore enjoyed by only a lim-

ited number, but now that the first trial trip has been made, everybody will be on the lookout for the cars to commence running regularly in the daytime. No definite time has been set for the opening of the road but it is expected that unless some unforeseen difficulty arises, the machinery will be in good working order and the cars will be started tomorrow or Wednesday.

April 29, 1889.

EDITORIAL

"Now that a car has been run over the electric Railway, the Whig improved the occasion to refer to the 'opposition,' in the face of which the enterprise has been carried forward. So far as we are aware there has been no opposition to the building of a street railway, but there has been some opposition among people who believe in protecting the rights of the city and who are not afraid to express their views to allowing the Corporation the free use of the City Streets without some guarantees that the public interests will be properly maintained. No other city in the
(Continued on Page 18)



GEORGE "POP" EDGECOMB

Between runs, George Edgecomb, "Pop" to his many, many friends, catches up on the news. Pop, who died some years ago, knew many of the trials and tribulations of early day operating on the street railway. He was father-in-law of our Orono Manager, Warren Grindle.



" IT'S A WONDERFUL

True today. True tomorrow. True in the 1890s. Else why would the Hon. Flavious O. Beal, Mayor of Bangor, allow his picture to head the first trip of an Electric Railway from Bangor to Charleston in the year 1898? Else why would representative citizens accept the coveted invitations to ride to Charleston? It was now modern transportation. No longer bicycle, walk or horse and buggy.



AGE WE LIVE IN "

Through four successive steps, the Charleston line was first the Penobscot Central R. R., then the Bangor & Northern R. R., then the Bangor Railway & Electric Co. and then the Bangor Hydro-Electric Company. Hard surfaced roads, snow plows, automobiles and trucks finally changed the situation. On April 30, 1931, but 33 years after its very auspicious start, the road ceased operations.

country thinks of allowing the tracks for a street railway to be laid within its limits without exacting certain conditions considered necessary to protect the public interests. The effort in some quarters to make it appear that the Electric Railway Company is a much abused corporation is ridiculous in view of the facts".

It was reported at noon that the Electric Railway would be given another test today, and people along the line who had heard of last night's midnight trip were on the lookout for its second appearance. A little before three o'clock P. M. the engine at the station was started up and the word went all over the town with almost electric rapidity that the thing would soon appear. The windows in all the Main Street blocks were filled with eager watchers stretching their necks to get a glimpse of the car when it first came in sight. They watched and waited, but no car came and many were about to give it up when suddenly it hove in sight. It came down Main Street without making much noise running at a rapid speed, and was out of sight around the corner of the Wheelwright & Clark block before the wondering spectators had time to get a good look at it. The car is the same as was used last night and had aboard about a dozen people, comprising those who are interested in the road. Everything worked smoothly.

DESCRIPTION OF FIRST CAR RUN

Car #12, - 16 ft. long over corner posts. Manufactured by Newburyport Car Company (Mass.) Weight 11250 pounds, Electrical Equipment, 2 - F 30 motors, T-H Company. Double reduction gear Rheostatic control, - type 51. Wooden trolley poles made of two grooved pieces of hard wood wired together. #4 wire in center.

Trolley wheel oiled each trip. Once a week the tower wagon went over the trolley wire, and greased it with petroleum jelly.

April 30, 1889.

The engine at the station is all ready for the work of running the cars, the only difficulty be-

ing with the car motors. As soon as this is overcome, the cars will be regularly run. The motors were taken apart for some purpose and put together again today. It is thought the cars will be running on Friday.

May 1, 1889.

Mr. S. C. Studley of Boston, and Mr. J. B. Newhall of Oakland, the water power engineer were in the city yesterday on business connected with the contemplated removal of the electric light plant from Bangor to Veazie.

Workmen have been engaged today repairing some defects in the overhead wire of the electric railway, and fixing the curves. Aside from these two matters it is understood that everything is in readiness for regular running.

May 2, 1889.

It is said that the management of the railway have in contemplation the running of a ferry boat to connect the road in Bangor with the proposed Brewer line which will be built at no distant date.

We are informed that the electric railway is all ready for the cars to commence regular trips except some slight improvements to be made in the bearings of the generator which have not been able to run for any length of time without heating.

It is proposed to have another trial this afternoon running two cars over the line. If the trial this afternoon and the examination by the Thomson-Houston expert prove that everything is all right the cars will be started at 10 AM tomorrow. The City Government will be informed and invited to be present.

May 3, 1889.

The electric cars were given another trial this morning a car having been run over the line several times. We are informed that the machinery in the station ran unexpectedly well, and the only difficulty now is the mud and dirt on the tracks which can be easily cleared up. It is the intention to run the cars regularly all day tomorrow on trial, but the matter of a regular schedule is still in suspense. An expert from the Arlington

Sims engine works will examine the engine in the station to see that all is in perfect condition.

May 4, 1889.

The electric cars were given another trial today and a large number of people were on the street to see them go over the road. Another car is in readiness for running and this afternoon both cars Nos. 11 and 12 were out. An invitation having been extended to the members of the city Government to witness the trial, a large number of the members of that body and other invited gentlemen took a ride on the car. Everything worked finely. There seemed to be nothing in the way now of the cars being started on regular trips for the accommodation of travel. The wet weather has caused the rails to sink down into the mud. In dry weather this will not happen. The people of Bangor should congratulate themselves on being again ahead of all other Maine cities having modern utilities in successful operation, the previous occasion being the telephone. Drivers of horses should be very careful in approaching the cars though horses show less fear that it was expected they would.

May 6, 1889.

It has been found necessary to enlarge the power house at the Cross Street Station before sufficient power can be furnished for the steady running of the cars, without causing heating in the engine bearings. Work was commenced today putting on a 9' x 11' addition. A new foundation will be put in for the engine which will be then moved back to enable the use of a longer belt. It is thought some two weeks will be required, and no cars will be run until this work is completed, when there will be power enough to operate four cars.

May 9, 1889.

It has been found necessary to make the electric railway wires much stronger at the curves, and with that end in view new poles are being set and many new guy wires are being run.

(Continued on Page 20).

The high point of the employee sales campaign of Universal Portable Ovens took place at the recreation room at 31 Main Street, the evening of April 12th, when seventy odd employees gathered for a turkey dinner, and demonstration of the new Ovens. Earl J. Young, Commercial Manager, explained the campaign. R. N. Haskell, General Manager, promised full cooperation of the Management and Mrs. Florence McGregor, Home Economist and Demonstrator from Landers, Frary, Clark, gave a most thorough exposition of the exceptional merits of the Universal Portable Oven. It certainly is a winner.

Eight Portable Ovens Play Host to Seventy



May 14, 1889.

The base for the engine at the railway power house, which has been the latest cause for delay in running the road, arrived today.

The new foundation is completed and the engine will be moved at once. With these favorable circumstances there seems to be no obstacle in the way of starting this week.

May 15, 1889.

The electric railway engine is now on its new foundation and the steam fitters are working night and day. It was stated today that the road would again run regularly next week.

May 18, 1889.

The engine at the railway station was started this afternoon and a car was soon flying over the route. It is intended to give the engine a thorough trial and to commence running regularly on Monday.

May 20, 1889.

