

THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 6 No 10 October Bangor, Maine. 1911

Published by and for the Employees of the Bangor Hydro-Electric Company

CARBARN NUMBER

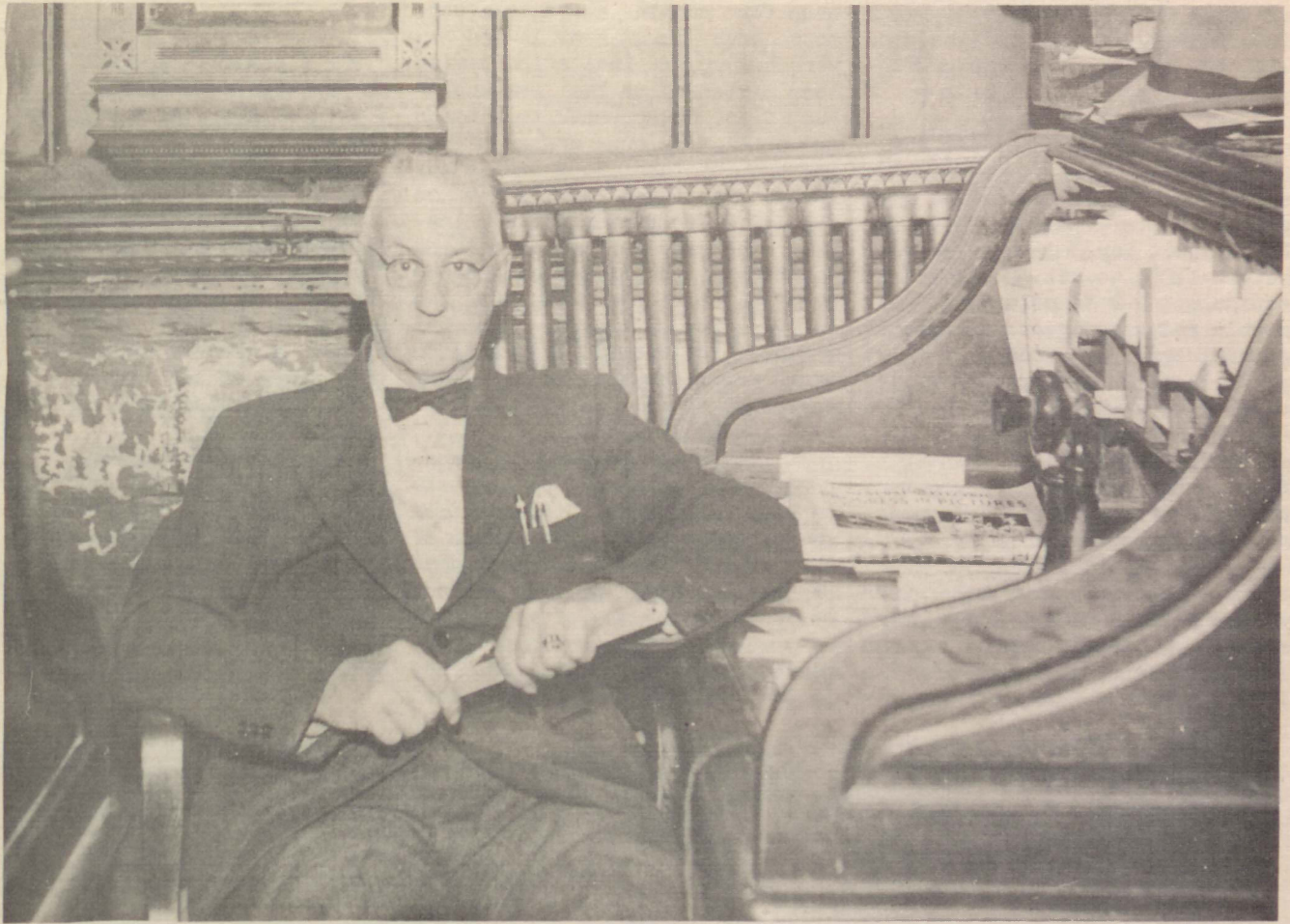


CARBARN SOUTH MAIN STREET BANGOR

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WILLIAM ELLIS MASTER MECHANIC AT THE CARBARN

CARBARN HISTORY

In the street railway business, as in all other branches of industry, there have been numerous changes within the last 30 or 40 years. According to records available the Bangor Street Railway was the second successful electric street railway in the United States. The rails for the first street railway in Bangor, were laid in September 1888, and the cars started running in the Spring of 1889.

