

THE BANGOR HYDRO - NEWS - ELECTRIC

Vol 6 No 11 November 1937 Bangor, Maine.

CAR
OPERATORS
NUMBER



MR. CHARLES H. JOHNSON
SUPT. OF TRANSPORTATION

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HOWARD ARNOLD
INSPECTOR



EDWIN CARVELL

THOMAS DAVIES

DAVID RICE

WILLIAM KINCAID

AMEROSE ELSWOR

ROBERT YOUNG

WALTER HERSEY

PERCY DAVIS
INSPECTOR



A VETERAN OF THE TROLLEY

BY H. W. COFFIN

"Courtesy is one of the essential elements in the conduct of the transportation business."

In these words has one of the principal eastern railroads characterized its general policy in the conduct of its business. In making this statement the author might well have had in mind Charles H. Johnson, our own Superintendent of Transportation, for among other things Charles is the very personification of courtesy.

At nine o'clock on the morning of July 18, 1895, about forty-two years ago, Charles Johnson started from the car barn on his first trip to the Highlands as motorman for the Public Works Company, and with Harry Baker as his Conductor. Since that day his service with the street railways of Bangor has been continuous. After two years on the front end of the old "open face" cars through snow and rain, zero weather and blizzard, Charles was promoted to conductor and spent five years on the rear platform. Recognition of his merit resulted in his promotion to the grade of inspector and three years later to the position of Assistant Superintendent under Winfield H. Snow. After four years in the office of Assistant Superintendent he became Superintendent of Transportation, which position he has held continuously for the past twenty-eight years.

When Mr. Johnson first entered the Company's employ the street railway system consisted only of a line from the Tin Bridge to the corner of Center and Congress Sts. a line up State Street as far as the corner of Pearl Street, the present Highland line as far as Mt. Pleasant Cemetery, and a line from So. Brewer to the Brewer end of the Bangor-Brewer Bridge. There were no tracks across the Bridge and there was only a single track on Main Street. There was no track on Hammond St., and there were no electric trolleys to Old Town, Hampden or Charleston. When the Bangor, Hampden and Winterport Railway.

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OUR RAILWAY

This issue of the Bangor Hydro - Electric News is dedicated to our Railway Department. It is therefore fitting and proper that we should comment upon the place and importance of our Railway in the communities which it serves.

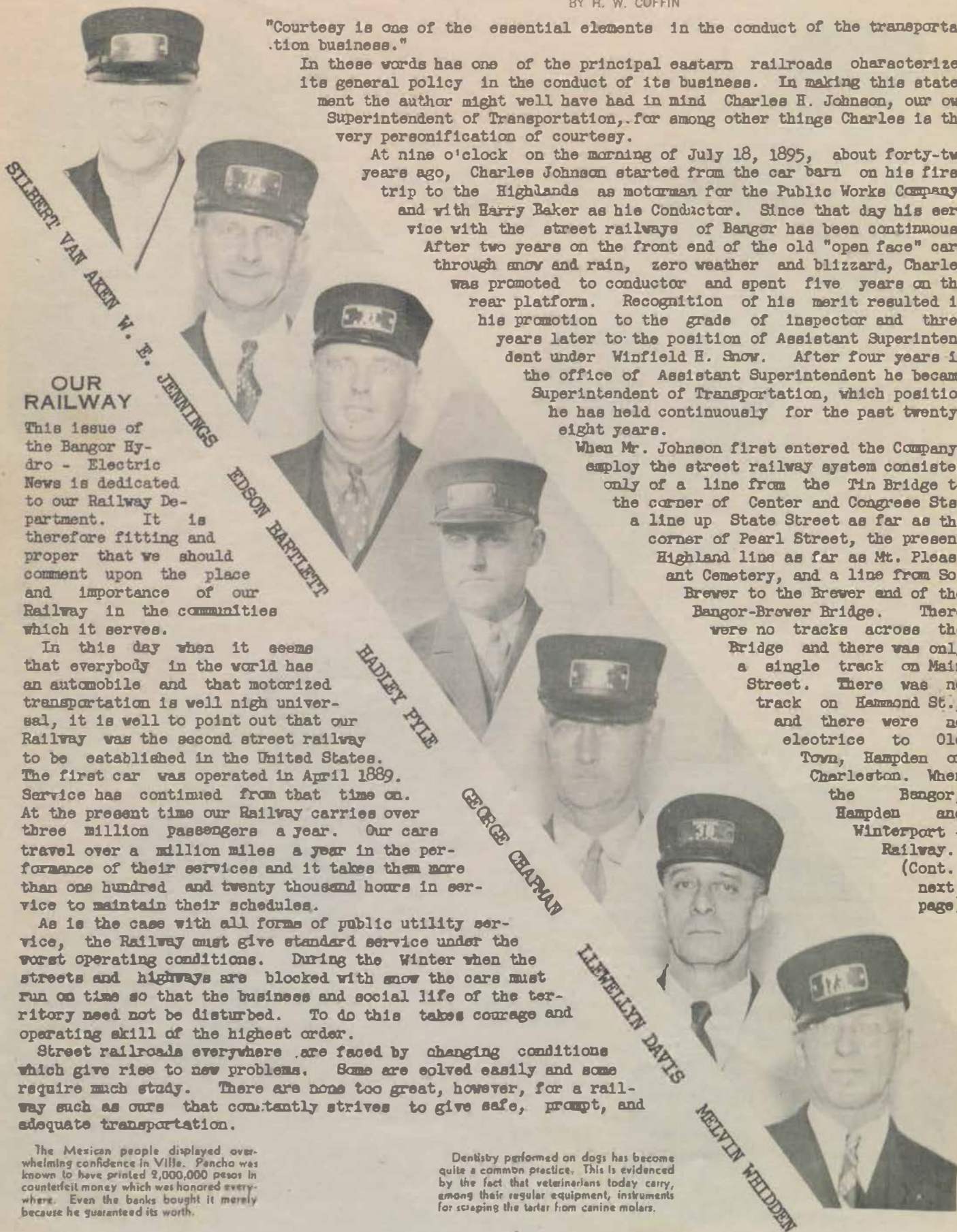
In this day when it seems that everybody in the world has an automobile and that motorized transportation is well nigh universal, it is well to point out that our Railway was the second street railway to be established in the United States. The first car was operated in April 1889. Service has continued from that time on. At the present time our Railway carries over three million passengers a year. Our cars travel over a million miles a year in the performance of their services and it takes them more than one hundred and twenty thousand hours in service to maintain their schedules.

As is the case with all forms of public utility service, the Railway must give standard service under the worst operating conditions. During the Winter when the streets and highways are blocked with snow the cars must run on time so that the business and social life of the territory need not be disturbed. To do this takes courage and operating skill of the highest order.

Street railroads everywhere are faced by changing conditions which give rise to new problems. Some are solved easily and some require much study. There are none too great, however, for a railway such as ours that constantly strives to give safe, prompt, and adequate transportation.

The Mexican people displayed overwhelming confidence in Villa. Pancho was known to have printed 2,000,000 pesos in counterfeit money which was honored everywhere. Even the banks bought it merely because he guaranteed its worth.

Dentistry performed on dogs has become quite a common practice. This is evidenced by the fact that veterinarians today carry, among their regular equipment, instruments for scraping the tartar from canine molars.



(Bangor Division) was built, Charles drew the first vestibule car on the system and the night run to Bangor. Charles W. Smith was his conductor and Capt. Joe Wentworth had the day run. When the line was first opened it ran only as far as Stearns' Mill.

In later years when the rails were laid across the Brewer Bridge, Charles was given the honor of handling the controller on the first car to cross the bridge, in which car rode John R. Graham, then President of the Company, and members of the City governments of Bangor and Brewer.

