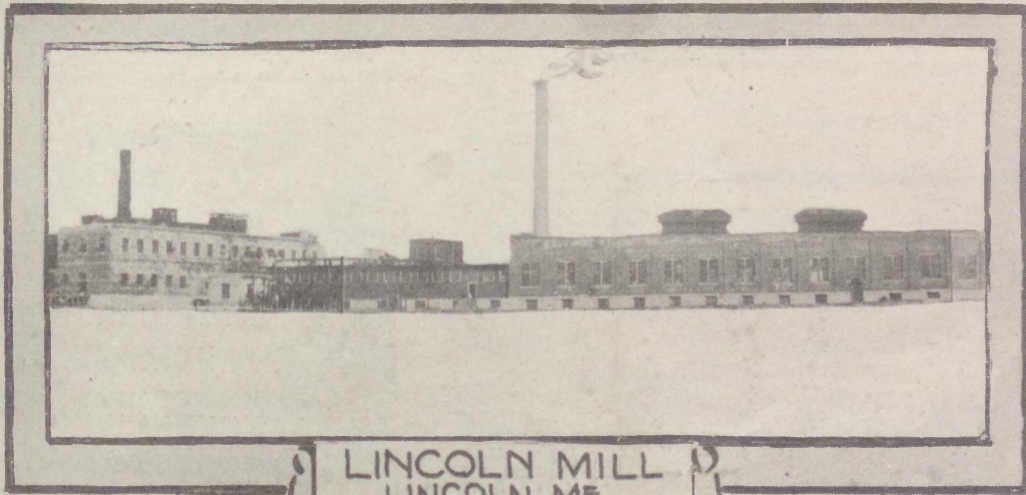


THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 2 No. 5

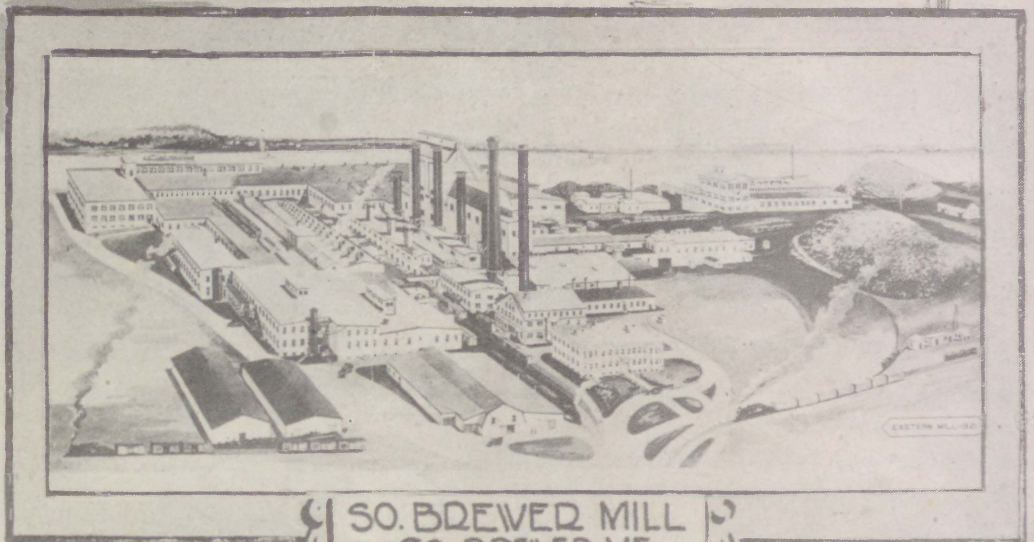
April, 1929

Bangor, Maine



LINCOLN MILL
LINCOLN, ME.

EASTERN MANUFACTURING CO.



SO. BREWER MILL
SO. BREWER, ME.

BANGOR HYDRO-ELECTRIC NEWS

PUBLISHED EVERY MONTH
FOR AND BY EMPLOYEES OF

THE BANGOR HYDRO-ELECTRIC COMPANY

Vol. 2

Bangor, Maine, April, 1929

No. 5

Chief Ed., G. M. Stetson

Mng. Ed., H. C. Dearborn

News Ed., P. A. Mann

❖ Editorial ❖

Eastern Manufacturing Company

Your editors are pleased to dedicate this April number of the Bangor Hydro-Electric Company News to the Eastern Manufacturing Company.