In starting the engine on Saturday much trouble was experienced by overheating of the piston and it is thought it may be necessary to order a new one before all the cars can be used. Accordingly one was ordered today and it is intended to run one car until the new one arrived. How-

ever when the engine was started today the piston heated so rapidly that the running was given up. Four open cars have been ordered and are promised by June 1st. An additional box car has also been ordered. The Company finds in the refusal of the Bridge Company to allow the cars to cross the bridge, a serious drawback to their progress. 15,000 feet of rails (35 T) had been ordered for Brewer. As soon as the present line is in operation the management think of extension on the West side.

May 21, 1889.

The disabled piston on the railway engine was repaired by Engineer Joe Kimball last night. The engine was started this afternoon and worked all right. Two cars went over the route heavily loaded with people and fairly flew over portions of the line. They continued running all day.

May 23, 1889.

The street railway cars have been running steadily all day carrying loads of passengers. They were late in starting this morning but have had no serious interruptions. The road is proving quite a popular success so far. The two cars carried 1751 passengers yesterday. This exceeds the expectation of everyone

May 24, 1889.

By invitation of President Laughton, the inmates of the Home for Aged Women and the Childrens' Home were given rides on the electric cars today. It is intended today to put on the third car and the cars will run until 9 or 10 o'clock P. M.

May 27, 1889.

Both Saturday and Sunday were great days on the electric railway. On Saturday the cars carried 2150 and on Sunday 2686 passengers. The cars were packed all day Sunday, people hanging on the steps or anywhere else that a foothold could be obtained.

May 28, 1889.

It behooves people who transport powder through our streets to keep at a safe distance from the electric cars. The stream of fire which follows the cars some of the time would prove a serious obstacle in the way of a cartload of powder. This is only a suggestion but there will be money in the pockets of those who heed it.

Representatives of the Westinghouse Electric Company were in Old Town today in consultation with those who are contemplating the starting of an electric light plant in that City.

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Time out at the car barn and a well coated group on a cold day in West Market Square.





TOP, 1 to r. Do you recognize Tom Lawrence, our serviceman at Orono. Yes, he was 3 yrs. 3 mos. old. And, serious. Possibly he was anticipating the responsibility of the three children, - top center, Buddy, Richard and Pricilla Lawrence. It couldn't be that he had lost Hydro, the cat, for Hydro only came to the Orono store the winter of 1939.

Lower left and on the left is Mildred Willard's father with his brothers. And lower right Mildred, our clerk at Orono with twin brother. BUT center, we salute our Orono Manager, Warren Grindle, with sister Nina. Some time ago, Warren?





WORLD'S FAIR MATERIAL FOR HYDRO EMPLOYEES.

If you will pass your name along to the Hydro News Editors we will see that you receive numerous folders and pictures of the New York "World's Fair". Much of the material can be very helpful to you if you are planning to take in the Fair this summer. And we do suggest most earnestly that you spend plenty of time planning your trip in advance so that your time in New York will provide you with the maximum return in pleasure, sight-seeing and the Fair.

June 4, 1889.- Cont. from Page 20

The electric cars have been on a vacation today much to the discomfort of people who desired to ride and escape the rain. And attempt was made by Mr. J. E. Winslow to grind down the commutator on the dynamo, but he had to give up the job and the armature had to be sent to the Iron Works shop for turning down. We would like to know who is acting as Jonah for this road anyway.

June 8, 1889.

The electric cars appeared last

evening with dazzling headlights giving them a brilliant appearance. The street is lighted for some distance ahead. These are similar to the oil headlights carried by the steam locomotives though smaller.

June 12, 1889

There have been all kinds of hot boxes at the railway power house today and the cars have not been running much today. People who were left way down on the Hampden Road do not believe much in electric railways tonight.

June 17, 1889.

The long looked for extension of the Brewer Water System to So. Brewer will be begun by H. T. Sparks tomorrow. Great satisfaction is expressed at this move.

July 3, 1889.

Tomorrow the Electric Railway will commence running four cars commencing early in the morning and running until late at night. There is no doubt that an immense business will be done.

July 5, 1889.

Yesterday was a great day for the cars and business was far ahead of anything they have had before. The number of passengers carried was 4346, the best previous record being in the neighborhood of 2700. The cars ran very late last evening and did not commence until 10 AM today in order to rest the men. Two open observation cars arrived by train yesterday.

July 6, 1889.

Owing to the putting in the new iron bridge over the Kenduskeag stream, passengers on the electric will be obliged to transfer at that point until the new bridge is in.

July 11, 1889.

The electric cars are running on a time schedule now and a printed time table will soon be issued.

July 13, 1889.

A crew of 25 men and 6 horses is now engaged upon the excavation for the new Electric Station which the Bangor Electric Light-Power Company is putting in at

Veazie. As soon as the excavation work is done and the foundation built the building will be quickly erected and the change of machinery from Bangor to Veazie will take place.

July 25, 1889.

The two new cars for the street railway are being fitted with motors today. Contrary to the general opinion these cars will be run independantly of those now in use. They will be welcome and undoubtedly well patronized.

July 27, 1889.

One of the new open cars made its appearance on the West side late yesterday afternoon. It certainly is a proper car for summer use.

July 31, 1889.

It is noticed that the electric cars make much better time after sundown than at other times in the day. This is on account of the fact that the air is full of dampness at that time which allows a greater amount of electric power on the line.

Two more open cars arrived today.

August 13, 1889.

The excavation for the wheel pits and canal for the electric plant at Veazie will be well along in a couple of weeks.

August 26, 1889.

Today marks the completion of the extension of the Brewer Water System to South Brewer. Mr. H.T. Sparks has had from 75 to 125 men at work since May.

September 5, 1889.

(Fair Time) The electric cars carried 8200 people on the 4th.

September 6, 1889.

One of the cars to the Fair Grounds yesterday carried 160 people (16 ft. car).

September 9, 1889.

The West End Street Railway of Boston has decided to adopt a system like the one in Bangor for propelling its cars.

September 10, 1889.

The Street Railway Company have
(Continued on Page 23).



EDWARD BURNS



ALBERT NASON

VFW Post's New Commander Has Brilliant Record

Edward M. Burns, Sergeant in Machine Gun Company, Was Wounded

Edward M. Burns, of Hampden Highlands, was installed, April 17, as commander of Norman N. Dow Post, Veterans of Foreign Wars, in a ceremonial at post headquarters, Central street, Bangor. Both post and auxiliary officers were installed at the same ceremony.

Burns succeeded John H. Jameson, who served the post conscientiously and well for the past two and one-half years.

Burns enlisted in 1915 in the Bangor Machine Gun company, which in 1917 became a part of the famed 103rd Regiment of the 26th Division, better known to New Englanders as the Yankee Division. Promoted to a sergeantcy, Burns served his country faithfully and well, receiving praise and commendation from superior officers. The picture accompanying this story was taken when Burns was in the Toul sector, and only about 200 yards from the spot where Norman N. Dow, another member of the Machine Gun company, for whom the local VFW unit was named, was

killed.

The picture was taken in the front line trenches, in Apremont woods. During this battle, Burns was wounded in his left hip, but completed his important mission before reporting the wound to superiors to receive treatment.

Burns is employed by the Bangor Hydro Electric company, at the Main street car barns in Bangor. He went to work for the company when he was but 16 years old.