The following paragraphs that are dated are taken from the old newspaper clippings from what is now the Bangor Daily Commercial:

The first shovelful of dirt starting the construction of the Bangor Street Railway was turned by Hon. F. M. Loughton at the East Hampden line at 6:30 A. M. on Thursday, August 16, 1888.

Contractors, Gore and Woodard of Boston. Foreman of construc-

tion, Wm. McGawley.

On April 29, 1889, at about 12 o'clock at night the first trial trip was made over the electric railway, and everything worked to the apparent satisfaction of the Managers. It was rumored Saturday night, and many were about the street anxious to see the first car move over the road. Yesterday the new engine at the station was started up and as everything worked well, it was decided to make a trial trip at night when the street would be free from teams. Mr. Loughton, Mr. J. E. Winslow, an expert from the Thomson-Houston Company, and those who are to have charge of the road after the cars are running, met at the car barn on the Hampden Road and waited for the power to be turned. The car used was No. 12 which weighed 11250 lbs. When the current was put on the line the car was started and moved smoothly, reaching Cedar

street in about ten minutes. No trouble was experienced from the curves. When Washington Street was reached and the car had nearly gone around the curve from Exchange Street, the power failed and the car stopped. It was learned that the driving belt in the station had slipped off the pulley. The current was soon on again and the car moved over the whole distance to Pearl Street, three miles, in about thirty minutes. The return trip was made without difficulty. Few people were about at that late hour and the novel sight was therefore enjoyed by only a limited number, but now that the first trial trip has been made, everybody will be on the lookout for the cars to commence running regularly in the daytime. No definite time has been set for the opening of the road but it is expected that unless some unforeseen difficulty

Continued on next page.

arises, the machinery will be in good working order and the cars will be started tomorrow or Wednesday.

April 30, 1889

DESCRIPTION OF FIRST CAR RUN

Car No. 12-- 16 feet long over corner posts. Manufactured by Newburyport Car Company, (Mass.) Weight 11250 pounds. Electrical equipment, 2-F 30 motors, T-H Co. double reduction gear; rheostatic control type 51; wooden trolley poles, made of two grooved pieces of hard wood wired together. No. 4 wire in center.

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

May 4, 1889

The electric cars were given another trial today and a large number of people were on the street to see them go over the road. Another car is in readi-

ness for running and this afternoon both cars Nos. 11 and 12 were out. An invitation having been extended to the members of the City Government to witness the trial, a large number of the members of that body and other invited gentlemen took a ride on the car. Everything worked finely. There seemed to be nothing in the way now of the cars being started on regular trips for the accomodation of travel. The wet weather has caused the rails to sink down into the mud. In dry weather this will not happen.

May 28, 1889

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

it.

July 11, 1889.

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

July 31, 1889

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

Two more open cars arrived today.

November 4, 1889.

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

It soon became necessary to have a house for the cars, with a repair shop, and the lot on Main

Continued on next page.



JOHN MORRILL STOCKKEEPER AT THE CARBARN

Street, opposite Dillingham St. was secured for the site. This old structure was first built with one entrance. It was an elaborate affair for those days and was equipped to handle the cars inside the shop, with a wooden turntable operated by hand levers. The railway's business however increased so rapidly that within the next few years it became necessary to enlarge this building.

The picture on front page is of the enlarged car barn. The enlargement of the car barn did away with the inside turntable and added four new entrances to the front of the building. During the year 1905 the present car house was built, at which time the old building was abandoned.

By 1905 the capacity and equipment of the old barn was entirely inadequate to take care of either the cars or the work that was necessary to be done on them, and a new lot was procured near the

location of the old one and a new structure put up.

When this new building was built it was believed to be one of the most modern of car barns and was probably one of the first concrete structures of the kind in this part of the country. Numerous changes were made in both the handling of cars and the handling of repair work on them. Cranes and other equipment were installed to make the work easier and the machine shop was tremendously improved. Much work which had formerly been done by the Union Iron Works was now done in the car barn such as the pressing on and off of wheels and turning down the steel wheels. A machine for grinding out flats from the cast iron wheels was also installed.