This industry, located at Lincoln and South Brewer, is of great importance in the continued prosperity of the communities that we serve and therefore of equal importance to our company as the Electric Service Company serving these communities.

The continued prosperity and success of our large industrial customers is a matter of vital interest to the Company and therefore, as an organization, we hope for the continued success of our large industrial customers.

Mr. Graham, President of the Bangor Hydro-Electric Company, holds a similar position in the Eastern Manufacturing Company and with the establishment of this closer connection between these two companies we are assured that the friendship and cooperation that has existed in the past will continue in the future.

Millinocket Pressing Ellsworth for Lead

By leading in both sales and new business, Millinocket threatens Ellsworth's lead in our monthly standings. Old Town is continuing to hold its place in merchandise sales and seems out of the cellar for the year after spending most of 1928 in last place.

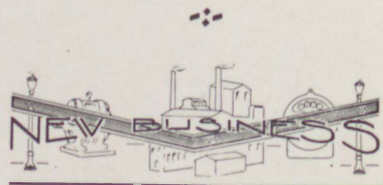


MONTH OF MARCH

District	Sales per Res. Meter
Millinocket	\$2.18
Ellsworth	.95
Bangor	.86
Bar Harbor	.79
Eastport	.70
Machias	.68
Harrington	.53
Old Town	.53
Lincoln	.44

FOR THE YEAR

District	Sales per Res. Meter
Ellsworth	\$4.67
Millinocket	4.25
Harrington	3.74
Eastport	2.86
Bangor	2.24
Old Town	1.63
Bar Harbor	1.29
Lincoln	.98
Machias	.88



MONTH OF MARCH

District	Rev. per Res. Meter
Millinocket	\$.55
Bar Harbor	.35
Ellsworth	.33
Old Town	.32
Machias	.27
Bangor	.23
Lincoln	.11

FOR THE YEAR

District	Rev. per Res. Meter
Ellsworth	\$1.40
Millinocket	1.09
Bangor	.71
Machias	.71
Bar Harbor	.61
Lincoln	.37
Old Town	.30

Range Campaign Being Conducted by Commercial Department

During the month of May the Commercial Department will conduct its annual spring range campaign featuring the entire line of Universal ranges.

During the week of May 14 a cooking school will be conducted in the City Hall in cooperation with the Bangor Daily News with Margaret Heyward, representing Landers, Frary & Clark, as demonstrator.

PETTING REFORM

I am very much opposed to this thing of the young people sitting around in the dark. It is all wrong. The first thing that happens when a young man calls on a girl is the turning off of all the lights in the room, and then anything is liable to happen. Nobody knows what is going on but them, and they don't give a darn. Certainly it is a matter which should be looked into. It is a thing that causes me much concern. I am thankful to say that I am no reformer, neither am I the father of any of the younger generation—of which I am still more thankful. I object strongly to the practice for the one reason that, while it may be nice for them, it isn't good for me.

I am the local manager of the Light and Power Corporation.

184 Cleaners in Month of April

During the month of April the Commercial Department conducted a Cleaner Campaign with a quota of 100 cleaners for the month. When the results were all in a total of 184 had been sold and Harrington was in first place with 19 cleaner sales in their small division while Old Town took second place with a total of 39 sales in their division.

In the salesmen's group, Mr. Honey at Bangor and Mr. Jordan at Old Town tied for the first and second prize with 31 sales of cleaners for the month and Mr. Reynolds took third prize. The results were as follows:

Stores	No. Sales	% Quota
Harrington	18	450%
Old Town	39	390%
Eastport	16	320%
Bangor	70	166%
Machias	6	150%
Lincoln	9	112%
Bar Harbor	8	110%
Millinocket	10	100%
Ellsworth	8	80%
	184	184%

SALESMEN

Jordan	31
Honey	31
Reynolds	20
Warren	14
Bean	8
Curtis	7
Haskell	7
Murray	5
Carter	4
Roberts	3
Tracy	2

Millinocket Wins Ironer Campaign

The final report of the Ironer campaign conducted by the Commercial Department during the month of March placed Millinocket in first place with nine sales, Bar Harbor in second place and Bangor in third place. All divisions excepting Old Town, Harrington, Lincoln and Machias equaled or exceeded their quota.