He has served Norman N. Dow post as junior vice commander, and for the past two years had been senior vice commander. He was one of those active in the organization of the Sons of the Veterans of Foreign Wars, and of the Fife and Drum Corps, an organization of which the post is proud.

Post officers who will aid Burns in his administration of Norman N. Dow post affairs, were Albert Nason, senior vice commander; Capt. Earl W. Bowen, junior vice commander; Thomas Trenholm, chaplain; William E. Fish, Jr., adjutant; Arthur Ramsdell, quartermaster; Charles V. Lane, judge advocate; James H. Smith, officer of the day; Roy Lewis, guard; Charles Johnson, quartermaster sergeant; Clarence Barker, sergeant-major; Albert La Forge and James Smith, color guards; William George and Kenneth Tibbetts, color bearers; Edward Hamel, bugler; Dr. Harrison Robinson, surgeon; Robert Breau, patriotic instructor; Truman Knight, historian; Thomas Trenholm, post service officer; Harold Annis, post legislative officer; John H. Jameson, publicity officer; George Wattrich, relief officer.

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net yet responded to the inquiry of City Solicitor Mitchell as to whether they intend to pave between their rails, or not.

September 19, 1889.

Progress on the excavation at Veazie for the new power station is slow as it is largely rock work requiring much blasting.

September 26, 1889.

Patrons of the Street Railway are pleased at the resumption of traffic over Kenduskeag Bridge. At night the transfer has been particularly trying.

CITY GOVERNMENT MEETING

October 2, 1889.

An order was passed by the City Government granting the Bangor Street Railway an extension of time for one year within which to complete its road. Petition of the Street Railway Company for additional locations was taken from the table and granted (Ohio Street).

October 11, 1889.

The poles for the new transmission line that will bring current from Veazie to Bangor are all set up and Mr. Hope Avenue has now quite a metropolitan appearance. The poles have four cross bars accomodating 16 wires and it is intended to put up that number.

The new box car for the railway is numbered 18. It has a stove in the center of one side.

October 12, 1889.

Officials of the Bangor Street Railway state that the net earnings of the road from its opening in May to October 1st, were \$6561.80. The yearly interest on its bonds is \$4200.00.

October 15, 1889.

A town meeting was held last night in Old Town to meet Mr. F. H. Clergue and to express an opinion as to the desirability of installing a water works in that town.

October 24, 1889.

Elias Chesrown heretofore electrician of the Street Railway has succeeded Mr. W. S. Bolton as Superintendent.

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October 28, 1889

The Bangor Bridge Company and the Bangor Street Railway are likely to agree as to running the cars across the bridge to Brewer and the sum of \$100 per month will be satisfactory toll. If this is done the 100 tons of slate or more on the roof will be taken off and painted tin will take its place.

The gongs on the cars now strike twice when the cars are bound for Pearl Street, and three times when they are going Main Street.

November 4, 1889.

The cars were run on 15 minute time today for the first time. Whether this schedule can be maintained on a busy day or not, remains to be seen.

November 12, 1889.

The electric railway will endeavor to keep its tracks clear of snow and ice as long as possible. Patent machines are ordered for that purpose. Unless there should be a regular blizzard the cars ought to be able to run for two months yet.

November 13, 1889.

The Railroad Commissioners made their first inspection of the Bangor Street Railway today. They rode over the line with the Messrs. Laughton and Clergue and were thoroughly delighted with the experience. They praised highly both the road-bed and the equipment.

November 14, 1889.

The snow fighting equipment for the street railway arrived today. It consists of three kinds of machines. The first are plows pushed by the cars to break out the roads. The second are levelers drawn by horses (road machines) to make an easy slope from the track to the street along aside. The third variety are scrapers or cleaners carried by the cars which thoroughly clean the rail. They were furnished by Van Dorn and Dutton of Cleveland, Ohio. President Laughton has inspected their work at Woborn, Mass. The Company has spared no expense and certainly ought to keep the cars running.

January 14, 1890

The Electric Railway will in the future handle its snowplows with horses, it having been found that pushing it by the cars is too much work for the motors.

January 16, 1890.

The Railway has had a hard battle with the storm the past 24 hours. Cars are stalled all over the line. Crowds of people have watched the movements of the cars and speculated upon the time when the Company would be obliged to use horses.

March 12, 1890.

This has been an exceptionally snowy winter, and it may be regarded as settled that even in cities troubled with less snow than Bangor, an electric road can not be made to pay in Winter.

April 18, 1890.

The Bangor Street Railway proposes to commence an extension of its lines at an early date. They have already commenced distributing poles along the upper end of Ohio Street and by the time the new plant at Veazie is ready for operation the cars will commence running towards Birch Hill.

April 21, 1890.

The electric railway will be extended to South Brewer this year at the same time the Cottageville (Ohio Street) extension is being made. As yet the Company has not the right to cross the toll bridge. The road will go to South Brewer just the same.

April 28, 1890.

The laying out of the road on Union Street, Bangor, and in Brewer will begin as soon as the rails arrive. A large number of poles and ties for these extensions have arrived here.

May 3, 1890.

Five new closed cars have arrived for the electric railway. They are to be placed on the new extensions. The rails for the extensions have been shipped and are expected daily.

May 17, 1890.

Earnest Protests against the laying of sleepers and 4" T rails through our streets, are being

lodged with Mayor Blake.

The poles and sleepers for the Brewer line are all distributed and the Company has notified the City Government that it is ready for the permanent location. It is hoped to have the cars running by August.

May 20, 1890.

275 tons of rails are now on the way for the Bangor Street Railway. They will lay $4\frac{1}{2}$ miles of track.

June 3, 1890.

The work of laying the rails in Brewer commenced today; a crew of 30 men are engaged tearing up the street. Work commenced at the Ferry Way and will be done towards South Brewer. City Meeting held June 2d, allowed the Company to lay its track in the middle of the street from Maple Street to the Toll Bridge.

June 7, 1890.

A special meeting of the Brewer City Government called at 12 N. today to ratify the action of the committee in regard to laying the railway track on the west side of Main Street from Spring Street to Cemetery Hill. Work is progressing rapidly and the track is laid from Newcomb's store to the Dirigo Mill, the excavation work is being done below Cemetery Hill.

June 10, 1890.

Messrs. Laughton and Clergue took a party of the City Government members to Brewer today to inspect the T rail there laid.

June 11, 1890.

Four new open cars have arrived for the street railway. The open cars are to be fitted with motors. doing away with the danger from running them as trail cars.

June 16, 1890.

A hearing will be held at City Hall on Wednesday for listening to all persons interested in the location of the railway on Union Hudson and Ohio Streets.

June 18, 1890.

The Municipal Officers met today to finally determine the location of the street railway tracks on Ohio and Union Streets.

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It being the consensus of opinion among the speakers, the Board voted to locate the tracks in the center of the street. Construction was immediately started and the work will be pushed.

June 21, 1890.

Alderman Robinson thinks that the Ohio Street location of the tracks should have been on the side of the street opposite the Children's Home as the street is very narrow there, and a track in the center will require the City to do much blasting to widen the street.

June 23, 1890.