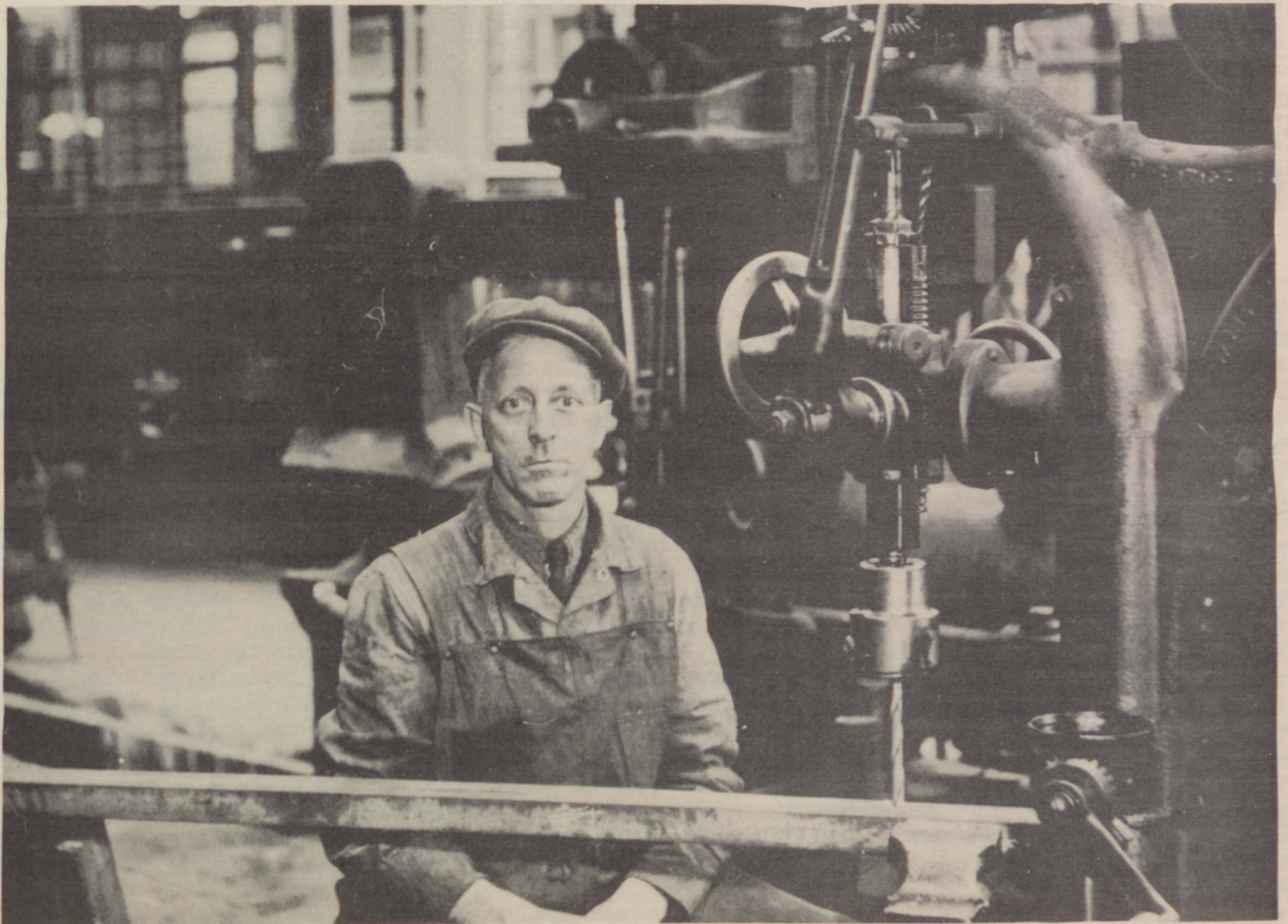
It would be interesting to recall some of the men who are now with the Company who were either operators or workmen in the old

days. Among these are Charles H. Johnson and Edward Carvel as well as a large number of the present car operators.