In the salesmen group Mr. Bean at Millinocket and Mr. Warren at Bangor tied for first prize with nine sales each and Mr. Carter at Ellsworth and Mr. Tracey at Bangor tied for third position. A total of 36 ironers were sold during the month of April, as follows:

Stores	Sales	% Quota
Millinocket	9	300%
Bar Harbor	4	133%
Bangor	16	106%
Eastport	2	100%
Ellsworth	3	100%
Old Town	2	66%
Harrington	0	—
Lincoln	0	—
Machias	0	—
	36	102%

SALESMEN

Bean	9
Warren	9
Carter	3
Tracey	3
Reynolds	2
Jordan	2
Roberts	1
Honey	0
Haskell	0
Murray	0
Curtis	0

THE EASTERN MANUFACTURING COMPANY

"IN THE WOODS"



The first operation in the manufacture of paper. Above picture shows crew felling pulpwood. In the foreground may be seen typical Maine pulpwood.



Typical woods crew sawing peeled trees into 4 ft. lengths, making it ready for winter handling and shipping to the mill. As shown in the picture the trees are always peeled the full length and allowed to dry during the summer, then sawed and piled in the fall.

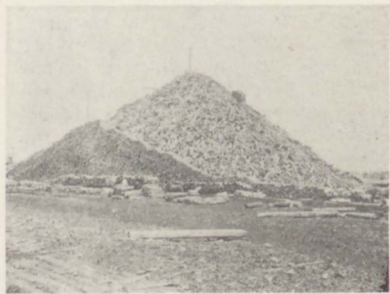
2



A rather remarkable photo showing a large load of pulpwood. At the time this was taken it was the largest load of 4 ft. wood ever hauled in a Maine operation, according to any available records. There was nearly 12 cords of wood on the load and it was hauled a distance of about 5 miles on a

THE EASTERN MANUFACTURING COMPANY

"AT THE MILLS"



Above photo shows a typical wood pile. This wood has been unloaded from the cars and by means of donkey engine and cable has been stacked and is ready to be taken into the mill. This wood is all 4 ft. lengths.

1

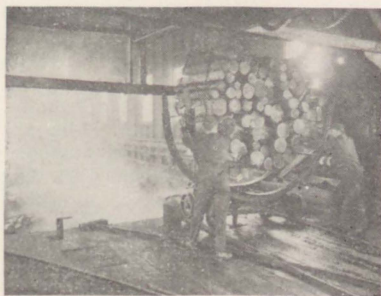
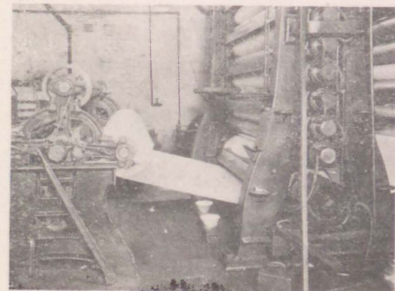


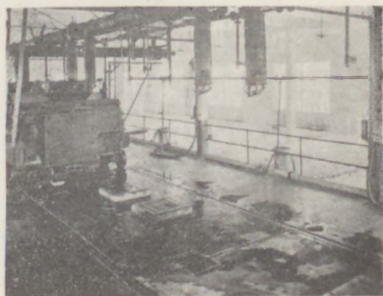
Photo showing handling of wood from tracks into soaking tank. This method is not in use at the present time but was used for steaming the wood especially in winter to remove the frost and ice. Our more modern method for doing this is a large concrete tank into which the wood is dumped directly from the pile and saves handling on a track.

2



The above photo taken in the pulp mill shows the end of the dry machine. Although this is not a recent photo it will give a fair idea as to the way rayon pulp is handled. Note the large sheet is being cut into small squares.