The Cottageville (Ohio Street) extension of the railway will not take long to build, but it will not be operated until power is secured from Veazie. The Brewer line is nearly ready for operation. At Veazie the operations are progressing favorably. Six turbines are needed for the supply of power and three are already set, the balance will be in this week, so that building can commence on the station.

June 25, 1890.

The railway crew is pushing the work in great haste on the Cottageville extension and will probably reach the junction of Ohio and Court Streets tonight. Such remarkably rapid railway work has never been previously equalled in this part of the country.

June 27, 1890.

The municipal officers held a meeting today in regard to the location of the railway track on Washington Street from Oak Street to the Bridge. President Laughton says the cars will run from Mt. Pleasant to the Bridge giving transfer to the other line.

June 28, 1890.

Work on the Ohio Street line is progressing well and the line will soon be done. The pole setting has commenced.

At the meeting of the Municipal Officers on the 27th, permission was given to extend the line on Washington Street to within 50 feet of the Bridge.

July 5, 1890.

The remainder of the work on

the Brewer line will be slow owing to obstacles that lie in the way. The rails are all laid from the Stetson shipyard to the South Brewer terminus. There are several houses to be moved at Cemetery Hill as they interfere with the trestle building at that point. From Cemetery Hill, West, the rails are laid as far as Chapel Hill and here a large amount of blasting must be done. It will soon be done and the rails laid to the bridge.

July 8, 1890.

The track laying on the Cottageville extension is expected to be done the last of next week and as soon as power from Veazie can be secured the line will be opened. Along by the Children's Home the middle of the street was found to be in the gutter and the full width would bring the street half way by the bank. Blasting is being done at this point and the work is delayed on that account. Turnouts will be placed in convenient places as soon as the cars are running and the time schedule arranged.

July 12, 1890.

The Electric Railway Company have finished blasting on Chapel Hill, Brewer, and work was begun laying the rails yesterday. Mr. Laughton hopes to have the cars running August 1st. These cars will be run as late in the Fall as possible but no attempt will be made to keep the line open in the winter.

July 17, 1890.

The street cars are not running owing to the burning out of the dynamo by lightning on the 16th. The armature is a complete wreck. A new armature has been telegraphed for but it will be some days before the cars can be run.

July 19, 1890.

President Laughton says that the new plant at Veazie will be ready to run sometime before the Eastern Maine State Fair and the Cottageville and Brewer Lines will be doing business at that time. The station building is now nearing completion.

The new armature for the railway dynamo came this morning and was in place by ten o'clock. The

three days without car service have shown our citizens what it means to be without them.

July 21, 1890.

The last rail of the Brewer line was laid today except where it runs over Cemetery Hill. It is not expected to run the cars before September 1, when Veazie station will be ready.

July 22, 1890.

Work on the new office building and switch station for the Electric Company on Baptist Hill has commenced. The building is 35' x 35' and of brick two stories high (Park Street Substation).

The railway crew are now laying the curves on the Cottageville line. After this is done the turnouts will be put in, one at the Children's Home, and the other in the Square by the Grammar School on Union Street.

August 4, 1890.

The railway crew in Brewer are at work today clearing off the track and placing it in condition to be run upon. The span wires are up as far as Church Street. The wire work will be done by Saturday.

August 6, 1890.

The last span wire was put up in Brevet today, and the trolley wire (#6 B&S) will be run out at once.

August 12, 1890

The matter of a car over the Toll Bridge came up in the Brewer Council meeting last night. The Bridge Company think that the offer of the Railway Company of \$1000 per year or 10% of the receipts is not sufficient.

August 14, 1890.

Cars on the new line will undoubtedly be running Fair Week, perhaps earlier.

August 21, 1890.

A new open car for the railway came today and this makes 39 cars now in the East Hampden car barn.

August 27, 1890.

Work commenced last night putting in position the switch connecting the Ohio Street line with
(Continued on Page 26.)

the Main Street Line at Main and Union Streets.

September 1, 1890

Last night after all other cars were stopped, two cars were carried to Brewer on the Maine Central tracks, one motor and one tow car. Three trial trips were made on the Cross Street power. One car has run all day today.

September 2, 1890
(Fair Day)

It was the intention of the Railway Company to run the cars from Veazie today but a defective armature required one from Cross Street to be taken up. A break in the wire circuit is now being hunted up and when found and repaired the cars will run from Veazie.

September 4, 1890

The Brewer electric cars were running under difficulties today owing to trouble with the current from Veazie.

September 8, 1890

Work commenced this morning putting up the feed wire from the distribution station on Baptist Hill to connect with the trolley wire of the Cottageville line. It is the intention of the company to run the Brewer and Cottageville lines by current from Veazie before shifting the generator from Cross Street. Thus the Main and State Street lines will be running on power from Cross Street and the branches by Veazie power. If all works well the change will be made and all run from Veazie.

September 10, 1890

It has been determined to start the electric cars earlier in the morning and tomorrow they will leave the end of the route at 6 AM.

September 11, 1890

The railway crew are putting timbers under the rails on the Washington Street extension at "Brewer Junction". When all the lines are straightened out, it is the intention to have a car in waiting at this point for the accommodation of the Brewer patrons.

The Cottageville line is in condition for running and a trial

was made today, everything was satisfactory. Regular running will commence as soon as the turn out above Hudson Street is completed.

September 13, 1890

The railway crew is putting in the turnouts on the Ohio Street line. They are to be three in number. One at foot of George Street one at the junction of Hammond and Union and the third opposite the Children's Home.

September 14, 1890

Many people took advantage of the opening of the Ohio Street line today and enjoyed a ride over the new road.

September 19, 1890

The Brewer and Ohio Street lines have laid idle today on account of trouble with a generator at Veazie. An expert from Boston has been sent for, as none of the experts here can find the trouble.

September 20, 1890

Work commenced today on the So. Brewer car house. It will be of wood and 60' x 20' in size.

Today the Cross Street station has furnished power for both the Main Street and Brewer lines owing to the trouble at Veazie.

September 22, 1890

Two generator armatures arrived yesterday for Veazie station and the current for Ohio Street and Brewer lines is once again coming from Veazie.

October 8, 1890

A nine AM today current was shut off from Cross Street and turned on the entire railway circuit from Veazie. The cars on all lines ran from Veazie.

October 9, 1890

It is quite a question whether or not the wire running under the track of the railway is necessary. It is continuous (#6 B. & S.) and connected to every rail. The railway men say if it was not so connected a "dead rail" would result.

November 5, 1890

At the City Government meeting held on November 4, a report of

the street engineer on the legality of the pole locations of the Bangor Electric Light and Power Company recited that these poles were not set and located in accord with the law of 1885 requiring notice and hearing and authority of the Municipal Officers. President Laughton stated that the locations were licensed in 1884 hence were properly and legally set.

At City Government meeting last night the location for the Ohio Street turnout was granted as follows: Commencing at the south line of the Dagget lot and extending north as far as necessary for a diamond turnout.

Location from Veazie Bank (Cor. Exchange and State) to Harlow, through Harlow and Cumberland and Center Streets to Congress Street. Granted April 11, 1893.