The past forty-two years have seen radical, even revolutionary changes in the transportation business. In the early days fifteen cents an hour was considered ample wages for a platform man, and a walk home to West Broadway, leaving the last car at the South Brewer end of the line, was all considered a part of the day's work. Tram rails, which were little more than a flat bar of steel spiked to the top of a 6x6 stringer, were considered ample for the small four-wheel cars then in use, but they have been successively replaced by thirty-five pound, forty-eight pound and now the standard seventy and eighty pound tee rail which the higher speeds and greater weights demand. There have been no less than three complete changes of rolling stock, beginning with the four-wheel cars with open platforms for winter service and the open bench cars for summer service. Next came the vestibule cars, both single truck and double truck, but with wooden bodies, and finally the Safety cars principally for one man operation, and of all steel construction. In the meantime the Bangor, Orono and Old Town street railway was built and later became the Old Town Division of the Bangor Railway & Electric Company, also the Penobscot Central Railway was built from Bangor to Charleston and became eventually the Charleston Division of the B. R. & E. Company.

The street railway business was on the boom and was in itself a tremendous innovation in the transportation business when Mr. Johnson began his career on the front platform. The ensuing

years have witnessed a gradual evolution in the street railway business, in the course of which many small trolley lines have passed out of existence. When the electric car was a novelty and the trolley amusement parks were in the height of their glory it was a real problem to handle the volume of pleasure riding. The private automobile and better highways sounded the knell of the trolley park and the concrete highway to Old Town paved the way for motor trucks to carry a once flourishing trolley express business.

The private automobile has made even further inroads in city passenger traffic and fares have gone by degrees from five to ten cents, along with the decrease in the purchasing power of the dollar. However, it seems now that the economic balance in city transportation has swung back further in favor of the trolley and Mr. Johnson is still optimistic for its future.

Mr. Johnson is a 32nd Degree Mason and a Knight Templar, having made the work of the Masonic Bodies one of his chief interests. Besides taking all the work in the Scottish Rite he has passed through all the chairs of the York Rite Masonic Bodies.

He is the President of the Quarter Century Club.

There is probably no employee of our Company who more truly commands the respect of his fellows for his worth as a man than Charles H. Johnson.

BRIEF SKETCHES OF CAR OPERATORS

EDWIN B. CARVELL, Operator Railway Department, Old Town Division.

Mr. Carvell went to work for this Company April 7th, 1894, as motorman. He had worked for some time previous to this date with a construction crew for the company.

Mr. Carvell is one of the best operators in the employ of the Company - very agreeable, dependable, and well-liked by the Public, in fact alvays on the job. He is also the oldest employee in years of service and one of the Trustees of the Quarter Century Club.

THOMAS DAVIES, Car Operator on the local lines, started work June 7, 1899, as a motorman. Except for a period of time when he was in the grocery business, he has been in the Railway Department the entire length of his service. Tom is remembered as an inspector, freight train operator foreman of the Car Barn on State Street, Bangor, operator of snowplows, particularly the rotary snowplows on the Charleston Division which were much in evidence years ago when the State of Maine had snowstorms which made drifts from ten to twenty feet deep.

For many years Tom was President of the Bangor Hydro Relief Association. He is a member of I.O.O.F and the Bangor Hydro-Quarter Century Club.

DAVID F. RICE, Car Operator on the local lines, started work for this Company April 22, 1901, as a conductor. When the Company put in service one-man cars, David became a car operator. He is very popular among the patrons of this Company. Mr. Rice is also Treasurer of the Employees Relief Association. This office he has held for many years. He is also a member of the Quarter Century Club.

WILLIAM F. KINCAID, Car Operator, was born in Ellsworth Falls, Maine, and was educated in the public schools of Ellsworth Falls Maine. He came to work for the Company September 14th, 1907. Previous to this time he was employed in paper making, and did railroad track work. Mr. Kincaid is married and has three children. He is a member of the I.O. O.F. Penobscot Lodge 7, Bangor.

AMBROSE EISWORTH, Car Operator, on the local lines, started work April 6, 1911 as a motorman. Ambrose is a sportsman; likes to hunt and fish and is also very willing to tell of his experiences and he has even furnished photographs which have been published in the Bangor Hydro News, together with articles explaining his photographs. We don't know if he has run out of material or not, but it has been some time since the News has heard from Mr.

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worked on a dairy farm and in a paper mill. He is a member of the Masonic Lodge. He is married and has four sons.

W. E. JENNINGS, Car Operator, was born in Hampden, and educated in the Hampden schools. Previous to his being employed by the Bangor Hydro-Electric Company on July 1st, 1914, he worked for the Boston Elevated Railway and the Eastern Steamship Company. Mr. Jennings is married and has four children.

EDSON W. BARTLETT, Car Operator, was born in Bangor. He attended Corinna Union Academy and the University of Maine for one year. Mr. Bartlett has done farming, grocery work, has worked for the Morrie Canoe Factory for one year and the Maine Central Railroad. He came to work for this Company November 13, 1914 as a conductor. For four years he was with the National Guard in the Mexican Border service. One of his most preferred sports is barnyard golf. Mr. Bartlett is married.

GEORGE S. CHAPMAN, Car Operator, was born in Newburg, Maine, and attended the Newburg Schools. He did farm work until employed by the Bangor-Hydro Electric Company on August 27th, 1916. He was in the 74th Infantry during the World War. He is a member of the Grange. Fishing is one of his favorite sports. Mr. Chapman is married and has four sons.

MELVIN R. WHIDDEN, Car Operator, was born in Oronville, Maine and educated in the schools in Atkinson and Higgins Classical Institute in Charleston. On August 27th, 1916, he came to work for the Bangor Hydro-Electric Company. Previous to that time he was in the lumber business. Mr. Whidden is a member of Olive Branch F. & M. and the St. John Chapter of Dexter. He is married and has two sons and two daughters.

HOWARD E. ARNOLD, Inspector, was born in Ellsworth Maine, and he was educated in the Golden public schools. Previous to his being employed by the Bangor Hydro-Electric Company on March 4th, 1917 he worked for the Eastern Maine General Hospital and the American Express Company. The various occupations he has held during his employment with this Company are conductor and motorman, Inspector of the Railway Department, and Assistant Superintendent. Mr. Arnold is a member of the Fish and Game Association and enjoys Fishing and Hunting. He is married and has one son and three daughters.

ARCHIE CURRIER, Car Operator was born in Caribou, Maine, and attended school in Old Town. Before being employed by the Bangor Hydro-Electric Company on August 20th, 1924, he worked as a cook
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Ele-
nor.
He is
the Presi-
dent of the
Employees Re-
lief Associat-
ion, a member
of I.O.O.F. and
the Quarter Century
Club.

ROBERT J. YOUNG, Car Operator, was born in Bradford, Maine, and was educated in the Bradford schools. He came to work for this Company May 29th, 1911, and previous to that time was employed as a Spinner in the Brown Woolen Mills and has also worked for Lowyer Brown, taking care of his potato farm in Dover, Maine. He is married and has one daughter.

WALTER E. HERSEY, Car Operator, was born in Veazie. He was educated in the schools of Veazie and graduated from Shaw's Business School of Bangor. Mr. Hersey has worked for the Great Northern Paper Company as woods clerk, for the Consolidated Rendering Company as stenographer, and in 1912 on the construction of the Veazie Dam. On October 31st, 1912 he came to work for the Bangor Hydro-Electric Company. Besides working for this Company, since May 1926 Mr. Hersey has carried on a Real Estate and Insurance Business. Of all sports, Mr. Hersey enjoys salt water bathing. He is married and has a son, Walter H., and a daughter, Gwendolyn.

SILBERT VAN AKE, Car Operator, was born in Montilla, N. Y. He attended schools in Montilla, N. Y. He came to work for this Company July 4th, 1918, as motorman, and previous to that time he



FRANK EARLE



JOSEPH POULIN



WILLIAM GOTT



E. J. MANSELL



GUY WEBSTER



DAVID MURRAY



REX BRIDGES

and was employed by The Cast Stone Company. Mr. Currier's favorite hobbies are poultry raising and gardening. While with this Company Mr. Currier has been in the meter department, has been a conductor and is now an operator. He is married and has one daughter.

HADLEY S. PYLE, Car Operator, was born in Mariaville and received his education in the schools of Mariaville. He came to work for this Company March 3rd, 1915. Mr. Pyle is married. His diversions outside of his work in the Company are farming and dealing in poultry and cattle.