3



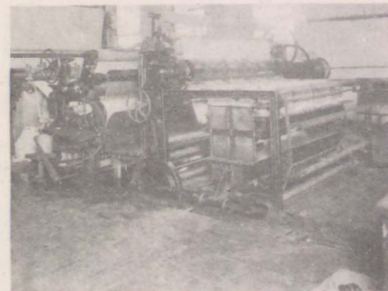
This photo taken within the mill shows method of bleaching pulp. The receptacles shown at the sides of the picture are tile lined vats into which the unbleached pulp is put to be bleached.

4



Above photo taken in the beater room of the Eastern Mill showing the way in which the pulp is mixed. When colored papers are made the dye is put into these tanks with the pulp and thoroughly mixed.

5



In the above photo a small section of a paper machine is shown. This will give a general idea as to the way paper comes through the machine after passing over the various drying roles.

6

Ellsworth Division

(S. L. Fields, Reporter)

Miss Sylvia McDonald who has been living in Ellsworth during the winter months has returned to Lamoine.

Fred Springer who has been reading meters on the Shore Line has resigned, being succeeded by J. A. Smith, a former employee.

The main office and salesroom which has been in the Union Trust Building on Main street has been moved to the Peters block on State street, previously occupied by J. F. Studer. The partitions on the main floor have been removed, leaving the main office and display room a space of 45x24½ ft. This is beautifully illuminated by indirect lighting, consisting of twelve lights. Each window has eight ceiling lights, equipped with holophane reflectors. Directly off of the main room is the private office 14 ft. x 14 ft. occupied by R. H. Smith, manager.

The new location is but one block removed from P. O. Square and is a magnificent location for commercial business. The new office is a great addition to the business section of the city, and its brilliant lighting gives a metropolitan air to the entire block.

Callers during the month were Mr. Daggett, Mr. Cosseboom, Mr. Hammons and Mr. Thompson.

Material is being received each day for the Ellsworth to Bluehill transmission line, and we have added approximately twenty-five men to our linemen's crew.

Joe Fournier with a crew of men has been moving the transformers for the new line from Ellsworth to Bluehill, from the Maine Central Railroad Station to the Power House.

Accounting Department

Leona Morrison visited friends in Boston the first part of this month.

Alta Edgecomb was at the Millinocket and Harrington office for several days this month, making a check up of some of the routine work.

Warren Blake was on a stock taking trip recently at the Ellsworth and Bar Harbor offices.

The fishing fever has struck some of the members of this department. Bullard and Blake have been trying their luck, but right now the high water seems to be the great trouble. We haven't heard any reports of Stockwell's fishing trips yet this year, perhaps memories of last year are too strong. Cheer up Earl, they may not bite so good next time.

Delmont Tasker took part recently in the play, "Forest Acres", given at Hampden by the members of the "Lennan Class."

Helen Jackson has been sleeping late every morning lately, so she is obliged to run to catch her car, in order to "Reduce". Helen's great desire is to be called "Lanky".

Machias Division

On March 28th our county division experienced the worst snowstorm of the year, seventeen inches "on the level" and birch trees pointing in all directions. The manager was kept quite busy a good part of the night closing the automatic switch at the Machias plant, while the division crew (and here I may say the article in the NEWS on the lineman's work was forcibly brought to mind) worked all night in the blinding snow clearing transmission line, continued all day Friday and well into Friday night, all without complaint. The compliments we received from Dennysville, Eastport and Machias for restoring service so promptly we wish to pass on to the LINEMEN. The credit is all theirs.

Arthur Cook, District Manager, contracted a cold on the night of the storm, it keeping him off duty five days.

Miss Kennedy, demonstrator, for the General Electric Supply Corporation visited Machias and Eastport in March, stimulating sales on the Thor Tablet Ironer. Plans to call at other towns in our division had to be cancelled because of road conditions.

If you want to start something, mention good roads to Phil Reynolds.