HAMMOND STREET LINE

Location granted October 8, 1895
Accepted Nov. 11, 1895

CENTER STREET, CUMBERLAND TO PARK AND PARK TO EAST MARKET SQ.
Location granted June 11, 1895
Accepted July 15, 1895

And now, these fifty years later, when the cars of the Bangor Street Railway cover their routes day and night, rain or snow, and with schedules seldom disrupted, it does seem fitting that we pause momentarily in respect to those Street Railway pioneers whose courage, initiative, patience and foresight and, no one will deny that persistence should also be added; those pioneers who gave to Bangor and Brewer the second Electric Street Railway in these United States.

Milford and Old Town

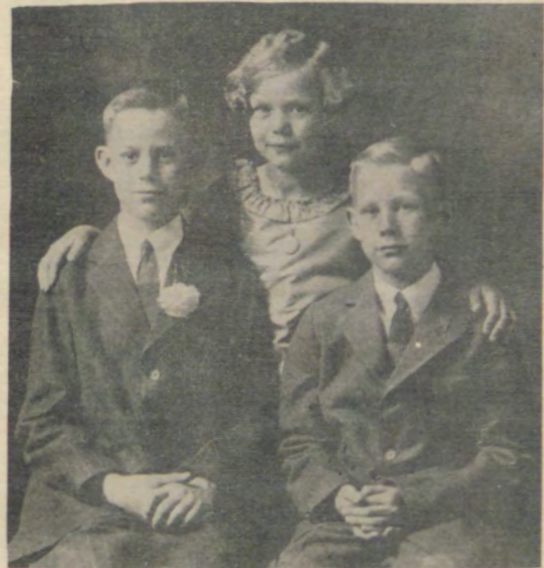
When will the ice go out? Will you please answer by return mail, postage prepaid of course. Last year it left the pond at 2:10 PM, on April 1st and here it is April 10th and surface of pond as smooth and unbroken as at any time during the winter. Mercury 20 at 4 AM. The sun is shining brightly this morning, however. Looks like good weather for a few days at least and the changes that a few days of warm sunshine
(Continued on Page 27.)

ORONO AND ELSEWHERE

Ruth Grindle, daughter of Warren Grindle our Manager at Orono, makes a very pretty picture in an old-fashioned costume. And Gordon Hasseltine with sister Beatrice and Brother Norman posed some years before Gordon became meter reader at Old Town. The tiny picture below shows Gordon with his pal, Merle Hildreth, ages 5 and 6.

What happened to the two ox-power motor down in the corner, and down in the mud, might have happened to any poor soul. Does anyone recognize the car?

We pause to contemplate an attractive child in the lower left hand corner. We question if any but his immediate family can identify this young man. Can you? To let you in on a secret, we found out that it is one of our stock clerks at the Bangor Service Building. Will Orrin G. Berry admit that we have caught him off guard? Hello Orrin!!





Accomplished Young Violinist

One of Bangor's most promising young musicians is Frank W. Handy 11-year-old son of Mr. Harold W. Handy, one of the Hydro car operators, who is fast making a reputation for himself as an accomplished violinist. He started his study when he was six years old, and each year has improved his talent. He has been featured in numerous concerts and musical programs here, and took part in the Easter concert of the First Christian Church, accompanied on the piano by his teacher, Gwendoline Barnes Robinson.

can make in the looks of things at this time of year is really surprising.

Supt. Grose evidently has an idea that the ice will go out sometime during the summer as he has a crew at work cutting out the old boom above the racks, repairing same and getting it ready for use when and if it is needed. The boys are using a lot of dynamite and elbow grease on this job and they say the ice is 28 inches thick. The water in river is low for this time of year. Sunkhaze gauge reading 108.30 and very little change in same during past few days.

Our first Robin appeared April 5th - hope he was not overly optimistic.

The change in working hours which took effect April 4th necessitated the addition of one more man to our operating force - Millard Spencer, son of our old friend and Quarter Century Club member, Frank Spencer, is the lucky guy. Welcome to our midst, Millard, hope you like it.

Our linemen have just completed installation of a constant current transformer and controller on Milford series street light circuit. This will overcome a lot

of burn-outs among our lamps. We are getting an occasional call for an additional service on the Alton extension.

Old man Grippe has been sneaking around up this way of late. Walter LeBreton and Harold Barnjum had a little run in with him and I understand that Warren Grindle and Miss Willard of the Orono office have had a similar experience. Junkins and crew were here March 13th changing oil gauges on some of the transformers. Harper and crew were here, March 16th changing wiring of head gate switch-panels.

We are glad to be able to report that Mrs. Harry Dudley, Ken's mother, who has been critically ill, is much better and is convalescing nicely at her home here.

List of visitors reported at the Old Town office includes Mr. Eugene M. Dole, Mr. Herbert Hammons, Mr. Earl Young. Also Mr. Vose of Landers, Frary and Clark Company and Mr. Flaherty of the Wetmore Savage Company. And here at Milford we recall the names Mr. Brown, Mr. Coffin, Mr. Cosseboom, Mr. Alton Grant, etc.

At 5.30 Monday P. M. April 10th the Bangor Hydro employees from

Old Town, Milford and Orono met at the Company's fine new office at the latter place by invitation of representatives of the Landers Frary and Clark Company to witness a very interesting demonstration of a late type of oven and incidentally to gorge themselves with an immense quantity of delicious food which was cooked on the spot in these rather wonderful little ovens. Two large turkeys, plenty of potatoes birdseye peas, delicious brownies and at least two different kinds of cake, were cooked to perfection and all these with numerous extra fixings were served to an appreciative crowd of thirty-three.

Mrs. McGregor of the L. F. & C. Company cooked the food and was assisted in serving same by Miss Barbara Stover from the B. H. E. Headquarters at Bangor. Mrs. McGregor gave us a very clear and pleasing explanation of the near miracles which this little oven will perform and Mr. Vose, also of the L. F. & C. Company gave us a short sales talk.

Mr. Earl Young of the Bangor Hydro, was present and I think he will agree that this very enjoyable (Continued to Page 29).

able event should be the forerunner of a successful sales campaign in this territory.

New enterprise in town. Neighbor Stanley Bowden has opened a meat and fish market and seems to be having a pretty good trade.

April 13th - that crack that I made about the weather at the beginning of this letter proved to be a dud. The sun disappeared shortly afterwards and hasn't been seen since, at least from this viewpoint.

And now try this on your thoughtograph and I'll quit:

If you've been working carelessly that's your fault.

You'd better take a tip right now and call a halt.

Our B.H.E. is striving hard to keep its members free from accidents of every kind

Or so it seems to me.

They are asking us to do our part

And I think you'll all admit

That we who stand to gain the most should try to help a bit.

Machias News

The Bangor Hydro employees of Washington County gathered at the Machias office Friday evening, April 14th, for the Universal Oven Demonstration. There were 35 present. The Harrington and Eastport offices were well represented. We were also pleased to have Mr. and Mrs. Young and Milton Vose and his wife with us for the evening. Mrs. McGregor, the Universal Demonstrator gave us a very interesting talk on various ways of using the oven. We were all surprised to see the cooking capacity of this appliance.

A very delicious supper was served by Mrs. McGregor and Miss Stover. Everyone had a very interesting as well as a very pleasant evening.

Mr. Haskell, Mr. Webster, and Mr. Dearborn have been recent visitors in Machias.

We are very pleased with our new Neon Sign which we received a short time ago. Many favorable comments have been received.

