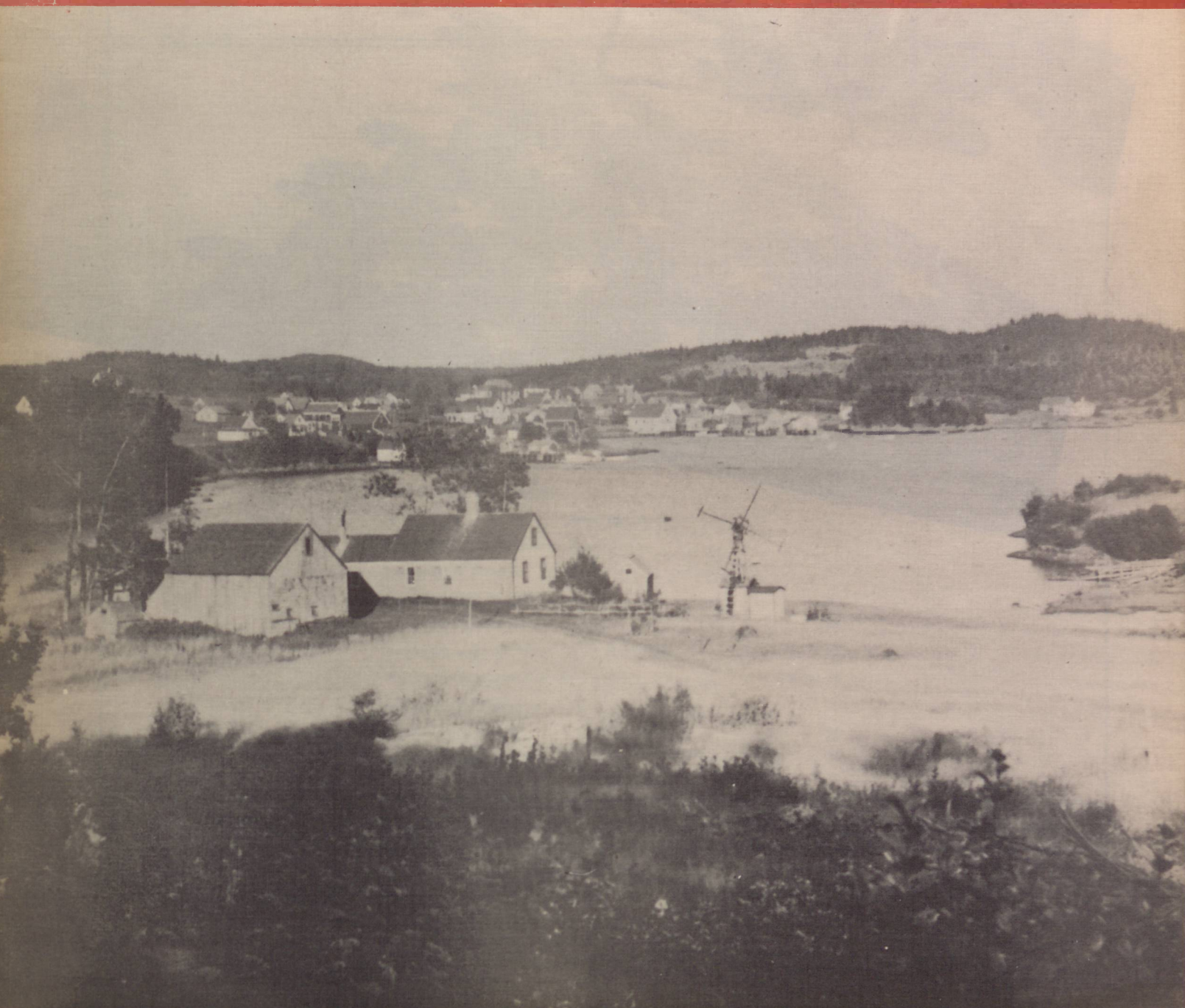
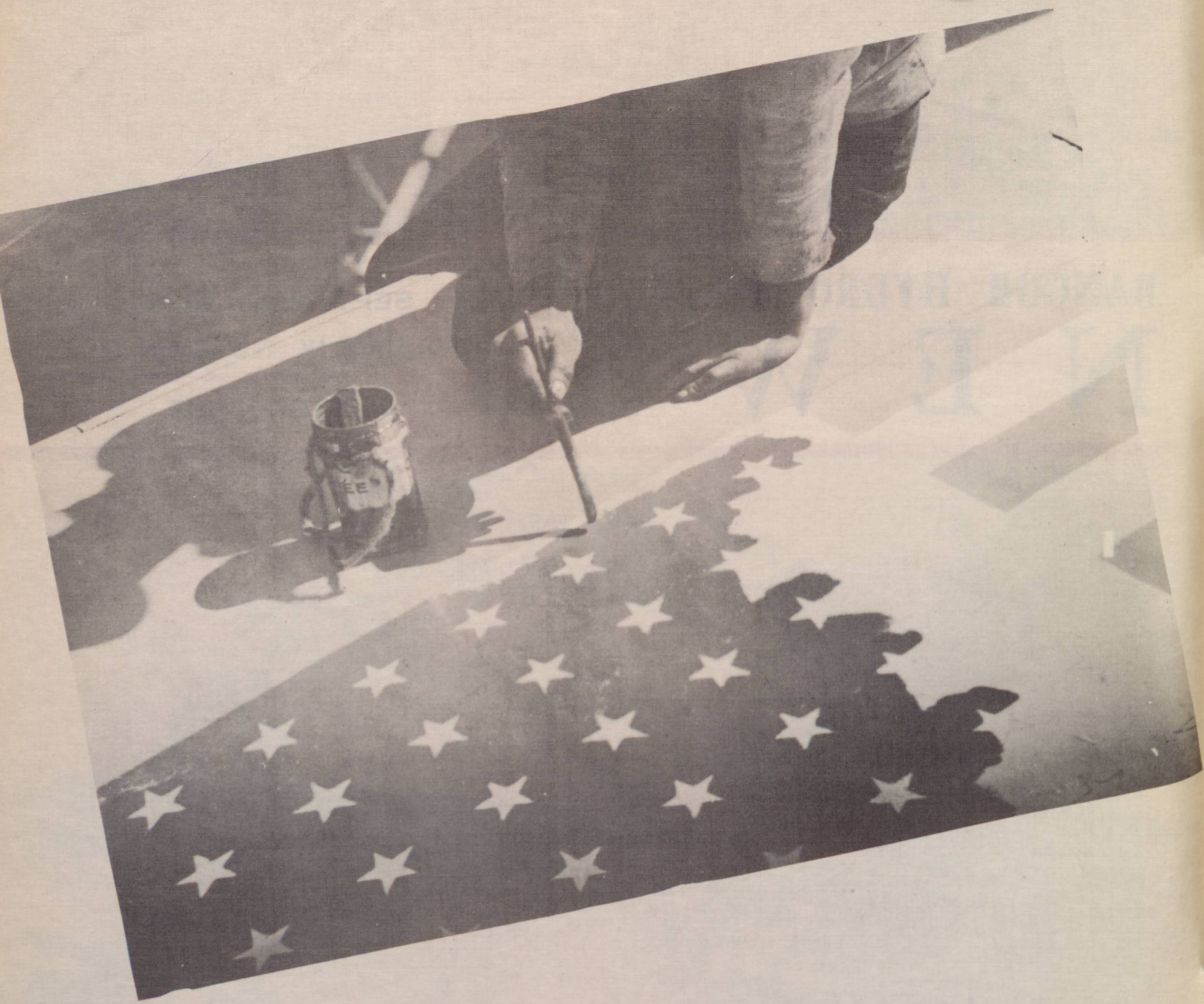




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HYDRO NEWS

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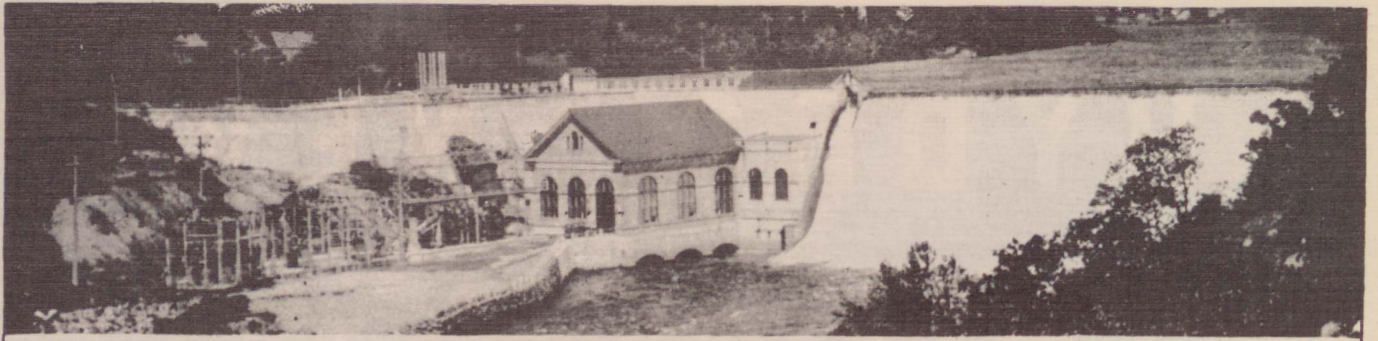
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E D I T O R I A L

Congratulations Cutler

There is sincere feeling behind our words of congratulation to the town of Cutler. You have a past that is full of all that is best in stolid American tradition. You are a town today that stands as a fine example of industry and independence, the quiet industry where one goes about his daily tasks with full knowledge of the facts that rewards come only through personal effort and enterprise. We prophesy an enviable future for Cutler. It is to such communities that many fine citizens of larger centers will travel for their summer months and gradually lengthen their stay to become permanent residents. With a clean town and a cordial spirit you should make many good friends in the future. We are pleased that we of the Bangor Hydro have now become part of the family of Cutler.



Electricity on the way to Cutler

True enough, when a new line is being built, one thinks of the broad highway, of the hills and fields to the right, and left, of the streams to be crossed, of the wooded stretches and open country. Yes, those are the conditions that the men on the job must meet in the actual construction day in and day out, but also plenty of work goes on behind the scenes before work in the great outdoors can start.

Knowing the final objective the line is to reach is one thing, but there are many twists and turns on the way. There are five families off on that road and several over on that, all a way off the main road, and all want service. Just what is the best route to follow to give the minimum service, to earn the maximum revenue.

That's what the engineers first study. Then for a study of the ground along the route to be covered and then get it down in black and white, so that estimates can be figured, supplies ordered and deliveries made as the work starts on the job. By the time the engineering department has finished its preliminary survey, each foot of the ground is on paper, each section of line is mentally strung, each pole is in place and numbered and each day's work is visualized.

At top, is George W. Tyler, Assistant Field Engineer, who staked the line, and then put the Cutler line on paper. Then stakes were set locating and numbering each pole. In center, Field Engineer Kenneth S. Cosseboom, and Hall C. Dearborn at work on a right-of-way problem. Below lies Cosseboom holding some brush out of the way of the camera lens for a shot down the highway clearing.



To one not accustomed to swinging an axe it would look like a rather formidable job to clear a wide stretch along the miles of highway where a heavy growth of hard wood and soft wood blocks the path at every foot. It is a slow job and a long one too, but Harry Wheelden's crew kept pegging away.

Day by day, the path the line of poles would take, came out of the woods, and into the daylight. The brush pulled out of the way, and piled up to dry and to wait for a safe time to burn it, after a heavy rain.

Where necessary to secure right-of-way full and complete cooperation was met on the part of the land owners. Lights were on the way to Cutler, Little Machias and North Cutler, and no one wanted to stand in the way, or offer any obstacles. And none were more cooperative or helpful than the Selectmen of the town of Cutler.