DAVID J. MURRAY, Car Operator, was born in Bangor and was educated in the public schools of Bangor. He came to work for this Company on September 30th, 1920. Mr. Murray is not married. His hobby is fishing.

JOSEPH S. POULIN, Car Operator, was born in Bangor and educated in the schools in Bangor. He came to work for the Bangor Hydro Electric Company May 11, 1917, and previous to that time he did farming. He is a member of the Knights of Columbus. He is married and has one son and four daughters.

WILLIAM J. GOTT, Car Operator, was born in Orland, Maine. He attended the Orland schools. On May 5th, 1918, he was employed by the Bangor Hydro-Electric Company as operator, which is the position he now holds. Mr. Gott is a member of the I.O.O.F. He is married and has four children.

E. J. MANSELL, Car Operator, was born in Bangor, Maine, and educated in Eddington. He came to work for the Company November 23, 1919. Previous to his employment with this Company Mr. Mansell's occupations were various. He worked in British Columbia, in the States of Washington, California, and Montana (where he worked fifteen minutes in a Copper Mine). He then enlisted in the Marines and for four years traveled in every country along the West Coast of Central and South America, Alaska Honolulu, the South Sea Isles, the Philippines, China and Japan, but Mr. Mansell states he has never visited New York City. He is married and has two sons and one daughter. He served four years with the marines, and nine months

in the United States Army. He is a member of the Masonic Order, and a Veteran of Foreign Wars. Mr. Mansell's hobbies are hunting and attending the movies.

GOY A. WEBSTER, Car Operator, was born in Castine, Maine, and attended the public school there. He came to work for this Company August 3rd, 1920. Previous to his employment with the Bangor Hydro-Electric Company, Mr. Webster was an assistant cook at the University of Maine. He is married, and lives in Bangor. Mr. Webster is a member of the Masonic Order, and is also a member of the I.O.O.F.

REX P. BRIDGES, Car Operator, came to work for this Company June 15th, 1921. He was born in Marion, Maine, and educated in the public schools there. He worked as Brakeman for the Maine Central Railroad Company before entering the employ of this Company. He also served in the army during the World War.

Mr. Bridges is not married. He is a member of the Masonic Order. His hobby is hunting.

RALPH L. AVERY, Car Operator, was born in Brewer, Maine, and attended schools in Brewer and in Bangor. He came to work for the Bangor Hydro-Electric Company May 11th, 1922. He is married and has two children. He served in the World War, and was stationed at Camp Mills, N. Y. He is a member of the St. Andrews Lodge of the Masons.

WILMOT L. BURRILL, Car Operator, came to work for this Company April 7th, 1926. Previous to that time he was employed as Foreman at the Bangor Box Company in Bangor. He was born in Bangor, Maine, and was educated in the schools in Bangor. He is married and has three children. Mr. Burrill is a member of the Odd Fellows' Modern Woodman, and Independent Order of Foresters.

J. THOMAS McLEOD, Car Operator was born in Prince Edward Island. He was educated in the East Hampden schools and came to work for this Company September 25th, 1926 as a conductor on the two-man cars. Previous to that time he repaired furniture for Hodgkin & Fiske Company. He is a member of the Hampden Lodge No. 138, I.O.O.F. His hobbies are playing ball

and swimming. He is married and has four sons and one daughter.

EDWARD HEMAN, Car Operator, was born in Lebanon, New Hampshire. He attended Catholic Schools in New Hampshire. For three years he was in the United States Navy. He was donkey man on the Philadelphia and Reading Railroad for four years. He has also been a master of several barges. In Plymouth, Massachusetts, he worked as Street Railway Operator. He has been a cook in several hotels in Maine and New Hampshire.

Mr. Heman came to work for this Company September 16, 1928. He is married and has one daughter (Reta Marie) who is eight years of age.

MAURICE J. NIX, Car Operator, came to work for this Company December 5th, 1928. Previous to that time he was employed at the Shoe Factory, and was a Fireman on the Maine Central Railroad. He was born in Kenduskeag, Maine, and was educated in the schools there. He is married and has three children. Mr. Nix served in the 12th Division during the World War. His hobbies are fishing and gardening.

W. R. EMERSON, Car Operator, was born in Portland, Oregon, and educated in the schools of Portland, Oregon, and in the Agricultural College in Washington. He came to work for this Company December 3rd, 1929. Previous to that time Mr. Emerson worked and lived in many places, among them Seattle, Washington, Chicago Illinois, Boston, Massachusetts, and Hartford, Connecticut. He is married and has two children. During the war he served in the 2nd Regiment, Company G. in the State of Washington. He is a member of the Masonic Order, St. Andrews, of Bangor.

FRANK H. ADAMS, Car Operator, was born in South Brewer, and attended the public schools there. He came to work for the Company July 5th, 1932. Previous to that time he was employed by the Maine Central Railroad Company. Mr. Adams is married and has one son. His hobbies are gardening, fishing and hunting.

CLYDE D. ARNOLD, Operator No. 3 was born in Holden, July 7, 1902. He was educated in schools in Holden and Bangor. For nine

(Continued on next page).

ARTHUR W. GROTTON, Car Operator, came to work for this Company on August 30th, 1932. He was born in Rockport, Maine, and attended the schools there. Mr. Grotton was employed as a Chauffeur and as an electrician's helper before he came to work for this Company. He is not married, and in his Questionnaire states "single and happy". His hobbies are craftsmanship and wood work.

W. ARNOLD RIDEOUT, Car operator, was born in Hartland, N. B. and was educated in the schools in Hartland. He came to work for the Company September 22nd, 1933, and previous to that time was employed by the Maine Central Railroad Company. He is married and has one daughter. Mr. Rideout is a member of the I.O.O.F. and belongs to the Masonic Order.

WALLACE B. BROWN, Car Operator, was born in Brownville Junction, Maine, and attended the Brownville Schools and Worcester Academy. He was employed by this Company Jan. 17th, 1934, and previous to that time was employed as an electric welder and trainman on the C.P.R.R. as a lineman for the Telephone Company and for the Public Service Company of Northern Illinois. Mr. Brown is married and has five children.

HAROLD W. HANDY, Car Operator, was born in Gouldsboro, Maine, and went to the Gouldsboro schools. He entered the employ of this Company September 10th, 1934. Mr. Handy served for eighteen months in the United States Navy. He is a member of the St. Andrew Masonic Lodge. His hobbies are hunting and fishing.

STANLEY W. PHILLIPS, Car Operator was born in Bangor, and received his education in Bangor schools.

He came to work for the Bangor Hydro-Electric Company Nov.

8th, 1934, and previous to that time did carpenter work. Mr. Phillips is married and has two boys.

His hobbies are hunting and fishing. In his spare time he is building a new house for his family.

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years he worked as a Clark for Rice and Miller Company and was an agent for the Prudential Life Insurance Company for about one year. In his spare time while attending school he worked as grocery clerk for Matherson's. Mr. Arnold also worked for E. L. Seabury of Norridgewock, selling washing machines. He came to work for the Bangor Hydro-Electric Company August 30, 1933.

MILLAGE H. COLLI CUT, Car Operator, was born in Prince Edward Island. He attended schools there, and in Maine. He was in the service from April 12, 1917 to October 1, 1919. He went with the 26th Division, 163rd Infantry, overseas, and was mustered out at Camp Dix, N. J. He worked for a time for MacPherson, Contractor. He came to work for this Company February 23, 1930.

CHARLES S. GROTTON, Car Operator, came to work for the Company August 28th, 1933. He was born in Somerville, Maine, and educated in the schools of Rockport. His work before coming to work for the Bangor Hydro consisted of being Service Salesman for the Northwestern Mutual Life Insurance Company. He is married and his family consists of four. He belongs to the Rockland Lodge of Masons, and his hobbies are boxing, basketball and baseball.

EDGAR W. BILLIE, Car Operator, was born in Portland, Maine, and educated in the schools in Bangor. He entered the employ of the Company August 30th, 1933. Previous to that time his work consisted of meter reading, line work, and managing a motel. He is married and has one child. His hobbies are hunting, fishing and trapping. Mr. Billie is also interested in garden work.