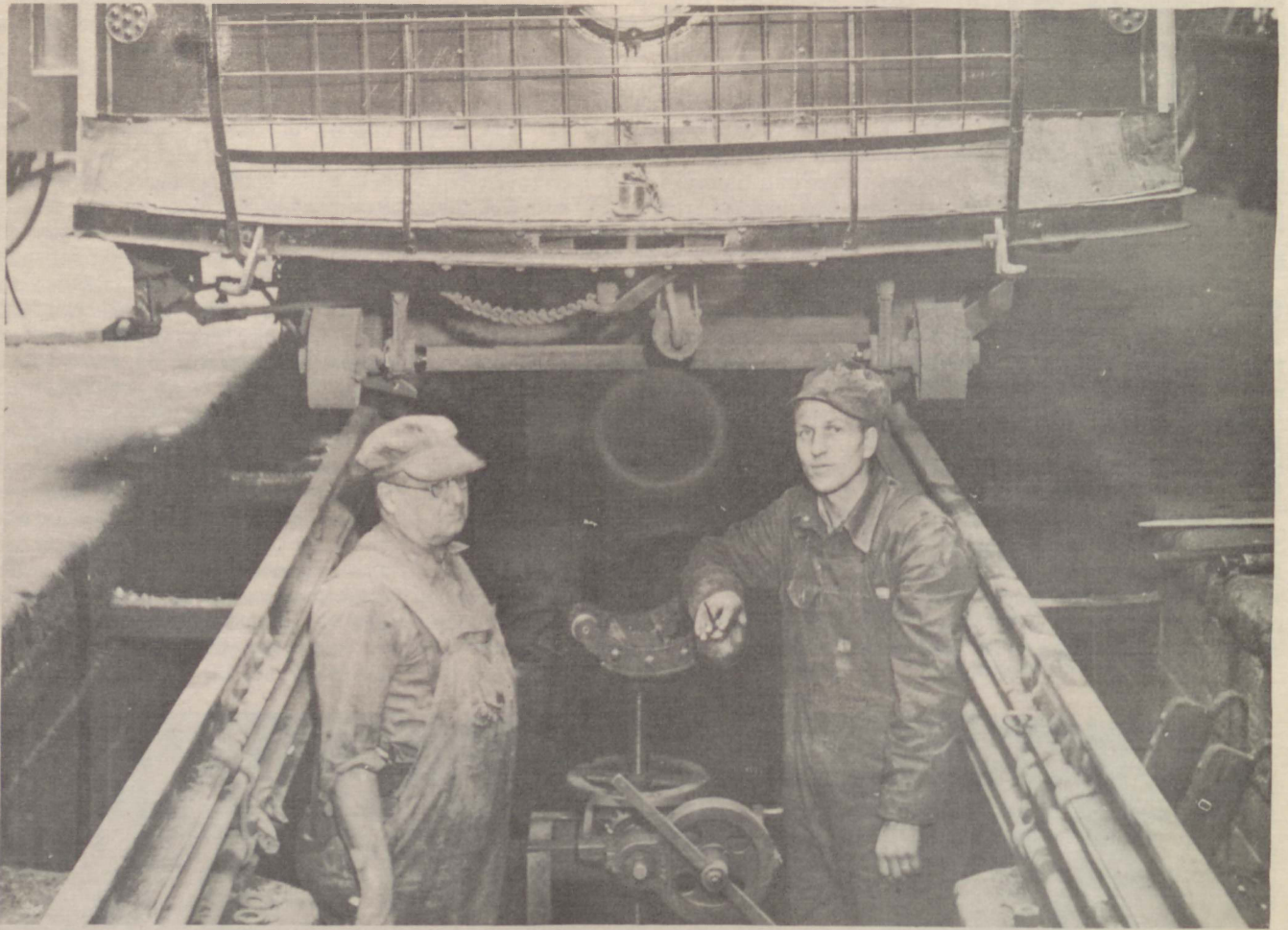
Of course along with the other changes came changes in the personnel of the organization. When the equipment was moved into the new quarters a much larger force was needed to operate the machine shop and the work became more specialized. A carpenter shop was added and from time to time as changes came other buildings were added for store room and after the coming of the automobile a repair shop for the company automobiles was put in.

Due to the Merchandising Department activities and an increase in the amount of line work done in this company the stock room at the car house was crowded for a number of years and it became necessary to have more storage facilities resulting in the

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CHARLES BROWN DRILLING A CHANNEL-IRON MEMBER



WALLACE PUFFER AND WILLIAM SELZER DOING A LITTLE CAR INSPECTING

erection of the fine new sprinkled Service Building which was erected in 1929 and during the year 1931 Storehouse A was erected which is located directly back of the car house containing the boiler room. At the time these buildings were constructed it was thought that there would be ample room to take care of all requirements, for some time to come. While it relieved the situation at the car house by taking out all materials and supplies with the exception of Railway supplies, the new buildings at this time are filled to capacity, which, of course, means good business by the Commercial Department. In the basement of the new service building is the garage which occupies nearly all of that floor and all repairs to automobiles are made under the direction of Mr. William Ellis, Master Mechanic at the car house.

Evidence of good management and

efficient workmen is shown by the appearance of the equipment serviced by the car house crew, not by one man along, but by the entire crew. Perhaps you readers have not paid particular attention of the appearance of the street cars with their bright clean interior and exterior. Much credit is due to the Master Mechanic and the men who work for him in keeping this equipment, to the writer's mind, unsurpassed by any street railway in the country. This does not only mean passenger cars and automobile equipment but on a recent inspection for insurance purposes, the writer noticed in the storage section of the car house snow fighting equipment, newly painted and ready for the first snow fall.