We are sorry we cannot identify the several men at work on this page on the job of clearing brush and trees along the highway from East Machias to Cutler. The picture below is submitted as evidence that Ken Cosseboom was really performing a good service in the reclining position on the opposite page. This is the picture we took over his head as he held down the brush.



Electricity on the way to Cutler



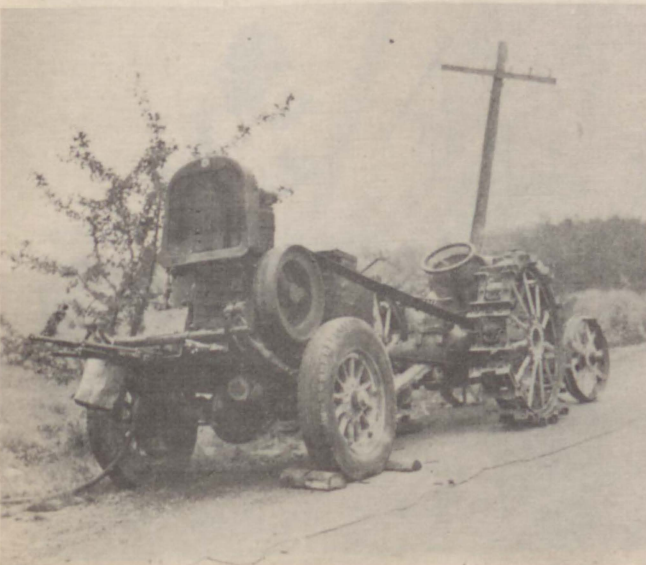
Operations on the way to Cutler enter another stage as the poles arrive and the pole holes and anchor holes are dug, a stage of operations that draws a considerable gallery of interested spectators from time to time.

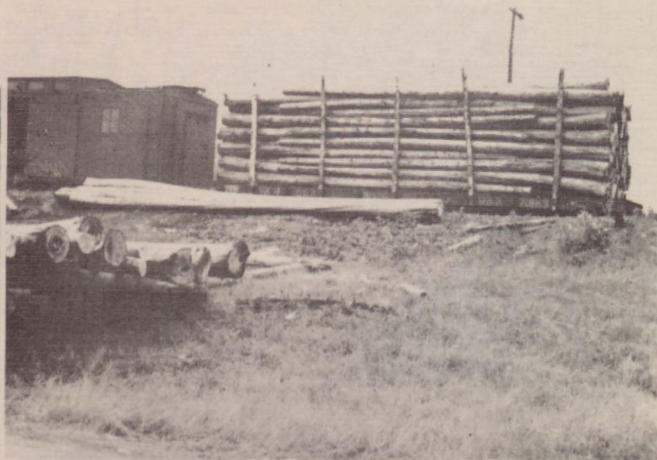
As usual in a construction job of this extent, a variety of conditions have been met in digging operations. The average number of ledge holes, gravel holes and plenty of good hard clay. Though very near the water in many stretches of the new line, the right-of-way is more free of bogs and swamp lands than would ordinarily be found in so many miles.



At upper left, Slim Hesseltine is busy roofing a pole, as Leroy G. Vose, manager of the Machias Division looks on. Cutler and the several small communities that will be served by the new line are included in the Machias Division, a welcome addition to the Machias staff.

Below are two methods of transportation not often seen these days. The complicated mechanism at the lower left is Harry Wheelden's air compressor. Yes, it works. At the right is transportation reduced to its simplest form on a farm at East Machias.





A Few Statistics From The Engineering Dept.

The extension to Cutler has called for the following in its 16 miles of line:

335 poles
173 guys
#4 ACSR Conductors
9.0 miles of 11 KV line
7.0 miles of 4.6 KV line

H. L. Wheelden contracted to do the trimming, bush cutting and burning, hauling and setting poles, placing cross arms, digging and setting anchors on the line. With the exception of burning the brush which can not be done until weather conditions permit, he completed the job in 35 working days, August 8th, to Sept. 18th. In all he and his crew set 335 poles, 150 anchors and placed 370 crossarms.

The BHEC crew, Joe L. Kingsbury, foreman, worked 14 days, Sept. 5th to 22nd, on the Cutler extension. They strung 32 miles of wire, installed 155 guys, also placed 40 crossarms and hung 2 transformers.

It is interesting to note that this 16 mile extension passes through four different townships: East Machias, Machias Port, Whitney and Cutler.

It will be but a matter of days after this issue of the Hydro News that electrical service will be available in Cutler.



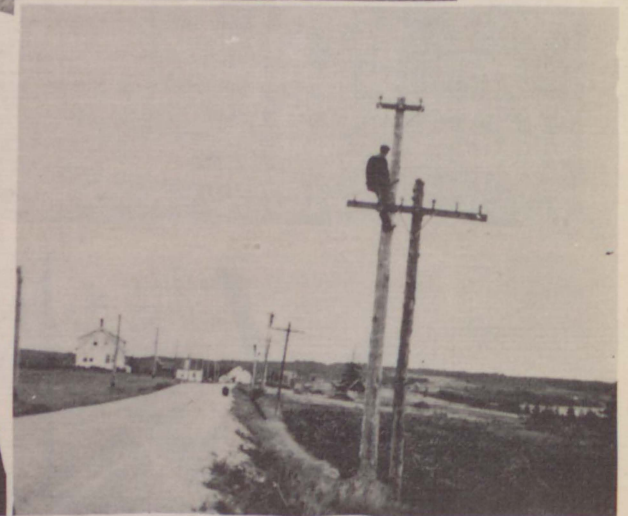
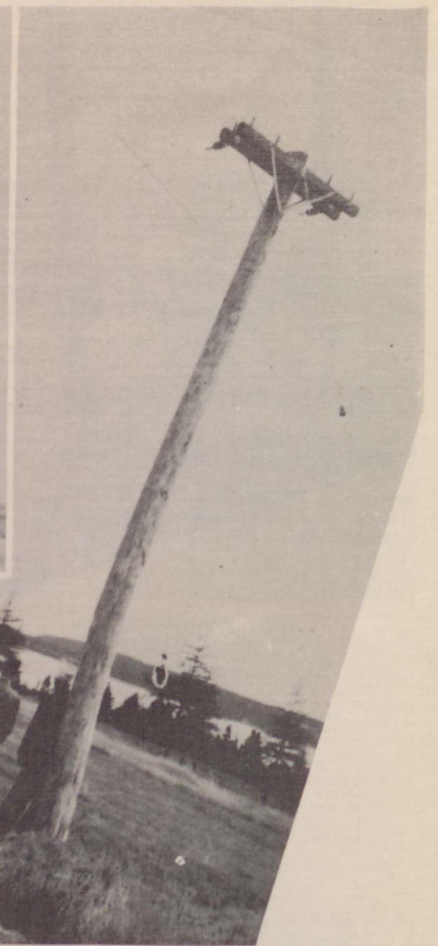


Still further advanced are certain sections of the Cutler line. Above, for example, with the wires strung are Gay, Lindsay and Giekie (we believe) pulling up slack.

The truck in the two pictures is that of Harry Wheelden serving as a derrick to raise the poles and set them.

Below at right are, Left to right, Bob Geikie, Phil Gay and Shorty Swett tightening up a guy wire.





And Still More Hopeful to the Residents

There's something final in the visible evidence of wires strung and brought to the proper sag. At lower left, wires are being strung from the Hydro truck and lower right linemen sagging in wires on North Cutler road. Joe Kingsbury and Shorty Swett behind the truck. Top right, view from North Cutler looking down the Harbor.

At top left are trucks and linemen of the Eastern Telephone Co. Prior to the coming of the Hydro line, the phone company poles and wires ran along one side of the highway and Coast guard poles and wires along the other. The phone company transferred their cross arms and wires to the Coast Guard poles and removed their own poles to make way for electricity on the way to Cutler.



Right into the Center of Cutler

Things hummed along the several days that Harry Wheelden's crew were setting poles along the main street of Cutler.

Directly above Harvey Quimby and Ted Lindsay are rigging a set of double arms and Jim Hodgons in background.

Left center and top the crew is busy straightening poles after erected and lower left they're tamping in a pole.

Directly below is the Harbor at Cutler that will soon be brightened by the advent of electricity.





Electricity will soon light the waterfront of Cutler

Cutler - a place more anciently and familiarly known by the Cognomen "Little River" - (a name, no doubt bestowed upon its locality by the earliest navigators of the "Bay of Fundy", or the aborigines who hunted along the coast, and so called, probably from the fact that a small river discharges itself into the sea near the entrance of the harbor) is pleasantly situated on the coast about twenty miles southwesterly from the town of Lubec. It has one of the safest and best harbors in

the State, and is acceptable at all seasons of the year to vessels of any size, for it never (in the least) is obstructed by ice. It lies very near the course of vessels navigating the Bay of Fundy, is easily entered, protected from the wind on either side by high lands and sheltered from the storms and heavy seas by an island midway at its mouth, and upon which, in 1849, a lighthouse was erected to serve as a guide by night, and more recently a bell (run by clock work) to

sound as a guide by day and night when fogs prevail. A few minutes after bearing away from the usual track, serves to bring the "storm tossed" vessel to a safe anchorage and snug harbor, where the tired and anxious mariner can rest from his toil 'till the "Storm passes".

The present population is about one thousand, scattered over an extent of about six miles, but most of the inhabitants are settled near the harbor.

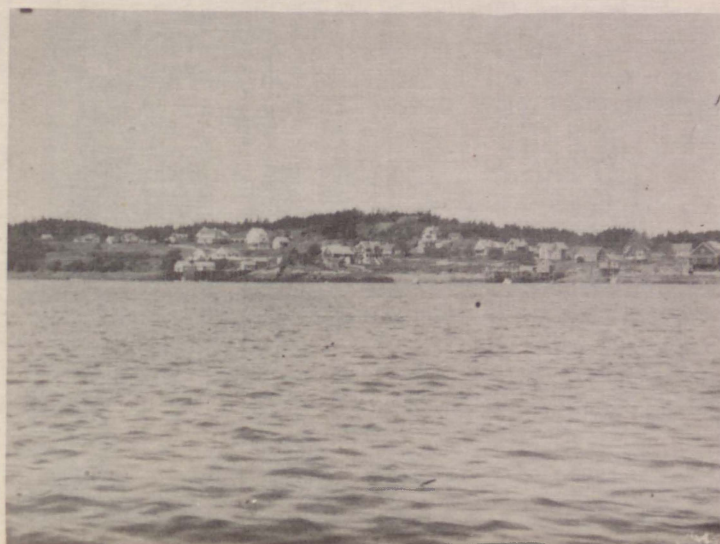
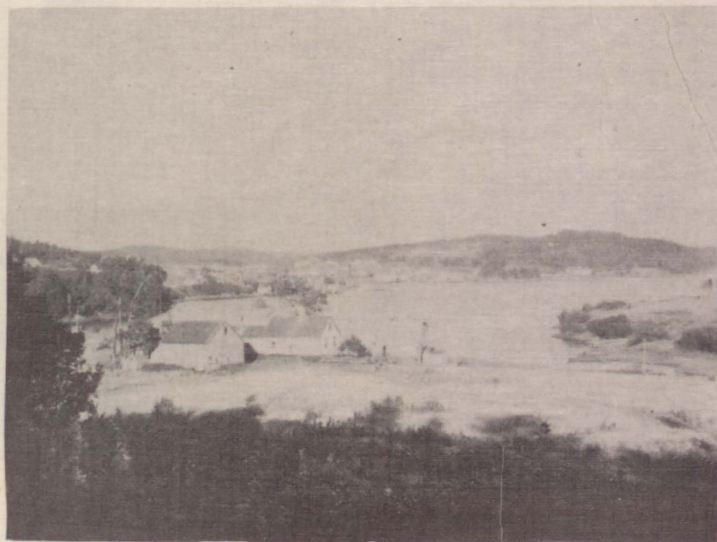
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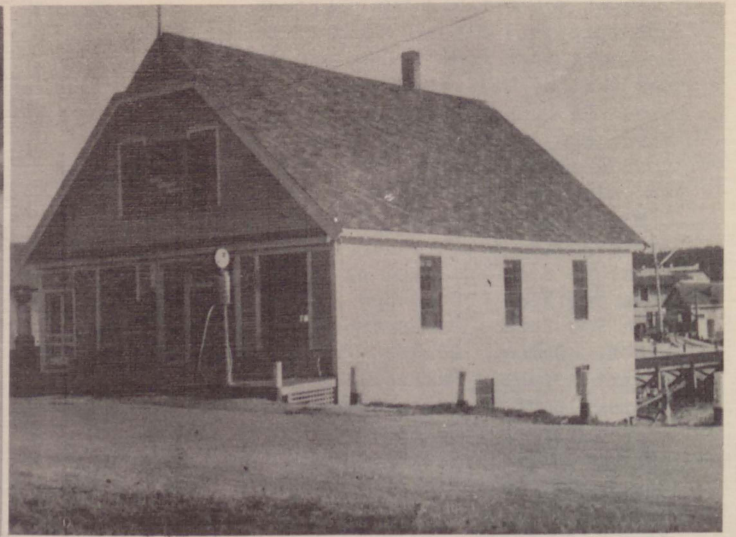
It at present has two churches, one (Baptist) old and dilapidated now used as a town house, and one new (Methodist) at present occupied by Rev. Charles Rogers. There are nine school houses in town and one of them has a Masonic Hall in second story.