Main Street Observer

Whereas the fishing season is officially open and each and

every follower of the ancient Walton Clan is out after the funny denizens, I wish that all you fresh water men would read the following prayer and remember it before you tire your friends with those tales of big ones caught and little ones lost.

"Oh Lord, suffer me to catch a fish so large that even I - When talking of it afterwards - may have no need to lie"

The service men are working the new hours recently advocated. The day starts at eight o'clock, giving us an extra hour to get in our beauty sleep or mow the lawn, if and when that season does put in an appearance. At the end of each week, two service men have a nice long weekend to get out into the great outdoors.

The writer dropped in to see Tom Lawrence, now serviceman at Orono the latter part of last month. He has a fine workshop under way. Plenty of light, room and air. While there we installed a G. E. commercial refrigerator at the college.

We expect to see Thompson's car shined to perfection from now on. He informs us that that is all he can find to do these long mornings before reporting to work. He did mention that he could play with the children more than ever before.

Salesman Ness is quite carried away with the Bendix Home Laundry now that he has to do his own washing. Perhaps he can see now why his wife should have one.

Carr from Millinocket was in to see us one day early this month. He gathered up a few parts for his service work. Says they have snow up there.

Our store is being cleaned from attic to basement. The walls and ceilings were getting rather black.

Any of you readers happened to notice the thousands of birds that flock into the armory on lower Main Street each afternoon just before dark?

Having heard all this worried talk about the ice in the river each spring puts me to wondering as to what they used to do in the olden times when there were no ice breakers etc.

Don King claims to have an invention that when perfected will keep the Penobscot open the year

round. His gadget employs the use of calrod units mounted at various points in the river from Hampden up to the salmon pool.

Arnold found it very profitable to pay his dog's license this year.

Ashmore and wife motored to Portland for a weekend the middle of last month. Nearly got stranded in a blinding snow storm but managed to arrive home safely.

We have for sale in our store a new type of ironing board. The directions on it say that it is guaranteed not to "wobble, wobble, jiggle, joggle, slip or slide" Guess we got something there.

LaGrippe got a strangle hold on Lovely and threw him for a loss of three days. He's back at it now as fit as ever.

"Dr." Cole is giving us the second part of the first aid course. Some of us were kind of dusty on last year's doings but with a little prodding and numerous hints, the various bandages and applications came back to us.

Nichols has spells of dressing up in high rubbers, and hunting frock. These are the days he pursues the elusive meters out in Corinth.

Coney's market in Brewer is having a new cement box installed equipped with a one horse, forced connection G. E. unit. This installation sold by Mutty replaces an old wooden box, much too small for the market's present business.

Grover has the plates on his car, the battery fully charged and is now waiting for the mud to dry up before launching the said chariot.

Ruth isn't going to get her car out until the road out to North Mitten is improved. Her home town doesn't boast the best of roads she says.

The ladies sewing circle which meets in the rear office on the fourth floor each noon is a beehive of activity and conversation. If they can only learn to talk in turn instead of unison the total result of the gossip would be more beneficial to all.

Nine months of winter, three months of cold weather. What's the country coming to?

Great month for rain coats and umbrellas.

With the fishing craze at its
(Continued on Page 30.)

height, every year at this time, and nearly all the stores cashing in on the profit why doesn't this company get out something to offer the nimrod in the way of tackle? Perhaps an electric hook or an ampere fly. How about it Reddy?

Mixing a little business with a lot of pleasure is the way Mr. Vose and Mrs. McGregor, of the Universal Company, put across to us the story of the new portable ovens. At seven o'clock sharp on the night of April 12th about 70 employees sat down to a delicious supper of turkey, baked potatoes, green peas, stuffing, and all the fixings. The main course was topped off with coffee and cake.

An able force of office girls did a marvelous job in their role of waitresses. Some of them were so real they even peaked under the plates when removing the last course looking, I suppose, for that hard earned tip.

As soon as the meal was over we listened to a very interesting description pertaining to the tiny but very efficient oven. Most of us were surprised at the number of pots and pans that the demonstrator was able to tuck into that oven. Those of you who were invited and did not attend, missed something.

Mansur tells us that he knows of a storekeeper so mean, that when he finds a fly in the flour barrel he chases and captures it just to save the flour he may have gathered on his wings. Charlie says he has seen him do it!!

Until I can get my winter under wear off

beginning to look spick and span again after a year of being torn apart and rebuilt.

Another section of our gang is rewinding one of the generators at the Old Town Company plant.

Still another group is inspecting all regulators and oil circuit breakers on the system. Sort of a spring cleaning as it were.

Complaints of radio noise have been quite plentiful this winter and spring, due to the generally poor reception conditions. While investigating these complaints we have found conditions on our line unusually quiet, most of the noise being due to appliances of various kinds.

Electrical Department

Part of our crew is jointing at the Ellsworth plant, and it is

Millinocket News

The Millinocket Division em-
(Continued on Page 31.)



The Streamline of One Hundred Years Ago

Nothing fancy or sentimental in the names of these sturdy wood-burning locomotives that chugged over an eight mile stretch of track a century ago for the Whitneyville & Machias Railroad. The Lion and the Tiger. And, a sturdy job they did hauling lumber and "passengers free, at their own risk". Built in Boston in 1839, the Lion was the second locomotive to do service in the State of Maine. You can now view the Lion all comfortably housed at the University of Maine.

ployees went to Lincoln this month to attend a demonstration of Universal ovens as sponsored by Mrs. McGregor, Mr. Milton Vose, Miss Stover, and Mr. Earl Young. We had a very interesting and delightful evening and our mouths still water at the thoughts of the delicious turkey dinner that was served us.

Woofie, Mr. Fernald's dog and mascot, who accompanied us to Lincoln, very nearly took home the luscious steak that was broiled as a demonstration and later raffled off; but the lucky winner was Mr. Roy Sturgeon, of Lincoln; much to Woofie's regret.

Mr. Fernald went to Bangor during the latter part of March to attend the Managers' Meeting and the Meeting of the Quarter Century Club at the Kenduskeag Canoe Club.

Ivan Buck and Burleigh Carr, Servicemen, attended the General Electric Range and Refrigerator Service School in Bangor, March 17th.

The line crew has installed two new street lights in town. One located on Medway Road, south of Eastern Avenue, and the other on Washington Street, off Medway Rd. These will give our Electrical-Servant, "Reddy" a few more KWH's to play around with.

Mrs. Henry Jones, wife of our Line Foreman, is improving nicely since her recent operations in Bangor.

The Line Crew in conjunction with the New England Tel. & Tel. Company has been working on the lines over in the Little Italy section of town.

Miss Stover, Home Economist, accompanied by M. A. Perkins, the Lighting Engineer of the Company, visited us and assisted a few of our range customers with their cooking problems.

Hall Dearborn and Danny Webster called here briefly while on a trip around the circuit.

Other visitors were H. E. Hammons, Ed. Hall of the G. E. Supply Company, E. W. Brown, H. W. Coffin, R. N. Haskell, Earl Young Milton Vose of the Lenders, Frary Clark Company, K. Cosseboom, and Phil Banks of the Bendix Company.

With calls coming thick and fast to move refrigerators, to reconnect and disconnect meters, we can be sure of one thing.