LLEWELLYN DAVIS, Car Operator, was born in New Sweden, Maine, and was educated in the schools there. He came to work for the Bangor Hydro-Electric Company August 31st, 1916, and previous to that time his work was farming. He is married, and is also a member of the Masonic Order. His hobbies are hunting and fishing.

RALPH AVERY

ARCHIE CURRIER

WILMOT BURRILL

THOMAS McLEOD

EDWARD EEMAN

MAURICE NIX

W. EMERSON

A. A. HAMILTON, Car Operator, came to work for this Company in October 1916 as a motorman. At the present time Mr. Hamilton is recovering from an injury received while a passenger in a taxi cab, which was caused by the operator of the taxi cab falling asleep. We are looking forward to an early recovery for Mr. Hamilton so that we may see him on his route again.

RAYMOND W. PHILBRICK, Car Operator, was born in Newburg, Maine on May 3, 1897. He was educated in schools in Newburg. For several years he worked in a creamery in Newport, for a Novelty Mill at Newport and at the Eastern Manufacturing Company in the wood room for two years. He came to work for the Bangor Hydro-Electric Company on November 1, 1935.

Mr. Philbrick is a member of the Masons of Newport and I.O.O.F. of Hampden.

ELMER F. LITTLE, Car Operator, was born in Orrington, Maine, and attended the schools of New Britain, Conn. He came to work for the Company December 16th, 1935. Before that time he was a salesman and an Insurance Agent. He is married and has four girls and one boy. Mr. Little served nine months in the Army during the World War. His hobbies are reading and hunting.

WILLIAM S. FRASER, Car Operator was born in Bangor, Maine, and attended school in Bangor, and Leland Powers School. Mr. Fraser came to work for the Company Jan. 16th, 1936. Before that time he was stage manager with the Priestland-Powers Associates. He is not married. His hobby is baseball.

ROBERT L. HAMILTON, Car Operator, was born in Bangor, Maine and attended the Bangor Grammar Schools and the Bangor High School. He came to work for the Bangor Hydro-Electric Company on September 26th, 1936. Before that time he was a grocer. Mr. Hamilton is married. He served for nine months in the United States Army, G.M.C. He is a member of the American Legion, Kiwanis, and the Masonic Order.

CHARLES A. HILLS, Car Operator, entered the employ of this Company January 5th, 1937. He was born in Bangor and attended the Bangor and Brewer schools. Before

coming to work for this Company, Mr. Hills was a railroad trainman, fireman and engineer. He is married. He is a member of the Masonic Order of Iaconia, N.H. Mr. Hills' hobby is poultry farming.

JOHN S. HODGMAN (Larry), Car operator, was born in Hibbing, Minnesota, on May 25, 1914. He attended schools in Orono. He entered all sports in High School and received letters for football, baseball and track. He was manager of the football team. In 1932 Larry was a Golf Pro at the Orono Club. He has also worked for the Cliah Filling Station and at the State Hospital for two and a half years. On May 10, 1937 he came to work for the Bangor Hydro Electric Company.

Mr. Hodgman is married and has a son (Wayne Paul) who is six months old.

AARON BURR GODSOE, Car Operator was born in Danforth, Maine, and received his education in the schools of Danforth and Milo. He came to work for this Company on September 20th, 1933, and previous to that time was employed by the Bangor and Aroostook Railroad in Mile, the Maine Central Railroad Company, the New York Central Railroad Company in Albany, N. Y. and the New York St. Railway Company. Mr. Godsoe is married and has two children. His hobby is working on an old auto.

WILBUR W. WATSON, Car Operator, was born in Bangor, Maine on December 4th, 1907. He attended schools in Bangor. He is a member of the National Guard, 152d Field Artillery. He is a first class Private now. He worked as Salesman for the Enterprise Shoe Store and was Caretaker at a Cemetery for seven years. He came to work for this Company July 20, 1937.

Mr. Watson is married. He is a member of the I.O.O.F. of Bangor.

GEORGE E. RUDGE, Car Operator, came to work for the Bangor Hydro Electric Company July 9th, 1937. He was born in Lowell, Mass., and attended the Grammar school there. His High School education was attained in Edmonton Alberta, Canada. Mr. Rudge is married and has two children. He served for three years in the U.S. Navy. His hobbies are fishing and hunting.

LEO F. SAWYER, Car Operator, was born in St. Pomphile, P.Q. Canada. He was educated in Old Town, Me. Mr. Sawyer came to work for this Company September 23rd, 1937. Previous to that time he was a mechanic in Old Town, and a baker employed by the Bangor Baking Co. He is married and has two children. His hobbies are hunting, fishing and woodwork.

FRANK H. EARLE, Car Operator, was employed by this Company in September, 1916. He was born in Weston, Maine, and obtained his education in the schools at Weston and Danforth, Maine. Before working for the Bangor Hydro he did railroad work in Providence, R. I. Mr. Earle is married and has one son. He is a member of the Masonic Order, and his hobbies are fishing and hunting.

PERCY W. DAVIS, Car Operator and inspector, entered the employ of the Bangor Hydro-Electric Company August 17th, 1919. He was born in East Eddington, Maine, and attended the public schools there. Previous to his employment with this Company Mr. Davis worked in a hard wood mill, and a hardware store in Brewer. He is married. Mr. Davis is a member of the Mason Order of Bangor. His hobbies are hunting and fishing.

WILLIAM L. ROBERTS, Car Operator, was born in Caribou, Maine on May 22, 1896. He attended the schools in Fort Kent, Maine. He enlisted in the Army on February 8, 1914 in Third Division. He was in the service for eighteen months. His term expired and he reenlisted. In 1922 he was made a Quarter Master Sergeant. He worked for Cohoes Power and Light Company, of New York, as first class Lineman. Next he worked as Lineman in El Paso, Texas and was transferred to Power Plant where he worked as oiler. He then went to Glenn Falls, New York where he worked as Operator. Later worked for Niagara Hudson Power Company. On September 1, 1933 he came to work for the Bangor Hydro-Electric Company as Lineman.

Mr. Roberts belongs to the Masonic Lodge, No. 120 El Paso, Texas. He is married and has two daughters, (Celia Ann and Julia Ann) one two years and nine months old and the other nine months old. (Continued next page).

our office we were very pleased to see him and hope he visits us more often. Mr. Preston Mann and two gentlemen representing Insurance Companies, were here on a tour of inspection.

Other visitors were Mr. Vose of the Machias Office, and Joseph Roop of Bangor.

Clarence Cushing is back on duty after being ill at his home for a week with the flu.

Bertram Bowler is taking his vacation beginning today. He plans to visit his home town, Machias, and to go on a hunting trip.

Mr. Dearborn and Mr. Cole were here during the week. They gave a very interesting talk on Safety to the members of the office and the line crew.

MACHIAS DIVISION NEWS

L. G. Vose

Vacations are about over in Machias with only "Fud" Hoyt, our lineman left to take his time to bring in a deer.

Rose Crane has returned from his vacation, a part of which was spent in Gardner, Maine, and the rest of the time, "Camping" at his new Whiting Camp.

Miss Annie Hill of Machias substituted at the Machias store while Vera McEachern enjoyed a vacation trip to Boston, Washington D. C. and Norfolk, Va.

Our able Lamp Salesman Horace Sylvester is recuperating after a strenuous Lamp Campaign bringing the Machias store up to the top and his own name near the head of the list. Good work Huddy.

Mr. Dole made a short visit at the Machias Store on a recent trip through the County.

Other visitors were Elmer Cole, Firet Aid Instructor and our Safety Director, Hall C. Dearborn who

(Cont.
on
next
Page)

HOLLIS A. WOOSTER
Car Operator, was born in Lee, Maine, and educated in the schools at Milo, Maine. Previous to his employment with the Bangor Hydro-Electric Company he worked for the Maine Central Railroad Company. Mr. Wooster served three months in the United States Army.