The Ground Hog

(By A. P. Royal, Ellsworth Station)

I get me job with electric light
To make some power line;
I only been work two three day,
I like her very fine.
We go out and find some stake
And then we dig some hole;
By-m-by somebody come along
An' stick it in a pole.
I pick up bar and start on job;
I work with feller call Fiz;
He say to me, "You dig the hole
An' I go see what time it is."
An' then by-m-by come dinner time;
We eat one hour and quarter
Then Fiz he say, "You dig some
more hole.
An' I go get a drink of water."
An' then by-m-by Fiz he come back;
He stand around and joke.
Me—I kip on dig the hole,
Fiz had a long time smoke.
By-m-by Fiz he start on work;
He took the bar from me—
"I show you how to dig a hole,
You just stand back and see."
The boss come 'long and look
around;
He say, "What is the mat'
You have not dug more hole today?
You think I stand for that?"
Fiz he kip on work like hell;
Sometime he look at me;
The boss he walk around some
more;
By-m-by he says, "I see!"
When we get home at supper time
You bet me I am tire';
The boss come 'long and say to me,
"Joe! You no dam good! You're
fire!"

Harrington News Items

Mr. Herbert Hammons, Commercial Engineer, was in Harrington a few days ago.

Mr. William Thompson was here recently, installing a new commercial job at Jonesport.

Mr. William C. Harper, Henry Perkins, and Avery Whitmore, were recent callers here. Mr. Harper and crew are rebuilding the Jonesboro sub-station.

Mr. Robert N. Haskell, Vice President, spent a few days in this district.

Mr. McGreener of the General Electric Supply Corporation, of Bridgeport, Connecticut, was a recent caller here, giving us a demonstration and explaining briefly many good qualities of the new General Electric cleaner.

The Machias line crew are making a few short street light extensions in Jonesport.

The Bayshore Canning Company are installing 550 volt power in their factory in Addison. At present they will have a capacity of approximately 25 h. p.

Railway Department

(C. H. Johnson, Reporter)

Michael Addison, who was operated on for appendicitis on March 21st at the Paine Private hospital, has so far recovered as to be able to return to his home.

Joseph Locke of the Track Department has been absent from duty due to illness.

Ralph Marsh, an operator on the Old Town Division, is absent from duty due to illness.

Wesley J. Coffey

Wesley J. Coffey, an employee of the Bangor Hydro-Electric Company, Railway Department, who had been employed by this Company since September 5, 1916, died at his home, 39 Blackstone street, Monday evening. He was born in Eddington 54 years ago but had lived in Bangor nearly all his life. His untimely passing is deeply regretted by the employees of this Company, and his many friends, as he was of cheerful disposition, very likeable, and genial. He is survived by his wife, Agnes M., a son, Clarence of Boston, four daughters, Eleanor, Agnes and Elizabeth Coffey of Bangor, and Mrs. Edward Lawrence of Pittsburgh, Pa.; a sister, Mrs. Charles Mehan of New York City; a brother, Thomas H. Coffey of Eddington. The employees of this company extend their sympathy to the relatives.

Arthur F. Reaviel,
Supt. of Lines,
Bangor Division



"Rip" as he is more familiarly known, both within and without the organization, completed on March 9th, twenty-three years of continuous service with the Bangor Hydro-Electric Company, and its predecessors, and at the same time, completed his twenty-ninth year of total service with the Company.

Born in South Gardiner, Maine, Jan. 8, 1882, Rip's family moved in 1888 to Brewer where he received a public school education. Leaving school at the age of sixteen years, he tried clerking in a grocery store, learned the plumbing trade, drove an express team, and worked in Maxfield's Woolen Mill. Finally, in 1898, he started working nights at the old Main street carbarn under Fred Phelps as foreman, since which time he has been continuously associated with the electric railway, light and power business. After two years at Main street, he was transferred to the old B. O. & O. carbarn on State street, near Otis, and remained a year. He then graduated from the night crew at the carbarn to the line crew where he remained for three years under Herman White as superintendent. He left Bangor for two years, 1904 to 1906, but returned on March 9, 1906, just in time to help patch up lines after a severe sleet storm and blowdown. At this time, he says everything was flat, and it was a wonderful opportunity for a young man to play with plenty of push. Groundmen received \$1.00 a day and the highest paid man on

Veterans' Service List

We give below a list of those whose anniversaries come during the period from April 17 to May 17th:

	Years
Smith, Charles W., Janitor, May 4, 1895.....	34
Morrill, John V., Stockkeeper, April 26, 1897.....	32
Comins, Edson E., Asst. Supt. of Transportation, April 23, 1928.....	31
Rice, David F., Car Operator, April 22, 1901.....	28
Lacey, James J., Track Foreman, May 5, 1904.....	25
Dougherty, Helen A., Cashier, May 1, 1911.....	18
Lawrence, George P., Pitman, May 14, 1911.....	18
Long, Wm. M., Lineman, May 2, 1911.....	18
Dunham, Henry O., Freight Conductor, May 9, 1912.....	17
Walsh, John, Conductor, May 1, 1913.....	16
Bragdon, Roy A., Lineman, Ellsworth, May 8, 1914.....	15
Tyler, George W., Asst. Supt. of Lines, April 29, 1914.....	15
Hamilton, Alfred A., Car Operator, April 25, 1916.....	13
Sparrow, Everett D., Trackman, April 25, 1916.....	13
Poulin, Joseph S., Car Operator, May 11, 1917.....	12
Emery, Geo. I., Freight Agent, May 1, 1917.....	12
Pomroy, Alvah A., Pitman, April 17, 1918.....	11
Gott, Wm. J., Car Operator, May 5, 1918.....	11
Jennison, Elwood W., Asst. Eng., May 2, 1919.....	10
Tuttle, Steven D., Trackman, April 27, 1920.....	9
Wood, Everett C., Trackman, May 1, 1921.....	8
Mann, Preston A., Office Manager, April 26, 1921.....	8
Grindle, Frederick M., Lineman, Bar Harbor, May 5, 1921.....	8
Bowden, Ivory N., Car Operator, April 25, 1921.....	8
Hobbs, James W., Foreman Welding Crew, April 18, 1922.....	7
Avery, Ralph L., Conductor, May 11, 1922.....	7
Wyman, George W., Trackman, April 24, 1922.....	7
Kingsbury, Arthur L., Lineman, May 1, 1923.....	6

the crew, \$2.25. The crew was recruited up each spring and the majority were laid off in the fall. Rip says that he was laid off nine falls in succession.

Methods of doing business have changed quite a good deal during the last twenty years, according to Rip.

A man receiving an order to run a service would gather up a quantity of wire, insulators, tools, and a meter, get them aboard the first trolley car as best he might, and holding a ladder on the outside of the car, ride as far as the trolley cars went. He would then pack his material on his back to his destination, run the service, and return with the remaining stock the same way. Trolley troubles were handled in a similar manner.

Light troubles were handled by one man who would wait for the first trolley car going in his general direction, and walk from the point where the trolley car left him, carrying spare fuses and perhaps a little wire. If the trouble were of a serious nature, he would call back for the "Big" crew of three or four men, who would harness faithful Dobbin to the line wagon and bring a larger supply of patching material.

The first line truck, a G. M. C., driven by Frank Usher, marked a real epoch locally in the construction and maintenance lines. By way of comparison, we now have four