Even though the weather up this way may contradict the fact, we know - "It's Spring".

First Aid Department

In the interest of First Aid and Safety I recently commented on the position of a line truck parked in front of the Service Building, in such a manner that the pikes and long tools extended across the walk obliging a person entering, to bend low or injure head or eyes on overhanging tools.

The retort was "you can see can't you".

Yes I can now and I want to continue. This practice has been continued for some time and it would seem that at least the truck could be parked far enough on one side of the walk so as not to endanger foot traffic.

Eyes just can't be bought. We only have two and we surely want to protect those. Speaking of eyes let us remember a few drops of castor oil will instantly remove any irritation and allow foreign matter to work out without any damage to the eyes.

It is worth remembering. NEVER rub the eye, it may do untold damage. We could not help taking notice of the precautions observed by a drill operator, not our employee, doing some drilling recently opposite the Service Bldg.

He had nearly completed his drilling before putting on his protective goggles. Of course he saved wear and tear on the goggles but how about the eyes?

Oh well, how quickly we notice these things in others, perhaps if we take account of stock we might find a place "where a stitch in time might save mine".

Meter Department

Joslin and Morgan have completed testing meters in the several Bradfords, Exeters, Garland, and Charleston and are now doing East Corinth.

We are trying out one of the new fluorescent tubes on our test board and it seems to be a big improvement and relieves the eye strain a whole lot.

It does not seem remiss to reply to our critics that the cockroaches mentioned in a previous issue DID NOT come from the meter

department.

Whenever they arrive in a meter we spray them carefully "UNTIL DEAD". It is also a well known fact that they congregate only where there is a source of dirt. We have never seen any around our lockers and they disappeared from the ground floor as soon as lockers were cleaned. How about those we have seen doing a marathon in the basement washroom, and called to the attention of the janitor. We are afraid Franklin you swallowed the janitor's story too fast.

The PWA has arrived which we take as a sign that Spring is here meaning it won't be long before we begin to have those connects at the summer camps.

Engineering Department

All of the work in the new station at Veazie has been completed except the painting of the walls and ceiling. This work will not be completed at this time as it is considered advisable to give them time to dry more thoroughly. We are anxiously waiting for the snow and ice to disappear from the grounds so that we may remove the timber and debris that accumulated during construction.

Mr. Roy Estell of the Woodward Governor Company was here Wednesday, April 12th. Mr. Brown spent a pleasant afternoon with Mr. Estell going over our new governors at Ellsworth and Veazie.

On Friday, April 14th, Mr. Kruse and Mr. Brown were at Howland inspecting the station.

On April 17th, Mr. Kruse and Mr. Brown were at Medway looking over the proposed changes to the 44 KV substation. While on this trip, a visit was made to the Great Northern Paper Company's new plant at Mattaceunk.

Mr. Dow has completed his inspection of all of the waterwheels and is now giving Generators #1 and #4 at Ellsworth Station a thorough cleaning. Mr. Dow and his crew are also assisting Joe Fournier in clearing the debris from in front of #1 gate at Graham Lake.

The spring run-off is about a month later than usual and we are all hoping that the ice will melt out of the rivers before we get
(Continued on Page 32).

any heavy rains. Veazie has had a lot of trouble this winter with anchor ice and is still having it. This has kept the Veazie crew exceptionally busy keeping Station "A" up to its normal output.

The Engineering Department has been very busy for the past three weeks preparing estimates for this year's work.

All of the employees in the Operating Department are very much pleased with the reduction in working hours which went into effect April 4th, and wish to extend their thanks to the Management.

All of those who attended the turkey dinner and demonstration of Universal Portable Ovens voted it an excellent meal and a very instructive evening. We all enjoyed Mrs. McGregor's instructive talk. The portable oven, no doubt, will fill a much needed want. Let's all do what we can to help on the Campaign.

Ellsworth News

Joe Kingsbury and his crew are here working on Line #1 and at the present time they are having a pretty muddy time working along the side of the Boggy Brook Road.

Blaine Holmes and his crew have just finished installing seventeen new street lights in the town of Brooklin.

During the past winter several old homesteads have been bought by Western parties in the Bluehill territory who are making extensive changes and improvements. These newcomers are planning to become permanent residents.

Mr. Aubrey Junkins and his crew are at the Power House working on the Ellsworth regulator.

George Dow and his crew are at the Power House cleaning up the #4 unit.

We wish to express our appreciation for the delicious supper served to Ellsworth and Bar Harbor jointly by the representatives of Landery, Frary and Clark Company, Mrs. McGregor, Mr. Vose, and Mr. Earl Young. After the supper Mrs. McGregor gave us a very interesting and instructive talk about the advantages and economy of the new Universal portable oven. There were nineteen employees and their wives from

the Ellsworth Division present.

Eastport News

Mr. Ernest Scott has returned to work again much improved in health.

Miss Varney is enjoying her two weeks vacation at the present time.

Recent visitors at this office were: Mr. Earl Young, Milton Vose Mr. Dearborn and Earle Webster.

William Harper was here recently, checking on the radio trouble which has been most annoying to some of our customers.

We have recently connected most of our power customers for the summer months. The local factories have opened again for the season and have all started off very nicely which is good for the local people.

Members of the Eastport Division enjoyed the recent Universal Oven demonstration held at the Machias office.

Bar Harbor News

Manager Austin has returned from his vacation which he spent in Savannah, Georgia, and in Boston and vicinity. He traveled to Savannah by boat and reported a most enjoyable voyage.

A general spring house cleaning has been taking place at the substation. A new coat of paint and newly varnished furniture add greatly to the appearance. Incidentally, Mr. Abbott greatly admires the green paint.

Foreman Grindle and linemen Hazelton and Church are busy on Cranberry Island building a seven pole extension to the property of a summer resident.

We are all very anxious that our salesman, Sam Frye, does well in the Sales Campaign now in progress, as we want him to be able to attend the banquet fully clothed.

Miss Mary Graham, of the office force, is spending her vacation in Boston. It does seem strange that all the girls strike for Boston on their vacations. We wonder what the attractions may be.

Fifty-eight persons, members of the Ellsworth and Bar Harbor divisions with their wives and their friends, were guests at a demon-

stration dinner at the office on April 13. Mrs. McGregor of Landers, Frary and Clark, assisted by Miss Stover of the Hydro cooked and served the following menu: Roast turkey, baked potatoes, green peas, celery, cranberry sauce, hot biscuits, tea cake, brownies and coffee. The new Universal Portable Electric Oven, was used to prepare the entire meal after which Mrs. McGregor gave a short talk on its economy, efficiency and labor saving benefits.

Obituaries

Frank C. Turner

Veazie Citizen Served in Legislature and Town In Several Capacities

Frank C. Turner, 55, native, life-long resident and prominent citizen of Veazie, died at his home Sunday after a disability of about five years. He leaves his wife, Mrs. Lillian M. Turner; a daughter, Mrs. Atwell E. Blaisdell; a son, Robert E. Turner; a granddaughter, E. Carroll Blaisdell, and a sister, Mrs. William N. Jordan, all of Veazie; a half-brother, O'Dillion Turner of Orono, nieces and nephews.