He is married and has three children. Mr. Wooster is a member of the Odd Fellows and is also a Mason.

RAILWAY NEWS

By The Reporting Man

Frank Earle is back on the job after a week's illness.

Ambrose Kianor has been making life miserable for members of the deer family. Ambrose took a week off so that he could devote his entire time to hunting.

The latest report from Alfred Hamilton is that he is coming along OK. We understand he will be in the Hospital for some time yet.

John Carson, ex-operator, was in town the other day looking up old pals. He is now located in New York City, in the employ of the N. Y., N. H., and H. R. R. Company.

Ned Mansell and son were hunting in and around Blanchard a few days last week. The deer were the lucky ones this time we are told.

It has been some time since we have had a mystery in the Railway Department, but we surely had one on Armistice Day. Ralph Avery worked all the afternoon and evening with raincoat on, a borrowed one at that - the sun was shining and it was nice and warm. We all wondered. The reason - he had the misfortune to tear his trousers. Was his face red,

After a year's absence, Hollis Wooster is back with us.

EASTPORT DIVISION NEWS

J. Cassidy

Mr. Dole called on us during the past week, as he was quite a stranger at

MILAGE COLLECTOR

FRANK ADAMS

CLYDE ARNOLD

CHARLES GROTON

EDGAR BILLE

ARTHUR GROTON

AARON GODSOE

gave us a very interesting twenty five minute talk on Safety.

The remodeling of the Fishway at East Machias under the supervision of Mr. Crane State Engineer will be completed this week. Mr. Vose says that this time it looks as though they had a real fishway.

ELLSWORTH DIVISION NEWS Florence Davis

Roy Bragdon, Service Man has returned from his vacation which he spent in Reading, Massachusetts.

Raymond Spillane and Norman Smith, Meter Readers, returned last week from their vacations. Raymond spent his week in Massachusetts visiting relatives. Norman spent a few days hunting in Washington County.

The four new ornamental street lights are now burning brightly in the Parking space back of Main Street.

Mr. and Mrs. Leach left Ellsworth on November 4th for Winter Park, Florida, where they will spend the Winter.

Miss Sibyl Fields, Cashier is having a two weeks vacation.

The recent rain and wind storms have put many trees on the lines which have caused more or less trouble.

Now that the excitement of the Lamp Campaign is over, we can all settle down to thinking about Christmas which isn't so very far away. All of the Employees appreciate the generous commissions which they were able to earn during the Campaign.

MILLINOCKET DIVISION NEWS R. A. Fernald

Preston A. Mann and E. W. Brown with Insurance Adjustors were in Millinocket this month looking over the Company property.

Millinocket Division went over the top this year on the Annual Lamp Campaign by 102%. Three hundred lamps was the quota set out we exceeded this amount by six lamps. Henry Jones was second in the Grand Prize and Burleigh Carr was the Division Prize Winner. Mr. Jones sold 154 lamps and Mr. Carr sold 41.

Tom Lawrence has returned from his vacation, much of which was spent down on his farm in Eddington. Tom has a new Hobby since

arriving in Millinocket. Part of his time each month is devoted to Meterator Collections and, in his performance of this duty, he has made a speciality of collection old, rare coins which he thinks will be of value to him some day. Who knows?

Joe Roop was in this district last week with the Electric Kitchen Trailer Interviewing new prospects with Salesman Foss.

Last week, we received the new line truck from Bangor to replace the old truck which has been in use in this division for the past eight years. The new truck is an International, the body was made in Boston and is modernized in every way--quite a departure from the old G. M. C.

The Great Northern Paper Company is installing a new pulp loading conveyor at the Rice Farm. This will give us an additional new load of 30 H.P. for approximately five months of the year. Operation will start within a few days.

Henry Jones and John Herbert have returned from their vacations. Mr. Jones spent his time cruising and hunting in and around the Millinocket Section. This completes all of the Employees vacations.

At this writing, we understand E. W. Brown's crew has commenced the erection of a new sub-station North of Molunkus Flats, to supply power for the Great Northern Paper Company's new dam which is now in the course of construction.

MILFORD OLDTOWN NEWS F. A. Randall

This month, for a change, we have to report a little too much water running in the old Penobscot but, at this writing, (Nov. 12th) conditions are fairly good all around and apparently gradually improving. Flash boards in position 97%.

Repairman Sawyer is working for a few days at Old Town, making some changes and repairs at the line stock room.

General Manager Haskell favored us with a short call one day recently. Mr. Cole and Mr. Dearborn were with us on the 9th for a First Aid Meeting.

Asst. Operator Cunningham returned from his vacation Nov. 2 and Hilbert Anderson, the last on the list, will have the week be-

ginning the 15th. This will wind up the vacation period for our bunch this season.

Chris Reed has been doing a little hunting at Pickeral Pond during the past week, but we haven't noticed any blood on his pants yet.

Edward Veazie, son of lineman John Veazie, was one of the lucky hunters last week. They tell me he captured a 10 point, 198 pound buck.

In re International Affairees will say, present conditions seem to indicate a pitched battle with Turkey before the end of this month.

ELECTRICAL DEPARTMENT NEWS W.C. Harper

If all the eye witnesses of the Brady Gang extermination were placed end to end, the population of Bangor would be about 300,000, and Central Street would compare in size and shape with Central Park.

The oil filtering crew is still at large, although we catch a glimpse of them now and then. They are, at present writing, on Mt. Dessert Island, with designs on the Ellsworth substation later on.

At last we are going to build a substation at Mattacunk, Aubrey and his crew having started work November 15th. Perhaps we can finish the job this time.

About the usual amount of radio interference has been with us, keeping the electronic detectives busy tracking it down.

We designed and constructed, from odds and ends of contactors and left over relays, an automatic trip for #3 generator at Ellsworth, so we can run it over the peaks without danger of shutting down the entire station if anything goes wrong.

Now that the storm windows are on, all we have to do evenings is listen to the radio and shovel coal.

STOCKROOM NEWS F. H. Foster

The stockroom has added a new item of equipment in the form of a Stacking Machine which is to be used in stacking up our rangees, refrigerators, water heaters and washing machines. With this it is possible to pile our heavy
(Continued on next page)

proud of the cooperation received.

BAR HARBOR DIVISION NEWS

Mary Higgins

Recent visitors to our office have been Mr. R. W. Haskell; Mr. Bill Thompson; Mr. Hall Dearborn; and Mr. Elmer Cole.

Mr. Lawrence Abbott returned from the first week of his vacation with tales of shooting plenty of partridge but no deer. When asked where his deer was he replied, "It wasn't the psychological moment," but just wait until the first week of Dec. That will be the day!

Mrs. Sprague has just returned from her vacation a few days of which she spent in Portland and Augusta.

We understand that Slim Hazelton has a Packard Limousine of 1926 vintage. It has all the fixings including a telephone and card compartment. Some class I'd say.

We girls in the office have had two parties lately. Our usual Stuff Fest. The first party took place at Miss Austin's Camp at Oak Point. A very delightful evening was spent playing Ping Pong and Japanola. On the way home we saw such a big buck that for a moment Yours Truly, who was driving, didn't dare to stop because I thought it was a moose. The next party was held a week later in Mrs. Oliver Hall's camp at Long Pond. We had a grand supper and spent the rest of the evening playing Kings. It was a regular Skill game that had been fixed so that it could be played without nickels. We arranged a contest and Miss Austin carried off all the honors. She certainly had a night at twelve o'clock we started for home. We made many detours looking for deer and we saw eight, a (Cont. on next page).

stock items much higher and giving us a lot of extra floor space in which to handle stock much quicker and easier. All the boys are very pleased with this new equipment.

Berry and Greeley have returned from their annual hunting trip and both report a very good time but that the rewards were not as good as expected. From now until the end of the season they plan to spend all of their spare time trying to fill the family larder with some nice venison. We are in hopes to be able to be able to report their good luck in the next issue. During Greeley's vacation Porter, our new stockman took over the trucking. Bullard is now away on his hunting trip with "Eddie Cantor" Stockwell from the General Office.