First settlers names, Jeremy Andrews and his brother Timothy in 1785, soon followed by - Davis from Gay Head, Cape Cod - Maker from New York - Richardson, Denison, Cates, Ackley, Huntley, Bryant, Grant, Ramsdell from the western part of the state. First mill built by Wm. Cooper. First church built in 1827 by Samuel Barpy and dedicated July 4, 1827, to the Baptists with 40 members. First preacher, Elisha Beedle, Baptist. Services of a doctor were obtained from Machias and Eastport when required. First school teacher, Bartlett Ramsdell from Groton, Mass. First vessel built by Richard Haws; second by Ebenezer McCloud. First school house was built in 1812, previous to which, private schools were taught in private houses. First Post-Office established about 1830, and first postmaster James Elliott; prior to which the inhabitants got their mail irregularly from Machiasport.

The principal occupation of the early settlers were line fishing, netting and smoking herring and tilling the soil during the summer and fall months. Fish of all kinds, at that time, were very abundant and brought good prices. The smoked herring were packed in boxes, made from thin rift from the spruce trees, sawed up the length required for a box and split by hand, there being no saws run by water then (as now) to saw box stuff. Split laths were also made by hand in considerable quantities during the winter months. Their fish and lath the people marketed at Eastport and Machias, where they carried them by water and exchanged for provisions and other necessary supplies for their families, not forgetting (always) the well filled keg of "New England". Some times their productions were sold to captains of trading vessels who came into the harbor with their vessels laden with goods for the purpose of trafficking with the inhabitants for their fish and laths.

The township was originally
(Turn to Page 21)





Cutler Boasts these General Stores

The last thing that a stranger is liable to think about in Cutler is commercial activity, yet there is considerable for a community of less than 500 population. Two substantial lobster dealers mentioned elsewhere, then the fish business and pulpwood business of the Peapscot Paper Company.

In retail lines, might be mentioned the G. G. Aldrich firm, the Confectionery and Ice Cream Shop of Olive Wallace, and the Service Stations of Sidney W. Davis, and the two general stores, one owned by the gentleman pictured at the upper left, Charles E. Smith, and the store pictured above and that of Lucius E. Gardner, as pictured below at left.

Of course a substantial part of the year's trade is accounted for by summer activities on land and sea. Cutler is not a large summer resort when thinking in terms of many Maine coast towns, but it offers much that they can never again offer summer residents who want the more quiet and secluded vacation. Nor can the Harbor be called a busy one by these same comparisons. But, again therein lies much of its great charm and natural beauty. But such business as the locally owned summer yachts and the transient yachts bring to Cutler is a very important item to the townspeople.

There is quite a business enjoyed by owners of local boats from the summer visitors who take boats from Cutler for a sail to Seal Islands to see the Puffins. What are Puffins? We had to make the same inquiry. Puffins are a brilliantly feathered bird somewhat like a parrot and which we understand are to be found on only a few spots along the eastern coastline of the country.





Residents of Cutler Young and Old

You are sure to get into conversation with numerous Cutler residents for they are all so friendly.

"Bill" Farris pictured at the left was just headed off the wharf with a small pail of some fine looking mackerel but willingly submitted to the ordeal of being photographed.

And down below, two young residents of town were finally induced to cease wiggling for a moment as they sat watching operations from a Hydro pole. Virginia and Janet Schurman from left to right.

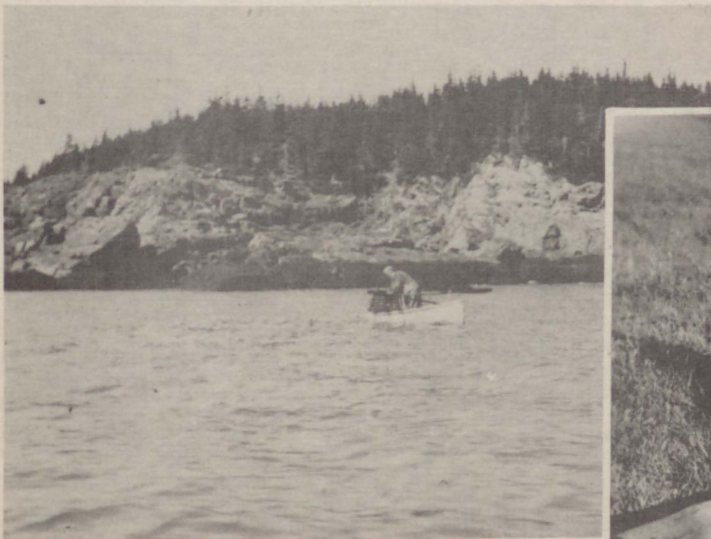
Below again at lower left is a very familiar sight in Cutler and nearby waters, the lobsterman hauling in his pots.

We had quite a talk with Clarence Wallace, Lobster Dealer and were surprised to hear some of the figures he quoted. Between himself and Eugene Ferris, about 15,000 pounds of lobster are shipped a week from Sept. 1st. to December and all from local waters.

These lobsters are shipped mostly to Gloucester, Mass., by truck but a week before our call, Mr. Wallace had shipped 15,000 to Gloucester by smack.

He mentioned one puzzling fact and that is the Gloucester firms are not allowed to pack any meat and yet there is no law against the import of lobster meat from other countries.

Most of the fishermen that sell Mr. Wallace these sizable quantities of lobsters live within a nine mile range of Cutler, having started this extensive business about thirty years ago.





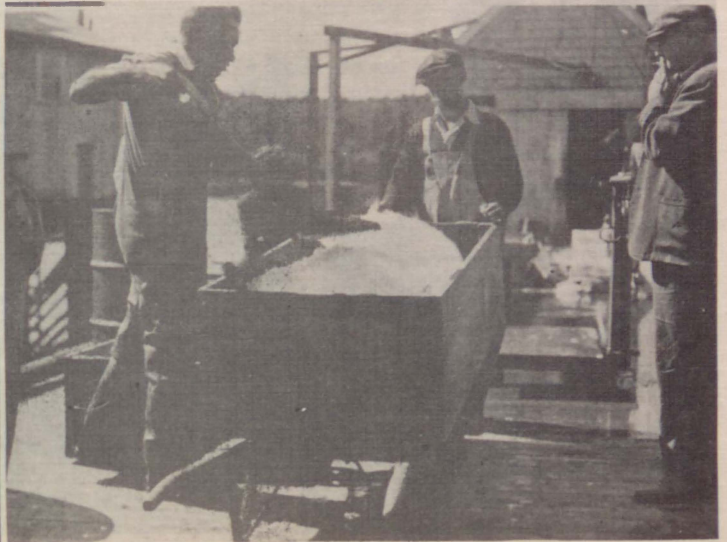
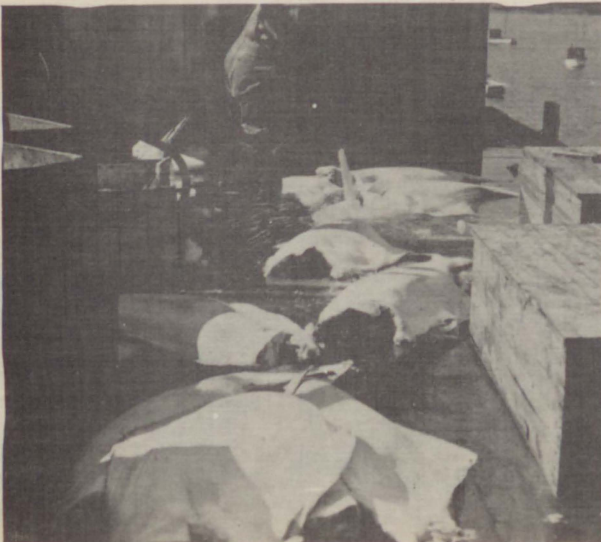
If it's Halibut you want

Down on the long, narrow wharf behind Charlie Smith's store, an appetizing sight greeted two hungry people, your photographer and correspondent, for this was well after noon and two light breakfasts had been eaten before seven in Bangor. You may be inclined to say that a lot of dead fish cannot be appetizing. In that we now disagree for the big Halibut on the wharf and the dried fish on the racks were sweet and fresh and clean as any morsel that may ever have tempted you.

Of course we were particularly interested in the fine Halibut that lay on the wharf and which had just been unloaded from the smack "Dream Boat" of St. Andrews, N. E. We were surprised to see that the large Halibut came from Nova Scotia all packed and iced in cases. But with all due respect to the original packers of the Halibut, they were very different looking fish after being thoroughly cleaned, hosed out and re-iced for truck shipment from Cutler.

The five big ones in the upper picture weighed in at, 128, 100, 98, 89 and 88 pounds apiece. Good meal for one man!

At the top are the owners of this fish business operating in and out of Cutler. At left, is George Farris of Cutler, and in center is co-owner of the business, Arthur Brown at Campobello and also Capt of the Dream Boat that brought the load of Halibut from Nova Scotia, Cutler being the nearest harbor to the Nova Scotia shipment point. Below lies the Dream Boat at low tide.



It is not only halibut that are seen on the wharves at Cutler. In season you may see thousands of pounds of lobster in transshipment to points near and far. Or, as pictured below, it may be a large quantity of mixed fish, in this case, cod, haddock and pollock, many of these shipped fresh and a sizable quantity to be dried before shipment.

At upper left is a fine big halibut brought in from Cutler waters by I.B. Schurman of Cutler.

Below left, a view of West Head in the Center Harbor and at right a view at Otter Point, down the Cove road.





Personally Conducted by Robert T. Henderson, Warden of the Sea and Shore Fisheries

When one thinks of Cutler you immediately think of the Harbor for as so many people say, it is one of the most beautiful harbors on the entire coastline. Of course your first hope will be that in some way or other you will be fortunate enough to get out and around in the harbor.

It was our good fortune to meet "Bob" Henderson, Robert T. to be exact, the local warden of the Sea and Shore Fisheries and it was our further good fortune to be invited out in his boat with him so as to have a view of Cutler from the water. A short trip with him expanded itself into a real sight seeing tour not only of the entire harbor but eight or nine miles on down the coast to Cross Island.