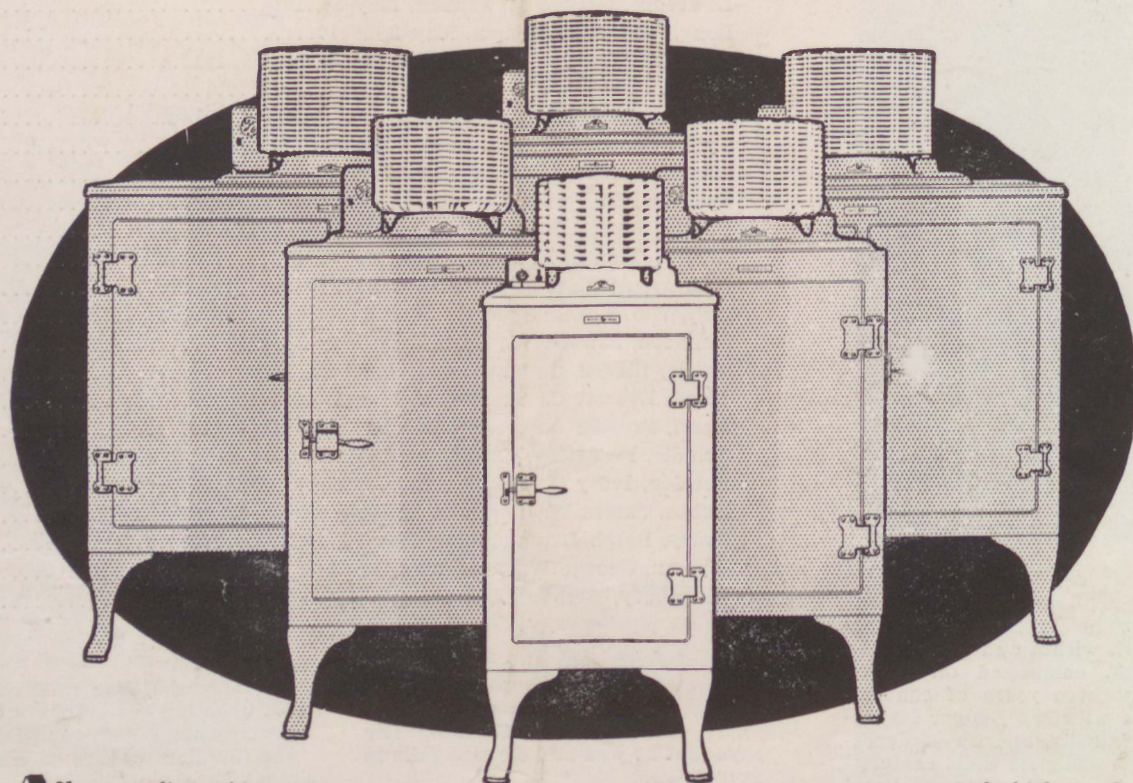
trucks in the Bangor Division only, not counting the trucks used by the electricians, Commercial Department and the Maintenance of Way department.

After several years on the line crew, Rip assisted C. O. Austin in the meter department where he was employed at the time of the Bangor fire in 1911. He tells an interesting story of saving the meter department instruments by loading them onto a trolley car, stalled opposite the substation, and having the car pushed by hand up Center street far enough to escape the flames. As has been mentioned in previous articles, all the local employees, reinforced by linemen and other skilled workers to the number of one hundred, worked night and day to restore service following the fire. Through all of this emergency reconstruction, Rip acted as timekeeper and later had charge of the meter department after C. O. Austin went to Presque Isle.

Rip helped set up the switchboard in the substation which was erected after the fire. He worked on a number of other construction jobs, including the reconstruction of Veazie station when the old steam equipment was removed and the first of the vertical waterwheel generators installed. In 1918, he succeeded Herman White as Superintendent of Lines in the Bangor District, which position he still holds.

Now presenting six ALL-STEEL MODELS

**INTRODUCING STILL HIGHER
STANDARDS OF EFFICIENCY**



An outstanding achievement... the first all-steel refrigerators. New low prices. The greatest values ever offered by General Electric.

This all-steel refrigerator development is another contribution to better living—made by the engineers and scientists of the General Electric Research Laboratories.

Now you can buy a refrigerator with a cabinet built like a safe. One with doors that will always fit perfectly. One which will operate on the least amount of cur-

CAN'T WARP STRONGER, STURDIER COST LESS TO OPERATE

rent. One which shuts out the heat—keeps in the cold.

The hermetically sealed mechanism remains just as it always has been—sealed away from dust and difficulties permanently oiled, quiet, unseen, untouched—one of the miracles of modern science. The General Electric, too, was the first to provide an easily accessible

temperature control which speeds up the freezing of ice cubes when the user desires.

Because of mass production economies, prices now start at only \$215 at the factory. There are six sizes. See them at our display rooms—examine them thoroughly—let us explain our plan of conveniently spaced time payments.

Listen in on the General Electric Hour, broadcast every Saturday evening, 8 to 9 Eastern Standard Time, over the N.B.C. network of 42 stations.

**GENERAL  ELECTRIC
ALL-STEEL REFRIGERATOR**

Bangor Hydro-Electric Company at all of our Stores