We were all pleased to hear that our fellow worker Wyatt Spencer is back on the job again. At the present time he is working for Preston Mann at the General Office. As soon as he more fully recovers from his recent illness we expect to have him back with us.

We are sorry to hear of Mrs. Joseph Casper's illness, which made it necessary for her to go to the hospital, but are glad to report that she is at home again, and we wish her a speedy recovery.

FIRST AID DEPARTMENT

Elmer Cole

October 21-22, the writer attended the 10th State Safety Conference at Portland with Mr. Hall Dearborn, Mr. Charles Johnson, Mr. Earle R. Webster, and Mr. William Ellis. It was enjoyed by all and much valuable information was absorbed to be drawn on in the future.

Mr. Hall Dearborn and the writer have just completed the rounds of System handing out Safety and First Aid. It seemed to be an ideal arrangement as both interests were presented at one and the same time.

We found everybody thirsty for any information we might have and are justly

W. RIDEOUT

WALLACE BROWN

HAROLD HANDY

STANLEY PHILLIPS

RAYMOND MILLERICK

ELMER LITTLE

WILLIAM FRASER

beautiful big spike horn buck; a large buck with a beautiful set of antlers; and the rest were does. It is not such an unusual sight on this Island though, as they are quite tame and are not disturbed by cars and lights. It is the favorite evening pastime for young and old down here and many nights I have been out and have seen fourteen or fifteen in a half-hour's time.

Mr. Dearborn and Mr. Cole visited us last week and promised we girls a course of First Aid Instruction in which we are very much interested.

ACCOUNTING DEPARTMENT NEWS

Madeline Spencer

Mildred Willard, who has been with us since the early Summer, has now gone to the Old Town Office. We know she will like it up there; however, we bet she will miss the nice long rides on the trolley every morning.

Louise Clifford has just returned from a vacation spent with her family. We all enjoyed the candy which arrived at the same time as she did, Monday morning. We wonder if this really was an accident.

Earl Stockwell has returned from a week's hunting trip. He got a fine spike horned deer.

Warren Blake is still vacationing and we expect by now that he has added several prizes to his collection with his bow and arrows.

Ruth Libbey reports an enjoyable weekend in Boston, where she attended the Harvard-Army Game. Huston Townsend and friends also attended this game.

Walter Scripture isn't quite up to his usual sunny dispositioned self these days. Season - the football scores this week.

SECOND FLOOR NEWS

General Files

A few months ago the talk was of vacations, and then football, held sway for a time, and now it is hunting. Charles Inman spent his vacation on a hunting trip, which was not as successful as he hoped it would be; likewise Kenneth Cosseboom; and likewise Eona Prescott. Of course we all have heard about the beauty they almost got, and the chase that

lasted for miles and miles, but no game was brought home. Preston Mann is in hopes to try his luck later.

We also have an actor in our midst. The Merry-Go-Round, which was under the direction of the Junior League and held at the Bijou Theatre recently was just the opportunity Gordon Briggs needed to bring out his talents. Those who saw the show say it was a real success, and Gordon Briggs together with Madeline Spencer of the accounting department did their parts well.

Bill Barty had the misfortune to fall and break his arm last Sunday, and the result is that Bill will be unable to operate the typewriter for some time to come. Florence Steeves has been moved to the Engineering Department, and is doing the stenography there until Bill's return. We were all sorry to hear of his accident.

Louis Jennings has just returned from his vacation.

METER DEPARTMENT NEWS

Elmer Cole

Mr. Fullerton Morgan is floating around just now the event being the arrival of a son. The blessed event certainly has made our Morgan a J. P. Vacations are nearly completed for the season, summer visitors have departed and the houses banked so here's to another open winter and small fuel bill. We furnished current to rebuild forebay at Bangor Water Works this summer and now we are to furnish The Great Northern to build a Dam. Looks like our Hydro-Electric returns to the water at times.

MAIN STREET OBSERVER

H.S. Allen

Miss Boober celebrated her twenty-first first birthday the "Eighteenth" of this month.

Bill Thompson has finished the installation of a \$2400 job in Bar Harbor.

Charles Mansur is now in charge of the repair work at 31 Main St. The basement certainly looks much better now that he is there. Bring in your troubles, Charlie repairs while you wait.

Herb Hammons is busy at Lincoln in the new store there.

Perkins chased the bounding stage all over Northfield and Weeley but failed to connect. Better luck, next time! But don't use a borrowed gun, they never work like your own.

Herb picked three rainy days for a hunting trip. No luck.

Grover Jordan spent Armistice Day at Aurora pestering the bounding white tails.

Roger Wood has decided he will have to buy a deer. Says he saw two bucks and a spike horn (we supposed they were bucks too) on a recent venture into the wilds.

Smoked a B.C.M. that Morgan of the Meter Dept. handed out. He has a fine young son to carry the name along.

Miss Callahan has taken over the duties of Miss Church.

Beginning to look like Xmas in the store. George White has the entire first floor dressed in the red and green of Yuletide. All we lack is a Santa Claus.

Mr. Young received a card mailed in Paris from Mr. Graham.

Arnold and Allen the old stand-bys each have their quota of deer meat. These two will, for a reasonable sum, give any of the other hunters in their department lessons in the art of stalking the elusive animals. To date they are the only ones at Main Street to bag their winters meat.

Bill Starr sold a complete Kelvinator show case to a Kandnakeag Grocer. To the best of my knowledge this is the first Kelvinator display case ever sold by this Company. It shows that Kelvinator knows how to build a case that looks right and is right. Heard a great many comments on its looks.

A local grocer informed me that his ice cream cabinet had gasoline and water for a refrigerator! Perhaps so, but he couldn't be convinced otherwise!

Wonder where the smoke and water sale was? Clarence has a new suit!

Joe Roop is assisting White in decorating the store.

A good many good trades in 1937 refrigerators can be found on the second floor.

Don King is doing the service work that Mansur has been doing.

Ice fishing comes next to those
(Continued on next page)

On motion duly made by Mr. Arnold and seconded by Mr. Peterson it was VOTED to re-elect Mr. Elgin E. Field Secretary for the coming year.

On motion duly made by Mr. Landry and seconded by Mr. Chapman, it was VOTED to elect the following for the coming year: Executive Committee, President Howard Arnold; Treasurer David Rice; Secretary Elgin E. Field; Ambrose Eisner and Percy Davis.

On motion duly made by Mr. Chapman and seconded by Mr. Arnold it was VOTED to elect the following Visiting Committee: Chairman, Norman Landry, Elgin E. Field and Thomas Davies.

On motion duly made by Mr. Chapman and seconded by Mr. Arnold, it was VOTED to elect the following Investigating Committee: Chairman, Norman Landry, Elgin E. Field and Thomas Davies.

On motion duly made by Mr. Arnold and seconded by Mr. Landry it was VOTED to elect Elgin E. Field for the Floral Committee.

On motion duly made by Mr. Arnold and seconded by Mr. Landry, it was VOTED to adjourn, there being no further business to come before the meeting,

YOUR "FIRST AID" KIT

Elmer Cole is our authority for the statement that so far as he knows every employee carries a "First Aid" Kit. He says that he has demonstrated the value of iodine and has found a package which every person can easily carry in the pocket and he believes it is being done, which is convenient, safe and handy and clean to carry or to use. It is the first and only thing to use for cuts and punctures and a most excellent "First Aid".

To be sure our trucks, automobiles and offices are equipped with "Kits" that will care for more serious injuries but we must not neglect the small ones, else they become serious. Some of us have added to

(Cont.
on
page
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who like to go out in the great wide open spaces. Lots of fun even tho one freezes his feet and gets a red beak and usually comes home minus the fish.

Howe for a rifle team to represent the Company this winter? Would be glad to get all the particulars if we could scare up enough men for a squad. Call or write me at Main Street. We can furnish our own guns and ask Bangor Hydro-Electric Company for shells!!! Lets go gang and turn out a winning team.

Nichols posted the following notice on Lovely's spindle: "Harper would like you to return the "man hole" you borrowed." Never knew they could loan one of those things. Always thought they were to fall into.