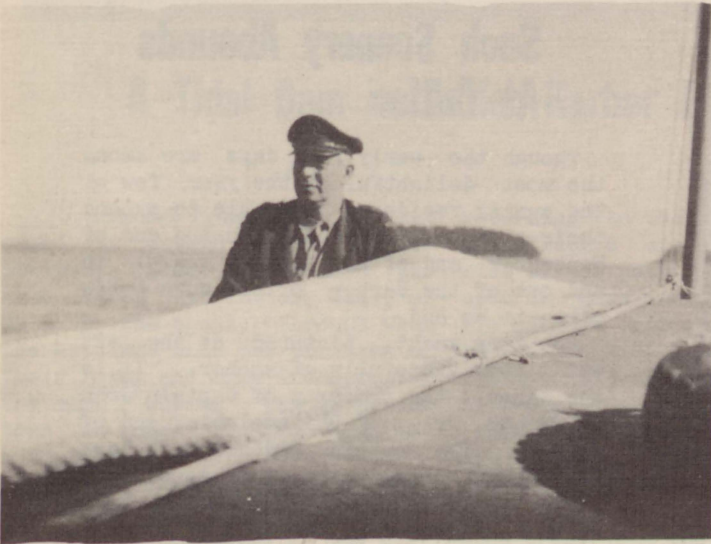
Around the inner Harbor itself, one is immediately impressed with the many ideal features that Cutler possesses as a place at which to spend the summer months. There is a fresh, clear sparkle about everything. The few summer homes around the harbor are so entirely in keeping with the whole setting. Small homes, in most instances, but extremely attractive and all so beautifully located.

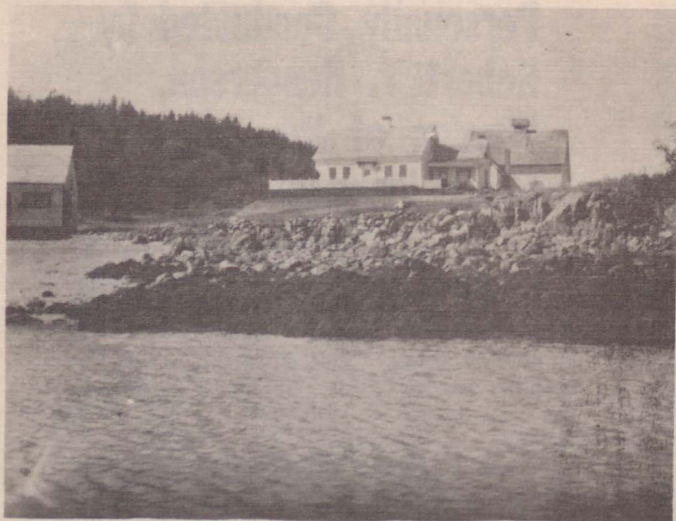
Bob Henderson, of course, knows every foot of the waters and coastline for it is his job to patrol those waters and to know that the laws are being obeyed. It so happens that his territory is the only one along the coast of Maine that necessitates travel through open water unprotected by islands or headlands.

It was particularly interesting to run up close to the old stone tidal dam that had been built back around 1830, and what for some years by the action of the tides provided power to run several sizable lumber mills.

The Warden also pointed out the site of a former shipyard that had once provided employment in the early days of Cutler. As you hear of these industries that once flourished at Cutler but are now no more, it is more readily understandable why Cutler today has but half the population it had in the middle of the last century.

Cutler too, like so many small towns in Maine will unquestionably continue to prosper more and more through the acquisition of new summer residents and vacationists.

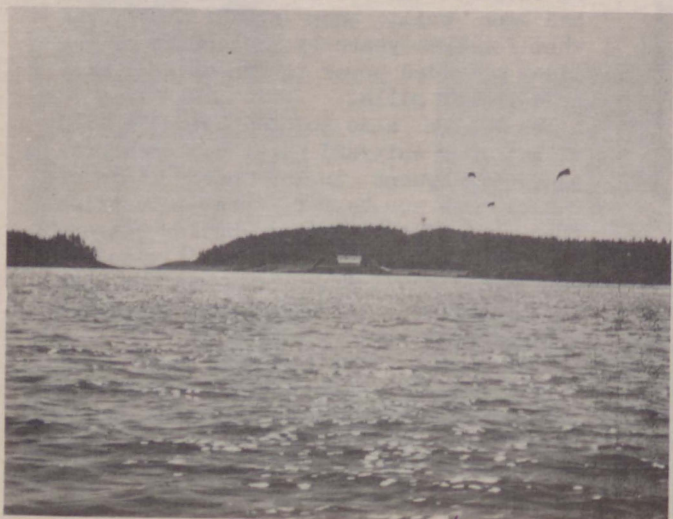




Such Scenery Abounds At Cutler

Though the early fall days are among the most delightful of the year few of the summer residents are able to extend their stay at Cutler through the end of September and of course the travel in and out of the Harbor of pleasure craft comes to an end.

One fine yacht, pictured at the left still rode gracefully at anchor. It is the Agnes, the property of Captain John C. Groome, Jr., of Philadelphia, and of Cutler. The Captain and his wife have made their home aboard the Agnes this summer while rebuilding a home they have recently acquired on the harbor shore.





A Tidal Dam in Cutler Harbor Dating Back to the Early 1830s

(Continued from Page 13)

owned by Joseph Cutler of Newburyport, Mass., for whom the late Rufus K. Porter, Esq., of Machias was agent, through whom the settlers made the purchase of their lots, and when incorporated the name "Cutler" was given the town in honor of its original proprietor.

During the war of 1812 two English armed vessels made their appearance at the mouth of the harbor (the Spartan and the Maidston) where they came to anchor and sent their barges loaded with armed men into the harbor where they took possession of fourteen sail of small sized vessels, including a small armed cutter which got aground at the head of the harbor, and took them off in triumph. The few settlers then here deemed it useless to attempt resistance and most of them kept out of sight in the thick woods where they could observe all that was taking place and yet not be seen themselves.

The Barges proceeded to the head of the harbor, where the officers landed and proceeded to the two or three houses in sight (which stood near the shore) which they ransacked their contents, helped themselves to all the milk they found in the pantries, but destroyed nothing. In

returning to their barges one of the officers encountered by the side of the path, a calf, whereupon in mere wantonness he drew his cutlass and cut the cords of the calf's hind legs, after which valiant exploit he moved away with his command.

The whole township was covered with a heavy growth of spruce timber, with some ridges of hard wood and only here and there a pine tree, and the saw mill that had been erected on the "Little River" near the harbor, had nearly decayed when, in 1835, a company composed of Nathaniel T. Stevens of North Andover, Mass., and P. I. Farnham & Company of Salem, Mass., purchased all the timber lands in the township, got themselves incorporated by the name of the Cutler Mill Dam Co., and proceeded to build a stone dam across the upper part of the harbor about a half mile from its head. Upon this dam a mill to run four single saws was erected on its North end. On its South end was erected a lath mill to run saws enough to manufacture the slabs into laths and shingles. Through the center of the stone dam was a space 32 feet closed by massive flood gates which opened to admit the flood tide and closed at its ebb, so as to retain the water for sawing purposes.

The greater part of the logs sawed by these mills were hauled into Schooner Brook, (so called, a little river emptying into the sea a short distance from the North side of the entrance to the harbor) thence floated down the river, turned out into a boom on the sea shore and warped into and up the harbor and run through the flood gates into the pond above, where they were ready for the mill. The slabs were taken from the saw mill by a car and track run across the dam. This Company operated the mills from 1836 to 1856. In 1851 a disastrous fire swept over the township and another in 1853, which completely destroyed all the timber then left by the axe. The mills soon after ceased to be operated, both be reason of decay and lack of lumber to stock them.

In 1858 the Cutler Mill Dam Co. began to build vessels and built one or two each year until 1868 when it ceased as a Company and Moses B. Stevens who had been agent for the Company, began to build for himself and continued to do so until 1875, when that business ceased in this town.

Cutler is now like many other small towns, suffering from the effects of the great business depression that has existed for the
(Turn to Page 29)

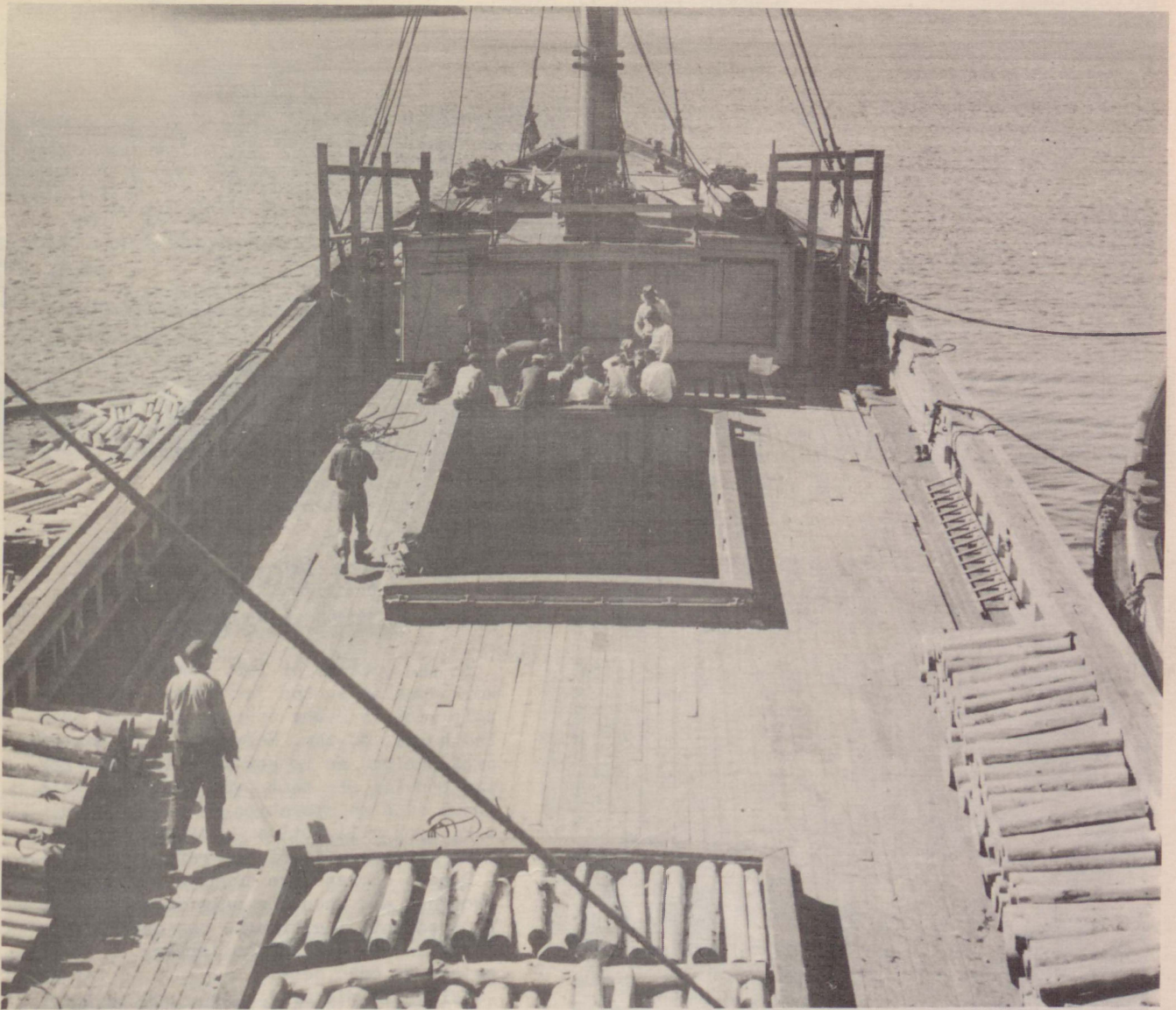


Two Outposts of the United States Government

Ordinarily as you round the point at Cross Island you would probably see one or both of the Coast Guard boats at the Station. On this beautiful September day there was no sign of either for it has been part of their duty in the past few weeks to be constantly on patrol along the coastline. The Cross Island Coast Guard Station ordinarily has a complement of sixteen men.