He had served a term in the Legislature; was town clerk for 28 years and had been on the board of selectmen and tax-collector. He attended the Congregational church, was a member of Penobscot lodge, I. O. O. F. and of the Veazie N. E. O. P. For a long time he was assistant superintendent of the Veazie plant of the Bangor Hydro-Electric Co.

Funeral services will be in the Veazie Congregational church, Tuesday afternoon at 2 o'clock (DST).

EDWARD HEMAN

Edward Heman, 34, for ten years operator for the Bangor Hydro-Electric company, died Sunday night in the Fairfield sanitarium where he had been for some time. He was well liked and many friends deplore his untimely passing. He leaves his wife, Mrs. Mildred Heman; a daughter, Rita; a half-brother, Walter Martin of Windsor, Vt.; his father, Fred Heman of Lebanon, N. H., and several cousins. He was a communicant of St. John's Catholic church where the funeral will be this morning at nine o'clock.

Veterans Service List

Hydro Employees honored this month by Anniversaries of service of five years or more

Employee	Position	Date. Years.
Morrill, John V.	Stockkeeper, Car House, Bangor	April 25, 1897 - 42
Rice, David F.	Car Operator, Bangor	" 22, 1901 - 38
Eisnor, Ambrose C.	Car Operator, Bangor	" 6, 1911 - 28
Tyler, George W.	Asst. Field Engineer, Bangor	" 29, 1914 - 25
Hamilton, Alfred A.	Car Operator, Bangor	" 25, 1916 - 23
Bowden, Ivory N.	Register Clerk, Bangor	" 25, 1921 - 18
Hobbs, James W.	Foreman, Welding Crew, Bangor	" 18, 1922 - 17
Wyman, George W.	Trackman, Bangor	" 24, 1922 - 17
Tupper, George L. T.	General Storekeeper, Bangor	" 15, 1923 - 16
Duguay, Levi	Trackman, Bangor	" 8, 1924 - 15
Gordon, Raymond A.	Trackman, Bangor	" 8, 1924 - 15
Conley, Burton C.	Auto Mechanic, Bangor	" 5, 1926 - 13
Burrill, Wilmot L.	Car Operator, Bangor	" 7, 1926 - 13
Hennessey, George O.	Car House Helper, Bangor	" 27, 1926 - 13
Hatt, Clarence M.	Lineman, Ellsworth	" 1926 - 13
Pelkey, William M.	Carpenter, Car House, Bangor	" 4, 1927 - 12
Fearon, Ray E.	Lineman, Bangor	" 8, 1927 - 12
Gamble, James M.	Supt. Veazie Station	" 11, 1927 - 12
Hazelton, Leonard A.	Lineman, Bar Harbor	" 5, 1927 - 12
Goode, Charles R.	Lineman, Bangor	" 6, 1927 - 12
Homsted, Arthur F.	Lineman, Bangor	" 6, 1927 - 12
Swett, Earl L.	Lineman, Bangor	" 11, 1927 - 12
Chase, John C.	Lineman, Bangor	" 12, 1927 - 12
Thayer, Montford C.	Lineman, Bangor	" 2, 1928 - 11
Gay, Philip D.	Lineman, Bangor	" 21, 1928 - 11
Veazie, John E.	Lineman, Old Town	" 23, 1928 - 11
Young, Casper L.	Lineman, Bar Harbor	" 1928 - 11
Foss, Colby H.	Lineman, Ellsworth	" 3, 1929 - 10
Hudson, Floyd E.	Engineer, Bangor	" 3, 1929 - 10
Wood, James E.	Meter Reader and Lineman, Ellsworth	" 5, 1929 - 10
Spillane, Frank R.	Lineman, Ellsworth	" 2, 1930 - 9
Allen, Harry S.	Serviceman, Bangor	" 7, 1930 - 9
Dearborn, Arthur W.	Meter Reader, Bangor	" 1, 1931 - 8
Sawyer, Allen L.	Electrician, Bangor	" 27, 1932 - 7
Lawrence, Thomas W.	Serviceman, Orono	" 10, 1934 - 5

SAFE PRACTICE OR LUCK. WHICH ?

During the past few weeks the following violations of our safety rules, have been observed and it makes us wonder sometimes just how much our safe practice, just how much our doing things the safe way, just how much our thoughtfulness and care is helping us on our safety record, and it also starts us thinking just how much we are being favored by lady luck.

We have observed linemen working on street light circuits without rubber gloves on.

We have seen men working up through live circuits of 2300 and more volts without protecting themselves with their rubber

goods.

We have known of men using steel hand tools with the heads badly broomed up and striking these tools with steel hammers and no safety goggles on.

We have seen men working around where crating and boards that have been removed with nails through them and thrown down with the nails sticking up in the air just waiting to puncture a foot or a hand.

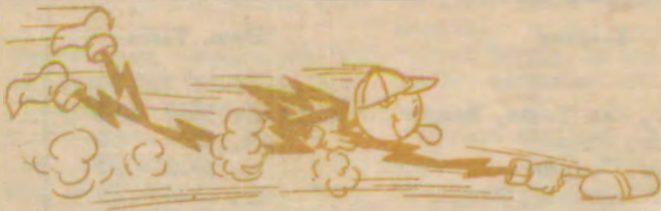
We have learned of sharp tools being left on the ground and in the shavings in places known only to those who dropped them.

We have seen men of our crew working along the highway in

dangerous places without any sort of flag to protect them or to warn the driving public of the danger.

Having seen all these things which are plain violations of our rules and all well known safe practices, we are wondering what ought to be done about it having had experience with what can and does happen to our friends and fellow employees when things sometimes do go wrong. What do you say?

We can't see everything. Your Safety Director would like you to write him about the unsafe practices you see. Your word to us may save a life.



**NOT A SINGLE LOST TIME ACCIDENT
FINE WORK. KEEP IT UP.**

Safety Record For The Month

1939 MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
5	6	7	1	2	3	
12	13	14	8	9	10	11
19	20	21	15	16	17	18
26	27	28	22	23	24	25
			29	30	31	

**PERFECT RECORDS
THIS MONTH**

Millinocket Division
 Medway Plant
 Lincoln Division
 Stanford Plant
 Oldtown Division
 Milford Plant
 Orono Division
 Stillwater Plant
 Veazie Plant
 Gen. Hydro Equipment
 Bangor Office
 " Commercial
 " Substation
 " Stockroom
 " Line Dept.
 " Electricians
 " Meter Dept
 Railway Operators
 " Track No. 1
 " Track No. 2
 Railway Car Barn
 Ellsworth Office
 " Line Dept.
 " Plant
 Bar Harbor Office
 " Line Dept.
 Harrington Division
 Machias Division
 Eastport Division

PERFECT RECORDS TO DATE FOR 1939

Millinocket Division	Bangor Office	Ellsworth Office
Medway Plant	" Commercial	" Line Dept.
Lincoln Division	" Substation	" Plant
Stanford Plant	" Stockroom	Bar Harbor Office
Oldtown Division	" Line Dept.	" Line Dept.
Milford Plant	" Electricians	Harrington Division
Orono Division	" Meter Dept	Machias Division
Stillwater Plant	Railway Operators	Eastport Division
Veazie Plant	" Track No. 1	
Gen. Hydro Equipment	" Track No. 2	

E. W. BILLE

R. F. D. 2

BANGOR, MAINE