MINUTES OF RELIEF MEETING

Minutes of the Relief Meeting of the Bangor Hydro-Electric Company held at the General Office of the Company, 33 State Street, Bangor, Maine, on November 3, 1937.

Members present were: David Murray, David Rice, Guy Webster, George Chapman, John Peterson, Howard Arnold, C.M. Harrington, Norman Landry and Elgin E. Field.

The meeting was called to order by the President at 7.45 PM for the purpose of electing officers for the coming year.

On motion duly made by Mr. Arnold and seconded by Mr. Peterson it was VOTED to accept the minutes of the last meeting.

On motion duly made by Mr. Arnold and seconded by Mr. Rice it was VOTED to accept the following new employees as members of the Relief Association: Walter L. Maddocks and G. Louise Clifford.

On motion duly made by Mr. Arnold and seconded by Mr. Peterson, it was VOTED to accept the bills and sick benefits which have been paid since the last meeting.

On motion duly made by Mr. Field and seconded by Mr. Landry it was VOTED to elect Mr. Arnold President for the coming year.

On motion duly made by Mr. Arnold and seconded by Mr. Landry it was VOTED to re-elect Mr. David Rice Treasurer for the coming year.

ALFRED HAMILTON

ROBERT HAMILTON

CHARLES HILLS

JOHN EDDMAN

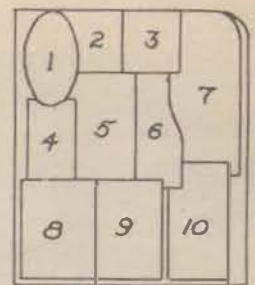
WILLIAM WATSON

GEORGE RUDGE

LEO SAWYER

THE CAR OPERATORS CONTRIBUTION (OPEN TO COMPETITION FROM ANY DEPARTMENT)

1. Don (7) son of E.W.Bille
2. George (17) son of E.J.Mansell
3. Norma (16) daughter of E.J.Mansell
4. Charles (3) son of Frank Adams
5. Celia (3) daughter of W.L.Roberts
6. Derwerd (10) son of E.J.Mansell
7. Nancy Brooks granddaughter of W.P.Kincaid
8. Elsie and Inez daughters of T.H.Davis
9. Wayne(6 mo.) son of John Hodgman
10. Julia (6 mo.) daughter of W.L.Roberts





OLD STATE STREET CARBARN

our iodine a few of those little finger adhesive bandages which, will stick on most any place, and of which we can easily carry two or three in some note book, or case in our pockets. Then we have a better first aid kit always with us and still hope we will not have to use it for ourselves or others. It has been said that "It is better to get ready and then not go than it is to go and not be ready."

And this reminds us of some thing we saw recently which we can figure out for ourselves if we want to and see how our case fits the "average" (if there is such a thing). This report said this, "The average person 50 years old has slept for 6000 days or more than 16 years; he (or was it a she) has worked 6500 days; walked for 800 days; amised himself for 4000 days' ate for 1500 days; and was ill for more than a year". Well Rip Van Winkle didn't beat the average very much when he slept for 20 years.

You see Rip Van Winkle was safety minded, we don't know about his kit or what it contained.

SO FAR THIS YEAR

There has been just one minor

personal injury accident to an employee in the county division which takes in everything east of Gouldsboro. No lost time.

INDIRECT CAUSES

Here are some contributing factors leading to accidents, which may not be generally appreciated:

1. A scoffing attitude toward Safety.
2. Worry about poor health.
3. Lack of sufficient sleep.
4. Worry over domestic or financial difficulties.
5. Failure to get along with the boss.
6. Quick temper.
7. Lack of interest in the job.
8. Opposition to machine guards and other safety devices.
9. Allowing attention to be distracted while at work.
10. Allowing mind to wander from job at hand.
11. Carrying a grudge.
12. Getting panicky when something goes wrong.
13. Putting the wrong interpretation on justifiable criticism.

An interesting list that might well be checked over by all of

us.

THE FLAPPER WONDERS WHY

Why can't he see that my mouth is a bow
Of cherry-red velvet that lies in the snow?
Why can't he see that my hair is gold fluff,
And floats on the sunlight like foammer stuff?
Why can't he see that my eyes are like gems,
Or bright purple flowers usurped from their stem?
Why can't he see that I'm staring at him
And wishing he'd smile and stop looking so prim?
Why can't he see that I'm pretty and perk?
Why can't he see?---- 'cause his mind's on his work!

Author Unknown.

LINCOLN DIVISION NEWS H.V.Haskell

Among our visitors this month were: Mr. E. W. Brown, Mr. Moor, Mr. Young, Mr. Hammons, Mr. Vose, Mr. Dearborn and Mr. Cole.

During October, Mr. McIntyre had his two weeks' vacation and (Continued on next page)



PICTURED ABOVE: WINNERS AND LOSERS IN SMALL APPLIANCE CONTEST, LINCOLN.

This happy looking group is none other than the winners in the small appliance campaign. Picture was taken before the supper. Had it been afterward, their expressions would have been better.

The Manager tried to induce the photographer to leave this picture out. Nothing doing however this is one of the very few in print.

(Continued from page 16)

Mr. Wayman read meters in his place.

Mr. Joe Roop was in Lincoln recently with the electrical trailer. We appreciate his visits. It proves a very efficient way to demonstrate our electrical devices.

Mr. and Mrs. H. V. Haskell and Mrs. Pearl Fiske attended the chicken supper and degree work at the Eastern Star meeting at Springfield Armistice night.

In this issue are some snapshots taken at our contest supper held at Almon Reed's, Lee Road, the last week in August.

We had a small appliance campaign, dividing the office force and line crew in two teams, Ivan Wyman, Captain of one side and Hervey Hanscom Captain of the other. Mr. Wyman's side won, so he and his aides ate chicken, while Mr. Hanscom and his aides ate beans. Nevertheless a very good time was had by all. We were very fortunate to have Mr.

Earl Young with us. There were some speeches after the meal. Then the men in the party played horseshoe. Other guests were Mrs. Ivan Wyman and Mr. Haskell's younger son, Louis.

MY TRIP TO BOULDER DAM

Gertrude Drew.

We left Las Vegas about nine in the morning. First we went to Boulder City, living quarters for the men during the construction of the Dam.

There is a church and school, barracks for the single men and small houses for the married men and their families.

We saw Lake Mead, the artificial lake, made during the construction period. It even has fish in it.

Then we drove to the Dam. The roads were wonderful, wide and even. As we swung around curves, we had many varied views of the Dam. It is impossible to describe it. It has to be seen to

Whom have we here? Their faces look familiar. None other than the Bean Eaters, Mr. Hanscom & Miss Drew. We think they are good sports. Winners had bet-watch out next time. the balance of Captain's Hanscom's crew fail-to show up.

be appreciated. It is well named one of the wonders of the modern world.

When we arrived at the Dam itself, we went down in the elevator, a drop of probably over 700 feet. We had a government guide. He met the tourists and when there were about fifty of us, we began the trip.

The floors are concrete with a top layer of chipped marble - highly polished. The slippery finish on the floors and staircase was the only unpleasant part of the trip. I wished every minute that I was wearing lumbermen's boots.

We saw several crews working to assemble the huge turbines. We got into one section where we were not supposed to go. The guide said to go ahead about ten feet and wait. This brought us to a platform. So naturally we mounted the steps and were by the

(Continued on next page)

guard rail over the pit where the men were working. So we stayed and watched them. They were burning holes in iron plates with acetylene torches. They wore no goggles or masks. There were showers of sparks too. I thought that they needed some one to give them safety instruction.

The guide came in a few minutes and hustled us on ahead. As we went along, he announced that we had crossed from Nevada to Arizona. None of us could see any mark but we took his word for it.

There is still a lot of work to be done on the Arizona side. Only two turbines appeared to be completed. On the Nevada side there were five.

Finally we reached a place where there was a jagged wall of rock. Water was trickling down and making little puddles. There was a narrow path roped off. We turned back here.

All through the tour, the guide gave us figures about the cost of the construction, material used, etc.