The Warden told us that from one point above Cutler that seven light houses could be seen flashing and that he understood that it was the only spot in the entire U. S. A. where that was possible. American lights at Quoddy Head, Little River, Libby Island and Moose Peak and Canadian Lights at Southern Head on Grand Manan, Gannett Rock and Seal Islands.





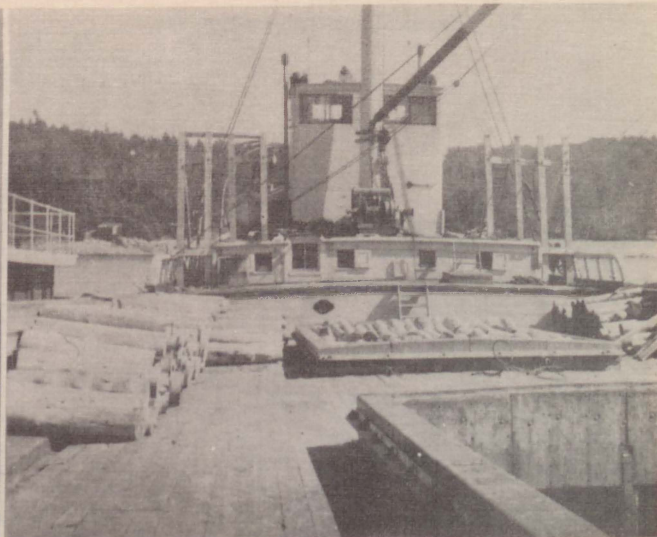
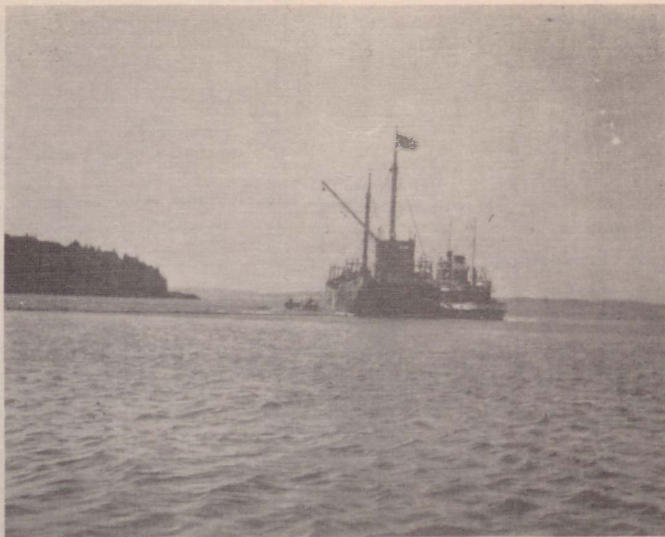
Noon day rest aboard the Pulp Barge, Helvetia, Home Port, Bucksport

As we neared Cross Island, Warden Henderson told us why he had suggested running as far down the coastline as the Island. He was hoping that we would have a chance to see the pulp boat Helvetia in full operation.

As the picture above and on the following pages show, we did find the boat but there was not much activity on board for during the past two days a heavy wind had driven practically all the pulp back up into a small lake opening into the salt water. Work on board was temporarily held up.

It was extremely interesting however, to come upon this scene in a quiet, serene little cove on this Island, off the coast of Maine for in one of the last places in the world where one would expect to have the thought of war forced upon him, here was an American boat with American flags just freshly painted on each side and one of the boys at the time up on the top of the Pilot House painting similar evidence of U. S. ownership for information of those who might fly over the boat.

Given half a chance the crew on the Helvetia and its attending tug, the Maurice R. Shaw would be well able to give a good account of itself if any hostile parties should get too chummy. While possibilities of such trouble could not have been entirely out of their minds, nevertheless they were perfectly able to relax in the bright sunshine of the Maine coast and indulge in a little penny ante.



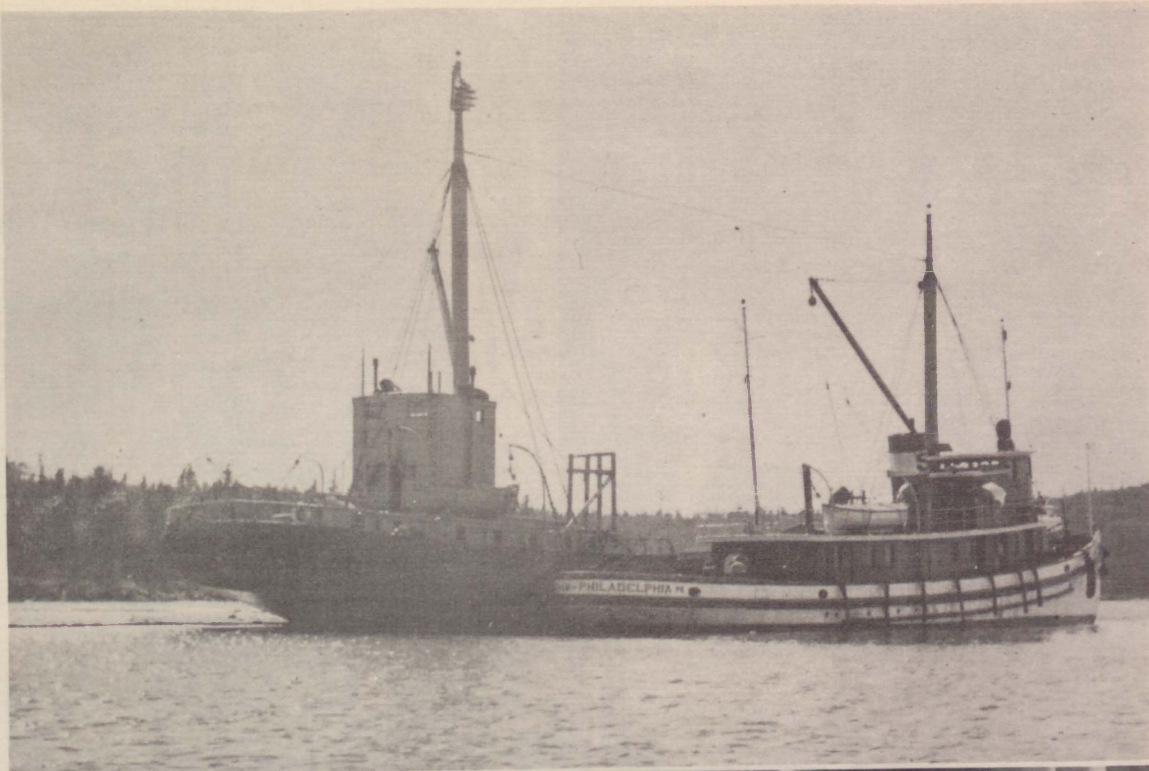
Pulp Wood From Cross Island

In the picture at left center, repair work goes on on the raft from which the pulp wood is swung up onto deck and into the holds of the Helvetia. By way of explanation as to how this is done for the benefit of those who know as little about such an operation as does the writer, you will notice a trough or well held on each side of the raft.

Steel cables are dropped into these troughs and when the pulp wood has been floated into the troughs the cables serve as slings which the derrick on board swings up onto deck.

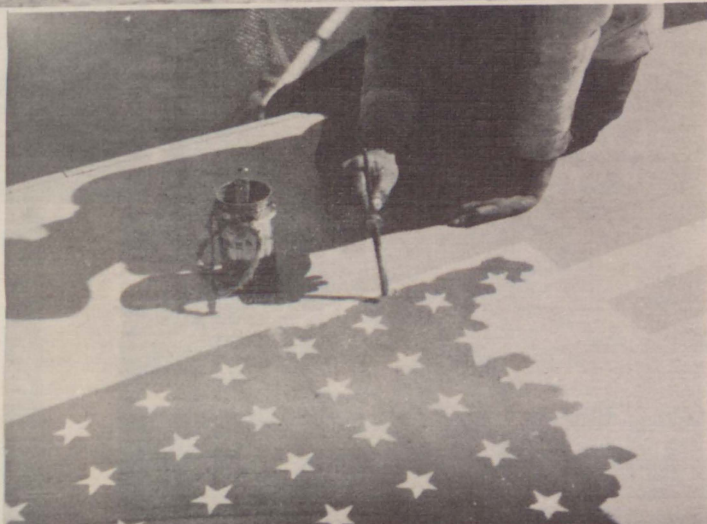
Below is pictured the woodcutters' camp on shore of Cross Island.

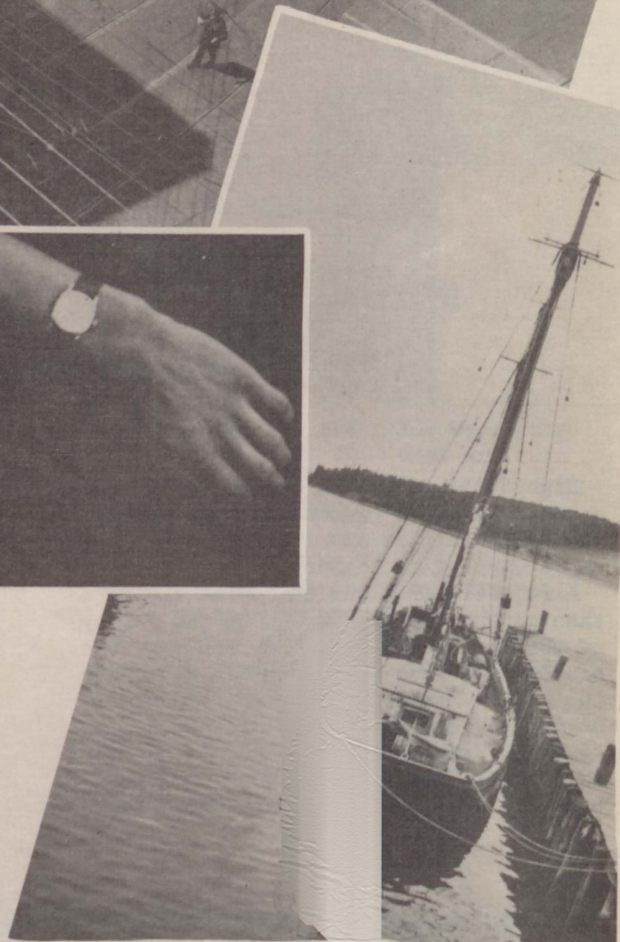
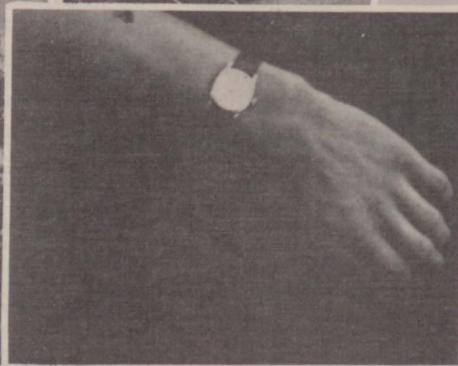
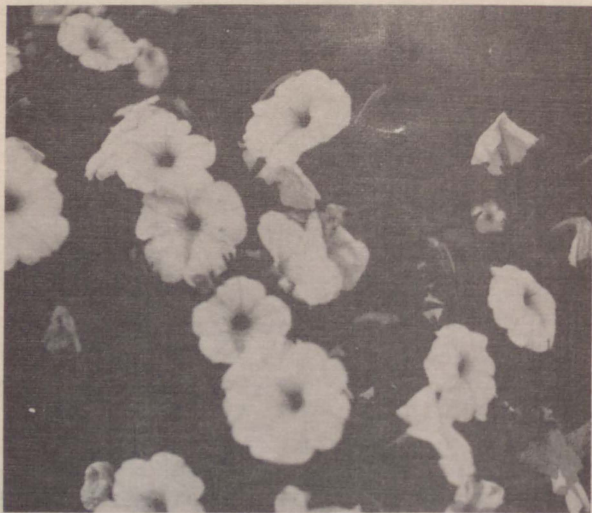




High above the deck of the Helvetia graphic evidence gradually takes shape that this ship is American property. An ample warning of "Hands Off".

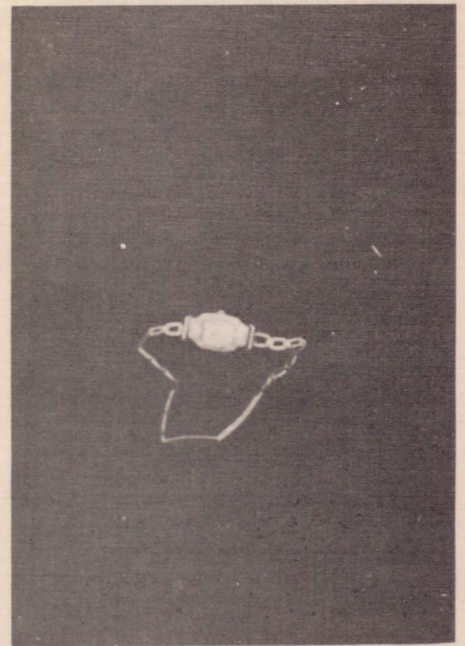
A request for a cup of coffee was more than generously answered in the galley of the Maurice R. Shaw for not only was excellent coffee served up in abundance but good trimmings of ginger cookies, doughnuts, chocolate cake and apple pie. Again it gave cause for one to reflect that there are numerous good points about sailing under the Stars and Stripes.





**REGINALD CLARK
WINS
1ST. PRIZE, \$5.00**

To Rege Clark goes first prize with an entry of six pictures. An interesting fact is that Rege is just getting the camera bug. The contest started Rege on his first close-up shots. Tops of all his pictures is that of his young brother and his dog. A good down shot too, from the top of the Hydro office to get the Traffic Cop on duty. The boat is at a wharf in Nova Scotia where Rege went recently on a pleasure jaunt.



**WINFIELD L. STUBBS
WINS
2ND. PRIZE, \$3.00**

To Stubby, goes the second prize for this entry of photographs covering six of the eight subjects specified. At top a particularly beautiful stretch of white birches in New Hampshire. And the growing flowers take on added interest for they are the pride of young three year old Winfield. The boat at the bottom is certainly "one of a kind". It is a stern wheeler with an upright engine that operates on soft coal. Built by Harry Moore and plies the waters of Hermon pond.



AWARD OF PRIZES IN PHOTOGRAPH CONTEST

Your editors are in a slight quandry as to how to announce the conclusion and award of prizes in the employee photograph contest which was started in July and ended September 5th.

We have come to the conclusion that an honest confession is the only safe procedure. A confession that we set up a photograph contest that made a pretty complete flop, a flop because only three employees sent in any entries but not a flop in the sense of any reflection on the quality of the work that was entered.

It does not take any great ability on the part of the judges to award three prizes among three contestants for very thoughtfully on the part of the contestants one of them, Rege Clark, meter reader at Bangor submitted pictures of six of the eight subjects, Winfield Stubbs, addressographer operator at Bangor submitted five, and George Mansell, Bangor meter reader turned in two.

So without the aid of professional judges from New York, London or Paris, or points west, we have made the difficult decision that prizes should be awarded as follows:

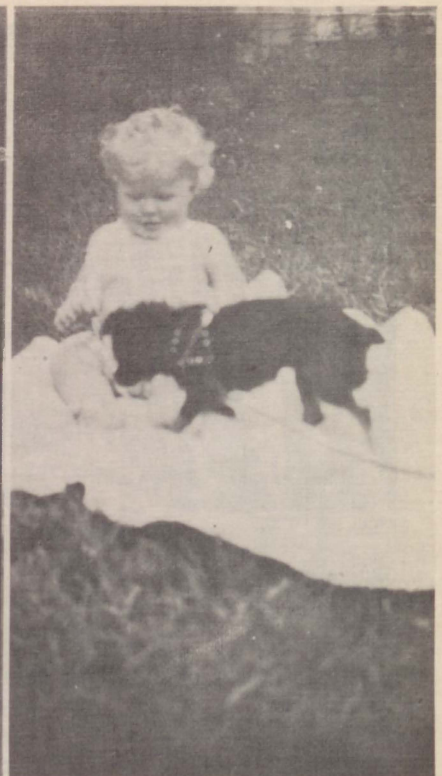
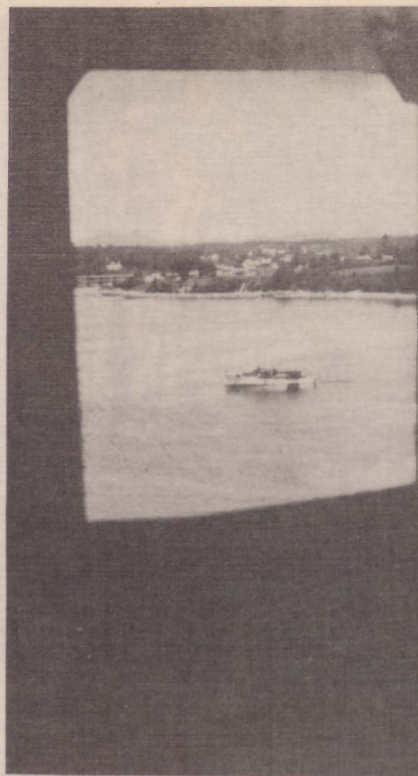
1st Prize - \$5.00 to Reginald Clark.

2nd Prize - \$3.00 to Winfield Stubbs.

3rd Prize - \$2.00 to George Mansell.

Tough luck, having been authorized to award five more prizes of \$1.00 each and not having any more contestants, all we can do in good faith is to turn that \$5. back into the Company strong box for some other worthy cause.

And as to Honorable Mention, possibly that might go to the originators of the contests who so cleverly set up a contest that met with such broad acceptance. There, have we apologized sufficiently.



**GEORGE MANSELL
WINS
3RD. PRIZE. \$2.00**

George went to some trouble to catch the boat in the water as seen from Fort Knox as a picture frame. The curly headed youngster with the dog ought to win a prize in any kind of a contest.

Hydro Trading Post

The Hydro Trading Post has only been in existence in the News for a few months and, while there have been some few reports of sales and inquiries the initiative has all been thrown on your Editors to follow up each month to find out who wants advertisements continued or discontinued or new advertisements inserted. The department can not operate in this manner for it means sending out mail inquiries to all employees, advertisers or not advertisers, to find out what to advertise each month.

We will be very glad to resume publication of the Trading Post if those interested will take the initiative each month and keep us advised of their wants. Or it can be run on a very small scale just inserting advertisements or requirements to buy or trade as the occasion arises.

So, it's up to you, employees. State your wishes.

HYDRO TRADING POST

last few years all over the country and its people are turning their attention more to the cultivation of the soil than formerly.

(The above was written by the late Isaac Wilder in March 1879).

Editor's note: Again bear in mind that the above article was written in 1879, and yet what a familiar ring in that last paragraph.

Lincoln Listener

If our commercial manager had any idea of getting this scribe away from a country containing fish and game, by transferring yours truly up here in this gateway town, he has yet to learn that there are plenty of both just itching to be caught or shot as the case may be!

V. Davis (I understand the "V" stands for Veteran) undertook the job of showing me just how to fish for perch in a nearby lake. We were both doing all right until he began to catch eels and hornpouts in an effort to outdo his partner in pounds caught.

Jipson likes to ride out in the back of the line truck where he can absorb all of the surrounding scenery as well as get plenty of fresh air.

Miss Drew has been enjoying her vacation in parts unknown. Under stand that she did have time to drop us one (mind you one) post card.

Mrs. Fiske has been working early and late during Miss Drew's absence, trying her best to keep caught up with the business at hand. Try as we can we are unable to get around before she does in the morning.

Leroy Sturgeon (Sliver to us) has been busy putting his house in order. What with a water system installed, cupboards made, papering and painting he has been a busy boy.

Speaking of horses, we have the shoes. Not exactly shoes to be worn by that noble animal, but shoes made to throw at an iron post in a game called horse-shoes. We claim to have here in our store a team that can't be beat. We challenge any and all comers and guarantee they will walk away with their hands in their pockets. For games write manager

McIntyre but you better be good.

Hanscom our undersized, undernourished, good natured, salesman, attended the Springfield Fair recently. He had a small display of merchandise under the grandstand, but owing to poor weather and small crowds failed to make any cash sales. He did however have one inquiry for a kerosene refrigerator. Wonder if Reddy Kilowatt knows an answer for that one?

Recent callers in Lincoln have been Mr. Graham, Mr. Haskell, Mr. Webster, Mr. Junkins, Mr. Edgecomb, Mr. Greeley, Mr. Perkins, Herb Hammons, Mr. Vose and Mr. Kennedy of Universal Company, Mr. Parkhurst from Bangor.

Our store floor has been sanded and treated with a good varnish. We are trying to keep it shining. So please remove your shoes and sneak in in your stockings.

We have a number of ash trays at customers disposal but the floor seems to be handier.

Our back yard has been given a coat of tar which looks good and smells better.

This serviceman gets a lot of queer orders. One read "Range will not eat." I'm darned if they ever had an appetite! Another read, "Water is water". Who the heck said it wasn't? Oh, well its all in fun and a service man has to be a mind reader.

Everyone at this season of the year is picking "pertaters". The county just north of us is well known for its spuds. The roads leading out of town are lined with hitch hikers with nimble thumbs, working their way into Aroostook County.

Manager Fernald of Millinocket called at our store recently.

Salesman Foss also dropped in for a chat.

Vaughn Davis says the grass and weeds in his garden were doing swell until the genetables chocked them out!

Friday and Saturday nights are the big nights up here. Everyone and his aunt comes to town and fifty cents doesn't mean a thing, by heck!!!

Who said the old model T was out of style? Any number of them up here, even our own LeRoy Sturgeon is in hopes to have one.

Manager Haskell has enjoyed one week of his vacation. Intends to take the other week a little later in the season.

Meter reader MacIntyre is busy collecting Canadian quarters which he finds deposited in meterators.

Nearly all of the people in Howland are leaving for other states. We are turning off anywhere from six to a dozen meters each week. Too bad for Maine to loose such a find industry.

The gentleman who discovered these parts must have had a one track mind which started with the letter M. Why? Here are a few names of towns all beginning with that noble letter: Macwahoc, Mat-tawamkeag, Monarda, Molunkus, Medway. Then there are lakes with names like: Mattamiscontes, Medunkeunk, Meduxnekeag, Matagamon, Mattanawcook. Oh I could go on for hours with that letter M!! Come up some time and we'll go a-fishing and perhaps we will catch fish whose species will start with M (Mackeral, for instance).

Mr. Morgan and Joslin dropped in to see us on their way back from Millinocket.

The line crew is busy digging holes. The second hand holes have all been used up so they are forced to dig new ones.

See by the paper that Mr. Young has a small son. Congratulations Earl, and we hope your slumbers are not disturbed! Notice also that the youngster's initials spell B O Y.

Also read that Boss Mansur has another small son named William Thompson Mansur. Wonder did Bill (SO²) Thompson have the privilege of naming said new voter?

Whose got any sugar and where did you get it? Can't buy any in this town for love nor money. Must be that this town is tough and drink their coffee straight.

Until sugar is more plentiful, that's all.

Small Appliance Campaign

Our summer small appliance campaign ended the week of September 17th. Two teams strived to outdo each other in the sale of small appliances. Team number one lead by Sturgeon won out by 78 points over team number two, lead by McIntyre.