When we were outside again, we went to see the huge spillway for water storage. No water ever goes over the dam itself. It is stored in this spillway, which has automatic head gates operated by the water pressure as the water rises to certain levels. The water is then diverted to pipes which carry it to Southern California for irrigation.

All through the hills were huge steel structures set in rubber which carried the electricity generated at the Dam to Southern California.

We also had a boat trip on Lake Mead, through Black Canyon and up to the face of the Dam. We could look straight up the concrete and see the railing and people leaning over. Where the boat swung around at the face of the Dam, it was over 450 feet deep.

On our return to Boulder City, we saw movies of the construction work on the Dam. We were especially interested in the huge cable car that lowered the iron and other working material to the pit. Mules could not carry loads on the rocky trails.

Railroad cars brought the supplies as far as possible and the cable cars were loaded from the railroad cars and carried the ma-

terials to the workers.

We had lunch at the Apache Hotel and then wandered around the town.

There are loads of games operated, roulette, wheels of fortune, Beano, poker and others. There seemed to be a good many people playing these games. In fact, many of the movie stars come here for relaxation.

Every where in town, we saw silver money, especially silver dollars. This seemed odd to us but every one else accepted it casually. We found the same condition in Salt Lake when we stopped off there for sight seeing.

ACCOMPANIMENTS FOR THE HOLIDAY MENU

Frances Callaghan

Now that the holiday season is upon us, the thought uppermost in our minds is "what shall we eat?" The proverbial turkey and dressing which are the headliners for the Thanksgiving dinner need no introduction. You all have your favorite recipes for stuffing and roasting your turkeys, so I am suggesting accessories to give zest to your menu, and add to the festive spirit.

Cranberries in one form or another, are always in order on a holiday menu, and when they are prepared in any of the following ways, I know they will find a place among your favorite recipes.

CRANBERRY COCKTAIL

2 cups cranberries
2 cups water
1 to 1½ cups sugar, depending on the acidity of the berries.

Cook cranberries in water until they are soft. Force the berries through the food chopper and add sugar. Heat until the juice begins to boil. Remove from the fire and cool.

CRANBERRY AND ORANGE RELISH

2 cups cranberries
1 orange
1 cup sugar
Wash berries and put them through the food chopper. Remove the skin from orange; divide into sections, and remove the pulp. Chop coarsely. Combine the fruit and add the sugar. Chill.

CRANBERRY SALAD

2 cups cranberries
1 tart apple
1 cup sugar

1 tablespoon lemon juice
1 cup grated pineapple
1 cup orange sections, skinned
1 tablespoon gelatine
½ cup cold water
1½ cup boiling water
½ cup pecan meats, chopped.

Force the cranberries and cored apple through food chopper. Add the lemon juice, grated pineapple and sugar. Allow to stand while preparing the following:

Soak the gelatine in ½ cup cold water and let stand for five minutes. Add the boiling water and stir until the gelatine is dissolved. Add the orange sections, and nuts to the cranberry mixture. When the gelatine begins to thicken, add the fruit mixture. Fill wet molds and chill.

CRANBERRY AND APPLE PIE

2½ cups cranberries, chopped
1½ cups apples, chopped
1½ cups sugar
3 tablespoons quick cooking tapioca.

3 tablespoons water
Combine cranberries, apples, sugar, tapioca and water. Let stand while rolling pastry made from the following:

2½ cups sifted flour
1 teaspoon salt
¾ cup Spry
4 or 5 tablespoons water (about)

Sift flour and salt together. Add the Spry, and cut in with a knife until the mixture looks like meal. Sprinkle water a little at a time over the mixture. With a fork, work lightly together until all the particles are moistened. Press dampened particles together into a ball. Do not handle dough any more than is necessary.

MOTORMANS BALLAD

I stand upon the platform,
And it would help a lot
If folks would wave to let me
know
If I should stop or not.
The motorists drive down the
street
So fast and fancy free,
I wish they would keep to the
side
And leave the rails for me.
If I don't chat with passengers,
It may their patience irk,
But I can't chat with them and
keep
My mind upon my work.

THINGS HEARD

And Said
And Done
Around The
Office

By P. A. M.



MR. GRAHAM RETURNS

Just as your paper goes to press, Mr. Graham has returned from a six weeks trip to Europe. He visited many cities in Italy, France and England. We regret that your editors have not yet enjoyed the type of an interview with him that could be made into a news story. Maybe a later edition will include an article on his trip

NEW POWER LOAD

In the center of all of the activity at the Massaceunk Power development of the Great Northern Paper Company is a new sub-station that the electrical crew has just completed. This substation will supply construction power for the project. We predict that during next summer this

site will have many visitors interested in seeing the latest evidence of industrial growth along the Penobscot River.

WHERE DO YOU STAND?

This latest summary of KWE figures for the first ten months of 1937 or the year to date up to and including the October reports Bar Harbor still leads, Orono is second and Bangor third.

Division	Jan. 1937	Oct. 1936	Inc. or Dec.
Bar Harbor	855	809	46
Orono	844	781	63
Bangor	628	562	66
Millinocket	581	517	64
Ellsworth	476	433	43
Old Town	387	358	29
Lincoln	348	324	24
Machias	338	316	22
Eastport	302	340	38 Dec.
Harrington	273	238	35
	568	521	47

CHRISTMAS LIGHTING

Already your editor has seen correspondence indicating street lighting decorations for the Christmas season in Millinocket, Lincoln, Bangor, Ellsworth, Bar Harbor and Eastport. We assume that Mr. Young's department will be promoting Christmas lighting in the homes.

ANOTHER CUSTOMER IN COURT

Since our last issue of the news, Judge Sterna of the local Municipal Court heard Lou Grant testify as to how Lou thought one of our Bangor customers was securing his lighting energy. Lou says that his truthful recitation of the facts convinced the Judge who pronounced "30 days". This is one of the most severe penalties that any of Lou's customers has received for a charge of stealing electricity.



A well driven golf ball leaves the head of the club at 135 miles an hour.

This is said to be only slightly faster than a golfer leaves the office.

"Let's play college, what d' say?"

"All right, I'll get a pipe and you get daddy's check book."

Bell Hop: "Call for Mr. Popkanoskovitch! Call for Mr. Popkanoskovitch!"

Mr. Popkanoskovitch: "Wat's the initial plizz?"

"How long is the hunting season in these parts?"

"One day, son, one day."

"I see. Trying to preserve the game?"

"Nope, the hunters!"

VETERANS SERVICE LIST

We list below the names of those employees of more than five years of service, whose employment anniversaries come during the month of November:

		Years of Service
Casper, Joseph F.	Janitor, Service Bldg. Bangor	Nov. 26, 1909- 28
Burne, Edward M.	Pitman, Car House	" 11, 1911- 26
Sprague, Philip L.	Assistant Treasurer,	" 9, 1914- 23
Bertlett, Edson W.	Car Operator,	" 13, 1914- 23
Ellie, William L.	Master Mechanic,	" 22, 1915- 22
Earle, Frank H.	Car Operator,	" 24, 1916- 21
Colby, Walter E.	Operator & Lineman, Ellsworth	" 16, 1918- 19
Humphrey, Fred L.	Repairman, Car House, Bangor	" 17, 1918- 19
Mansell, Edward J.	Car Operator,	" 23, 1919- 18
LeBreton, Joseph W.	Service Man, Old Town	" 14, 1922- 15
Gardner, Lincoln A.	Manager, Ellsworth	" 1, 1924- 13
Freeman, Daniel E.	Meter Tester,	" 17, 1924- 13
Joslin, Myrle T.	Power Meter Tester	" 1, 1926- 11
Strout, Arthur P.	Chief System Operator	" 1, 1926- 11
Withee, Harold G.	Car Repairer,	" 28, 1927- 10
Grant, Alton C.	Electrician,	" 27, 1928- 9
Nichols, Conrad W.	Car House Helper	" 10, 1930- 7
Barnjum, Harold F.	Meter Reader, Old Town	" 17, 1930- 7



**REPORT
EVERY INJURY
AT ONCE!**