So well pleased by the results, which reached a figure higher than he had expected, our Manager (Turn to Page 30)

Mr. Haskell decided that both sides should eat chicken at the banquet. The original plans called for beans for the losing side!

On Friday September 22nd, at three o'clock, we all motored to the Caribou Pond Camps. The men immediately engaged in a game of horseshoes, which lasted until the supper gong sounded. The ladies enjoyed bridge in the lodge.

The table was set for fifteen and soon thirty hands were busy storing away a supper of southern fried chicken, mashed potatoes, carrots, pickles, rolls, jelly, coffee and cake. We had nearly finished when Mr. Young and Mr. Vose dropped in and joined us.

Mr. Haskell acted as toastmaster and after a short speech introduced Mr. Young and Mr. Vose who gave us a few words of praise on what we had accomplished. Mr. and Mrs. Harry Allen were next introduced, two new members of the Hydro family in Lincoln.

Later in the evening cards, dancing and music were enjoyed until about ten o'clock we called it a day and headed for home, all agreeing that we had spent a very pleasant half day.

Those present were: Mr. and Mrs. Herbert Haskell, Mr. and Mrs. Harvey Hanscom, Mr. and Mrs. Le Roy McIntyre, Mr. and Mrs. Vaughn Davis, Mr. and Mrs. Earl Jipson, Mr. and Mrs. Harry Allen, Gertrude Drew, Mrs. Pearl Fiske and mother, Mr. Vose and Mr. Earl J. Young.

Milford and Old Town

Our crew finished their job repairing flashboards on Gilman Falls dam September 6th, but are still working over there repairing sore spots in the concrete abutments - will probably finish this work sometime during the week commencing September 18th. Hope to have some snapshots before this goes to press, illustrating some of the difficulties with which this crew has had to contend during the past few months.

The P. C. F. Company sluiced their last drive of plupwood for the season, here on September 6th.

During the month of August two-perhaps three-bright spots, deserving special mention, occurred in your reporter's rather unev-

entful life journey. "First off" there was the very enjoyable get-together of the B. H. E. fraternity at Lucerne, at which, so far as I know, only one little incident occurred to mar the pleasure of an otherwise perfect day. It probably was not generally known, but that man Whitehill of ours treated me just a wee bit shabbily down there; however, I feel that the act was entirely unintentional on his part and have long since forgiven him. Then on the following Sunday came the big "Field Day" of the Canoe City Fish and Game Association which was also much enjoyed, and oh yes another birthday, of which "Nuf-ced".

A day or so before the B. H. E. Outing, Manager Grose, while busy at his knitting, had the misfortune to drop a stitch in his back which not only prevented him from being among those present on that occasion, but also kept him from his duties at the office for several days.

Hilbert Anderson has bought the buildings on the Kittredge farm at Greenfield and is utilizing all his spare time in tearing them down and hauling the lumber to his home here.

The equipment was unsafe,

He could see that at a glance,

But being in a hurry,

He thought he'd take a chance.

All went well for an hour or so,

But his good luck didn't last

They rushed him to a hospital,

And now he wears a plaster cast.

WATCH YOUR STEP!!!!

Millinocket

The Millinocket Linemen recently changed over the line in Medway, disposing of an old H frame river crossing in the Powersville Section.

The Wheelden Electric Company of Bangor has been working up here running lines on the new road at Salmon Stream, just north of the Great Northern Paper Co. Dam at Mattaceunk, to replace the present line which will be flooded over when the new dam is in operation.

Our Servicemen recently installed a large commercial Seegar display box in the Monhigan Mar-

ket in Millinocket. Mr. Greeley came up from Bangor and transferred their previous case to the Bar Harbor Division where Salesman Sam Frye has a prospective customer for this box.

Manager Fernald has returned from a part of his vacation spent in the vicinity of Bangor and Millinocket.

Ellen Barnes, Clerk, has returned from her vacation spent at camp at Norcross. Mrs. Roberta Jordan assisted in the office during Miss Barnes' absence.

Mrs. R. A. Fernald is convalescing at her home in Millinocket after a recent operation at the Paine Hospital in Bangor. She is recovering quite well and was recently able to accompany Mr. Fernald for a weekend at their camp at Millinocket Lake.

B. A. Carr, Serviceman, is on his vacation at present.

Earl Young, Commercial Manager, Roy Smith and Ed. Hall of General Electric Supply Company visited us and gave us the high lights of our 1939 Annual Lamp Campaign. We are pleased to announce that Henry Jones, Line Foreman, has already attained a total of 30850 watts and is eligible for one of the first lap prizes.

Merle Joslin and Fullerton Morgan has made us quite a visit this month. They have installed a new meter at the Newberry Store which is being remodeled to accommodate a lunch counter and they have been testing heavy duth meters in town.

H. E. Hammons, Commercial Engineer, M. A. Perkins, Lighting Engineer, Milton Vose, Landers Representative and Charles Sorenson Representative for R. B. Dunning Company, were brief visitors in Millinocket this month.

M. A. Perkins, Lighting Engineer is making a survey of all of the public schools in Millinocket and we hope he will be successful in his "Better Light, Better Sight Survey".

Bar Harbor

Several of our employees attended the Outing held at Lucerne last month. The usual good time was reported. Barbara Keene, of the office force, was one of the winners in the swimming events.

Ellery Church, of the Line Department, had the misfortune to

(Turn to Page 31)

fall from a tree while trimming trees in Northeast Harbor. He was brought to the Mount Desert Island Hospital in the ambulance where examination showed two broken ribs, a slight back injury and a severe shaking up. We are glad to report he is now on the job again acting as night operator.

Mrs. Marguerite Sprague has again joined our office force to fill the vacancy left by Mary Graham who was recently married. We surely miss Mary around the office and hope she is contented in Chicago where she has taken up residence.

Fred Grindle was able to leave the hospital and is getting around on crutches. He has not as yet returned to work. We are glad to see him up and around again.

Here is a believe it or not story of interest to all fishermen - - Recently at Sieur de Mont Spring, Slim Hazelton was feeding the trout. Paying no heed to the attendant's warning that they would jump and bite he held out a piece of bread. A large trout grabbed the bread and bit his finger hard enough to bring the blood. It must have been some hungry is all we can say.

The lamp campaign started Sept. 25th and everyone seems to show the usual enthusiasm. The first few days are showing good sales.

Roy Smith of General Electric and Earle Young were at Bar Harbor to explain the lamp campaign to the employees.

Ellsworth

Raymond Grant and Joe Fournier are working on the gates at Graham Lake Dam.

Blaine Holmes and his crew are building an extension about one mile long on the Great Pond Road and Franklin.

George Dow and his crew are now working on Unit #4, at the Power House giving it a thorough overhauling.

August 24th was a gala day for the employees of the Ellsworth Division when they attended the annual outing of the Bangor Hydro Electric Company at Lucerne-in-Maine for an afternoon and evening of fun and sport. We all certainly enjoyed the delicious dinner and after the dinner had

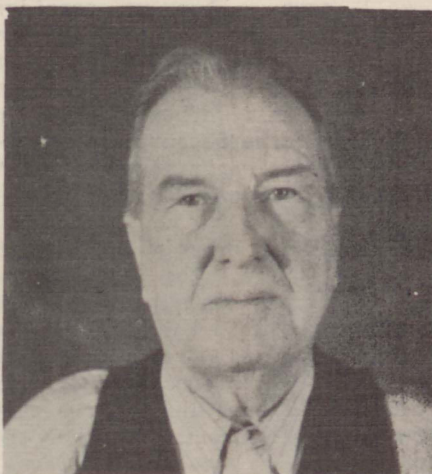
the honor of seeing our serviceman Roy Bragdon, receive his club emblem of the Quarter Century Club.

On September 1st, the office employees had a picnic at Althea Lake's cottage at Bayside. After the picnic we all went to the movies and enjoyed a very good time.

Veazie

A few more days of painting will just about complete the new power station here, and we think it looks very nice, don't you?

M. D. Wentworth is feeling and looking very well after his illness last month, when he was in very critical condition for several days with Laryngitis.



Arthur Welch Retired

Arthur Welch retired from active service as assistant operator on September 1st, 1939, at the age of seventy-two and one-half years. He had worked in the Veazie station crew as operator and assistant, almost without missing a day for twenty-eight years.

On September 19th the station crew had a surprise party for Mr. and Mrs. Welch at Oscar Paulin's cottage at Pushaw Pond. Supper of baked beans, hot rolls, salads cake and coffee was served and the gang presented "Art" with a pipe and tobacco pouch. Games were played in the evening.

Those present besides Mr. and Mrs. Welch were: Mr. and Mrs. N. J. Prouty, Mr. and Mrs. Oscar Paulin, Mr. and Mrs. J. M. Gamble Mr. and Mrs. M. D. Wentworth, Mr. and Mrs. H. M. Wentworth, Mr. and

Mrs. F. D. Marsh, Mr. and Mrs. Ralph Shorey, Mr. and Mrs. Heman Mutch, Mr. and Mrs. J. E. Parks, Mr. and Mrs. Earl Parker, Mr. and Mrs. O. F. Sidelinker, Mr. and Mrs. Ernest Darling, Mr. and Mrs. C. E. Hersey.

Archie Currier was with us for a few weeks recently as spare assistant operator, but has returned to Stillwater now as operator.

Eastport

Mr. Logan is enjoying a week of his vacation at Boston.

Bill Harper and Mr. E. W. Brown were recent callers at the Pembroke Plant.

Mr. Young, Mr. Smith and Mr. Hall called on us today to outline the 1939 Lamp Campaign which started this week.

Clarence Cushing has returned to work after spending a week of his vacation at his home at Pembroke.

Harrington

Theolyn Stanley, Cashier, recently enjoyed two weeks' vacation. Miss Stanley accompanied by Ann Bartlett of the Old Age Assistance Office in Rockland, motored to the New York World's Fair, Atlantic City, Washington, D. C. Enjoyed the Skyline Drive through the Shenandoah Valley and over the Blue Ridge Mountains in Virginia, and visited in North Carolina.

Joseph Sproul, our serviceman is enjoying two weeks' vacation from his duties.

Cherryfield Fair was a big success this year. Three days of perfect weather and a record-breaking attendance.

The summer people have returned to their homes, and the meter men have been very busy disconnecting meters.

The Annual Lamp Campaign is now under way, and we are all out for a prize. May the best man win!!

Electrical Department

The electrical crew has spent considerable time lately trying to clean out conduits in our underground systems on Central and Broad Streets. The reason: early one morning we got a call from (Turn to Page 32)

the City Water Department. Upon investigation we found a broken water main had cut into three conduits in our duct line, and had filled the conduits and man-holes full of mud and rocks. Before we finish, the whole street will probably have to be dug up.

Work is going forward on the auto-reclosing switch house at So Brewer-Orrington Substation. We hope to have it in operation soon.

Radio noise has again come to stay with us through the winter, more annoying perhaps on account of the interesting news now available over the air. .

Three Brides To Be

Monday evening, September 25th, the girls of the office tendered a shower to three of our prospective brides - Dorothy Nealey, whose marriage to Ira Dole will take place September 30th - Kathleen Rideout, whose marriage to Llewellyn Spencer will take place October 31st - and Glenna Bragdon whose marriage to Edward Churchill will take place October 23rd.

A chicken dinner was served at the Tarratine Club, and Dot, Kay, and Glenna received many beautiful gifts from the girls.

Those present were: Sarah Noyes Louise Clifford, Albertina Bartlett, Alice Grant, Janet Coltart, Ruth Libbey, Elsie Davies, Catherine Baker, Florence Steeves, Alice Hackett, Lois Barstow, Eona Morton, Helen Dougherty, Gertrude Havlir, Marion Burnett, Alice Anderson, Wynona Boober, Marjorie Stephens, Clara McKay, Ruth Sawyer, Faustina E. ry, Lottie Brown and Rosemary Danforth.

Saving Dollar Vital to the Nation

by Myron F. Converse, Vice-President National Association of Mutual Savings Banks.

Saving today is one of the most vital forces at work in the country, and one of the least understood. In particular it has importance for the industrial worker, because day by day economy still remains the one sure road to personal independence for the average citizen, man or woman. Formerly the savings doctrine was associated in many minds with the

"rainy day" alone. This "rainy day" continued to be a very real contingency, but a large cross section of the American people are saving for broad future opportunities and for immediate objectives - homes, education, the things that make life happy. Saving for Christmas, for vacations and travel, are recognized goals. But the underlying purpose of all saving should be the accumulation of enough capital to insure a degree of independence.

Mutual savings banks have in excess of 10 billions of dollars upon deposit, the property of more than 15 millions of depositors, about one-fifth of all American bank deposits. Savings in every other kind of bank amount to 15 billions more, or 25 billions of dollars, mostly saved in small sums. When we consider that total bank deposits of the nation approximate 70 billions of dollars, it can be seen that no less than half of this great sum belongs to representative citizens, small capitalists by dint of their own efforts and foresight.

To show how broadly this wealth is distributed, the average regular account in mutual savings banks amounts to \$834.83, and the first line and frequently the only line of defense for millions of owners. Experience shows that the average account involves the welfare of at least two persons, sometimes of whole families. But, accepting the average of two upward of 30 millions of citizens have a cash capital in mutual savings banks. That, roughly, is a fourth of the nation. And in no other nation of the world does a comparable number of the people have anything like the same cash capital.

Surely these facts demonstrate what saving will do, and how widely it is practiced. Also these facts dispel any loose thinking that the American people have given up thrift, with the expectation of "letting the Government provide for us" or by some other miracle. However, praiseworthy governmental plans to supply a cushion for unemployment and old age, such plans at best only partially meet the need and meet it in a very meagre way. Today, as ever, the one unfailing remedy for misfortune, the one indispensable way to opportunity, lies by the road of saving.

It would be amazing to trace

the journey of a mutual savings bank dollar. Let us imagine a worker depositing one dollar in his account. Presently it is joined by hundreds and thousands of other dollars, until the bank perhaps has \$5,000 to invest in one sum. The most secure investment of the day may be a state or municipal bond issue, so the bank pays its money for the bonds and the state or city obtains funds to build roads and bridges and carry on numerous activities.

But we have seen only the beginning of the journey of the worker's dollar. If turned over to a utility company in exchange for its bonds, his dollar very probably would be paid to an employee for wages, who in turn pays his groceryman, who then pays his wholesale house. Here the money enters a commercial bank and is lent to a dry goods merchant, who pays his clerk. Beginning a new leg of the journey, this dollar passes on to the shoe maker, who pays his landlord, who pays his taxes, and the city or state receiving such taxes very possibly pays them back for the products of this company, so that the same dollar finds its way into the same pay envelope as before.

Jennie Johnson City Missionary

If you don't happen to be one of Jennie Johnson's almost innumerable friends, it will do your heart good to drop in her office at the Bangor City Hall and get acquainted. Five minutes with Jennie Johnson and you will feel almost like a life friend for she gives you so much of her personality. In each word that she speaks.

Jennie Johnson, as you undoubtedly know, is the City Missionary of many, many years standing. In fact she has held this position for more than thirty years. This particular position was established as a result of a generous bequest made by the late Isaih K. Stetson and two women preceded Jennie Johnson as City Missionary.

As Miss Johnson pointed out - if it were not for the generosity past and present of Bangor residents her work could not go on. "The most responsive city in the world" is how Mrs. Johnson de-

(Continued on Page 33)



Jennie Johnson City Missionary

scribed Bangor. She loves the city and above all loves her work

It is difficult to describe her full range of activities for it is so varied but her every thought is for the good of others who need help in a material way or possibly just a kind word of advice and expression of confidence.

To be more specific, Jennie Johnson, in her work, prevents many a family from becoming paupers through the food she is able

to furnish them or clothes when needed or fuel or medicine. She has befriended many a wayward girl and has helped keep many a girl and boy on a good straight path.

And strangers, stranded in the city and with no means of support are often the recipients of much needed help. Often, too, a little child, and these are her favorites, you can tell that from the way her eyes sparkle as she speaks of children, has been helped to receive special medical treatment that their parents were possibly backward about undertaking.

Through the police department -
(Continued to Page 35)



Honors To Earl L. Swett Jr.

The highest honors in Scouting have been awarded Earl L. Swett, Jr., of Troop 16 of Brewer, Earl received his Eagle Scout Badge at Camp Roosevelt on August 5th, 1939. Congratulations to Earl and his family for the honor must be appreciated by them all. Earl is the son of our own popular lineman "Shorty" Swett who has been with the Hydro since April 11th, 1927. Congratulations to you too "Shorty"

TRAVEL PRIVILEGES ON TWO AND THREE ZONE WEEKLY PASSES

TWO ZONE WEEKLY TRANSFERABLE PASS
Formerly \$1.50

NOW \$1.00

Good in either direction
between Great Works and
School Street Veazie
Formerly \$1.50

NOW \$1.00

OR

Good in either direction
between North Hall U. of M.
and Hampden Highlands

ZONE 1

Old Town

GREAT WORKS

Stillwater

North Hall U of M

Island Ave. Orono

ZONE 2

School Street, Veazie

ZONE 3

Bangor & Brewer

Hampden

Hampden Highlands

HAMPDEN HIGHLANDS

THE STUDENT PASS

This pass, 50 cents, is good for the calendar week indicated on the pass and for students attending either the Public or Parochial Schools. Unlimited as to number of rides or as to the hours of travel in any *single fare zone.

Students to obtain these passes must present to the Bangor Hydro Office at 31 Main St., Bangor or the Bangor Hydro Store at Old Town or to Seymour's Drug Store at South Brewer, a certificate furnished by the Hydro at all of these points and signed by the students teacher. Student passes are not transferable.

THREE ZONE WEEKLY PASS

Good in either direction throughout entire System from Great Works to Hampden Highlands. Unlimited rides at all operating hours and transferable.

Formerly \$1.75

NOW \$1.50

THE SHOPPER-THEATRE WEEKLY PASS

Formerly 75 cents, now 50 cents. This pass is good within any *single fare zone and on all local Bangor lines and on the Brewer line to South Brewer. The Shopper-Theatre Weekly Pass can be used on all week days, except Saturday, from 10 A. M. to 4 P. M. and from 6.30 P. M. until the last car. On Saturday it is good on all cars after 10 A. M. and on Sundays and Holidays during all operating hours. This pass is transferable.

*In and out of Bangor or Brewer the single fare zones run north to Veazie Hill switch and south to Limit No. 1 on the Hampden Line.

ALL EMPLOYEES CAN HELP

With the new lower prices and the additional privileges offered on our Street Railway passes, there is a chance for every employee to be sure that his and her friends know all about our passes. Read over the details on this page so that you can do your share to increase the sale and use of passes.



Veterans Service List

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

Employee	Position	Date. Years.
Mayhew, Frank O.	Operator, Milford Station	Sept. 1, 1906 - 33
Kincaid, William F.	Car Operator, Bangor	" 14, 1907 - 32
Fletcher, Howard C.	Superintendent Ellsworth Station	" 9, 1909 - 30
Dole, Eugene M.	Treasurer, Bangor	" 18, 1913 - 26
Flake, Albert E.	Painter, Car House, Bangor	" 9, 1916 - 23
Brown, Lottie S.	Clerk, General Office, Bangor	" 27, 1916 - 23
Cushing, Clarence	Lineman, Eastport	" 1, 1917 - 22
Greene, Raymond W.	Painter, Car House, Bangor	" 1, 1920 - 19
Murray, David G.	Car Operator, Bangor	" 30, 1920 - 19
Moore, Sidney R.	Truckman, Bangor	" 11, 1922 - 17
Nason, Albert C.	Meter Tester, Bangor	" 26, 1922 - 17
Blake, Warren H.	Clerk, General Office, Bangor	" 17, 1923 - 16
Stetson, Gladys M.	Secretary to President	" 10, 1923 - 16
Sawyer, Alfred C.	Collector, Bangor	" 14, 1923 - 16
Herbert, Philip	Lineman, Old Town	" 23, 1923 - 16
Cushing, Lawrence B.	Operator, Eastport	" 1, 1925 - 14
Nelson, Elwood S.	Electrician, Bangor	" 14, 1925 - 14
Varney Marianne B.	Cashier, Eastport	" 1, 1925 - 14
Arnold, Raymond H.	Electrician, Commercial Dept., Bangor	" 20, 1926 - 13
McLeod, John T.	Car Operator, Bangor	" 25, 1926 - 13
Landry, Norman S.	Meter Reader, Bangor	" 13, 1927 - 12
Spencer, Wyatt A.	Clerk, Service Bldg., Bangor	" 20, 1927 - 12
Ernest W. Brown	Operating Engineer, Bangor	" 4, 1928 - 11
Lawrence, George S. Jr.	Operator, Medway Station	" 15, 1929 - 10
Peterson, John W.	Pitman, Car House, Bangor	" 30, 1929 - 10
Roberts, William L.	Car Operator, Bangor	" 1, 1933 - 6
Jameson, Vernon L.	Janitor, General Office, Bangor	" 16, 1933 - 6
Godsoe, Aaron B.	Car Operator, Bangor	" 20, 1933 - 6
Handy, Harold W.	Car Operator, Bangor	" 10, 1934 - 5

(Continued from Page 33)

come many of her calls for assistance, calls where it seems so much more fitting that just such a person as Jennie Johnson should lend the helping hand.

She will tell you too of the days not so many years ago when Bangor was overrun with men from all over the east who had come to the city in search of work and failed in their purpose. For day after day Jennie Johnson saw to it that these stranded men had at least one meal a day in the bread line she established. This

was made possible by the generosity of Bangor individuals and business houses.

And she will also recall the days when the Hydro cars ran out to Riverside Park and each season through the kindness of the Hydro the kiddies in town were taken to the park for the day and given free run of the park and all its attractions. She refers so affectionately to Mr. John Graham to whom it meant so much to see the kiddies all start out for a day of fun at the Hydro Park.

The secret of Jennie Johnson's

strong personality must most surely be that she loves people, old or young and that she just naturally gives and gives and gives.

Of the many, many, many people she has met in all walks of life, Jennie Johnson says that she has never yet met a single person that did not have some good point, and that her greatest pleasure in life has been to uncover those good points and help them to grow and come out into the open.

May Jennie Johnson fill her post as Bangor's City Missionary for many, many years to come.

Safety Record For The Month

THE BANGOR HYDRO - ELECTRIC COMPANY

1939		AUGUST					LAST MONTH
SUN	MON	TUE	WED	THU	FRI	SAT	
		1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31			

PERFECT RECORDS
THIS MONTH

Millinocket Division
Medway Plant
Lincoln Division
Stanford Plant
Oldtown Division
Milford Plant
Orono Division
Stillwater Plant

Bangor Office
" Commercial
" Substation
" Stockroom
" Line Dept.
" Electricians
" Meter Dept
Railway Operators
" Track No. 1
" Track No. 2
Ellsworth Office
" Line Dept.
" Plant
Bar Harbor Office
"

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.	"
Milford Plant	" Electricians	
Orono Division	" Meter Dept	Machias Division
Stillwater Plant	Railway Operators	Eastport Division
	" Track No. 1	
	" Track No. 2	

Machias Division
Eastport Division

SCORED AGAINST THIS MONTH

Veazie Plant
Gen. Hydro Equipmen
Bar Harbor Line Dept

AUGUST ~ 1939						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		