Due to the fact that work on car bodies and trucks results in a daily accumulation of dirt and clutter, Mr. Ellis and his crew

are to be complimented on good housekeeping found at the shop.

Among this group of employees are four Quarter Century club members whose years of service total 127 years. In addition to these four employees: John V. Morrill, Stockkeeper, Wallace C. Puffer, Inspector, Charles A. Brown, Welder, and Edward M. Burns, Pitman, there are several others who will be eligible for the Quarter Century Club Membership in a few years.

The present car house is the only structure at this time used by the railway department for repairs and storage of cars.

Many years ago when this company was divided into several smaller companies, there were car houses located on the Bangor and Northern Railway, at Charleston, and East Corinth, there was also a car house at Old Town, one at Brewer and one on State Street in

Continued on next page.



FRED HUMPHREY AND EDWARD BURNS WORKING IN THE PIT

Bangor very near the corner of Otis Street. With a change of running schedule and the abandon of the Charleston line and placing of the track across the Bangor-Brewer Bridge one after another of these car houses were abandoned.

BRIEF SKETCHES OF CARBARN EMPLOYEES

WILLIAM J. ELLIS, was born in Berlin, New Hampshire. He graduated from the High School in Garland, Maine, and East Corinth Academy. He worked as a farmer before starting work for the Bangor Hydro-Electric Company. When Mr. John R. Graham started the experimental farm at the Newcomb Farms North Bangor, Mr. Ellis took the position of Superintendent of the Farm. In 1917 he started working nights doing car repairing and ground work, which he did for a-

bout six months. For two years he worked as a Pitman. For some time he worked as Assistant Master Mechanic, and in 1932 was made Master Mechanic. When automobiles became numerous all garage work was placed under the direction of Mr. Ellis.

Mr. Ellis is a member of the Olive Branch Lodge of Masons of Charleston, Maine. He is married and lives at 830 Union Street, in Bangor.

JOHN V. MORRILL was born on October 24th, 1878. April 28th, 1897, he started working for the Bangor Hydro-Electric Company as a spare conductor, but soon after he was put on the regular run. In 1906 he was put in charge of the railway stockroom at the car barn. He is now Stockkeeper, taking care of the receiving, warehousing, and issuing of our general stock of railway material. John is a member of the Quarter Century Club.

CHARLES W. PUFFER, Car Inspector. It was thirty - four years ago, May the 20th, 1897, to be exact, that Mr. Charles W. Puffer, who is now Car Inspector at the Car House, came to work for this Company as a conductor on the Brewer Division. Mr. Puffer continued to work as conductor until 1916 when he went into the Car House as Pitman. He worked in this position until 1919 when he became Car Inspector, which position he has held since that date.

As most of us are not familiar with the details of the duties of our employees, some of which are very important although not conspicuous, it is interesting to note here how our Car Inspector looks after the safety of the public.

For seven days Mr. Puffer, with the assistance of two helpers, inspects every part of the equipment. Continued on next page.

ment from the trolley wheel to rail, on his inspection depends, to a large extent, the safe operation of the equipment and delays on the road. Mr. Puffer also acts as assistant to Mr. Ellis, Master Mechanic. These duties he has performed very satisfactorily for several years.

CHARLES BROWN was born in South Brewer on September 29, 1886. He attended the schools in Brewer. He worked for the American Ice Company two and one-half years. On June 25th, 1907, he went to work for the Bangor Hydro-Electric Company as painter. Following this, he washed cars and did general repair work. About 1919 he took over the repairing of car wheels and is now doing electric welding. Charles is a member of the Quarter Century Club.

EDWARD M. BURNS, was born in Hampden Highlands, Maine. He was educated in Bangor Public Schools. He is married and has three sons,

two of which are attending the Hampden Academy, and both of them play football for that school. He went to work with the Bangor Hydro-Electric Company, November 24 1911. He worked nights, sweeping cars and days washing cars for about one year. He then went in the pit, where he now works.

In 1915 he enlisted in the second Maine Infantry and in 1916 he went to the Mexican Border. In 1917 the Second Maine Infantry changed to the 103rd Infantry National Guard. With this Infantry he served for eighteen months in France. He also served in five major engagements and was wounded during one with a machine gun bullet. He was awarded the Purple Heart for Military Merits. In April, 1919, he was mustered out at Camp Devens. He is Senior Vice Commander of Norman N. Dow Post, Veteran of Foreign Wars and a Member of the Quarter Century Club.

Mr. Burns is an ardent sports fan. He enjoys hunting and fishing.

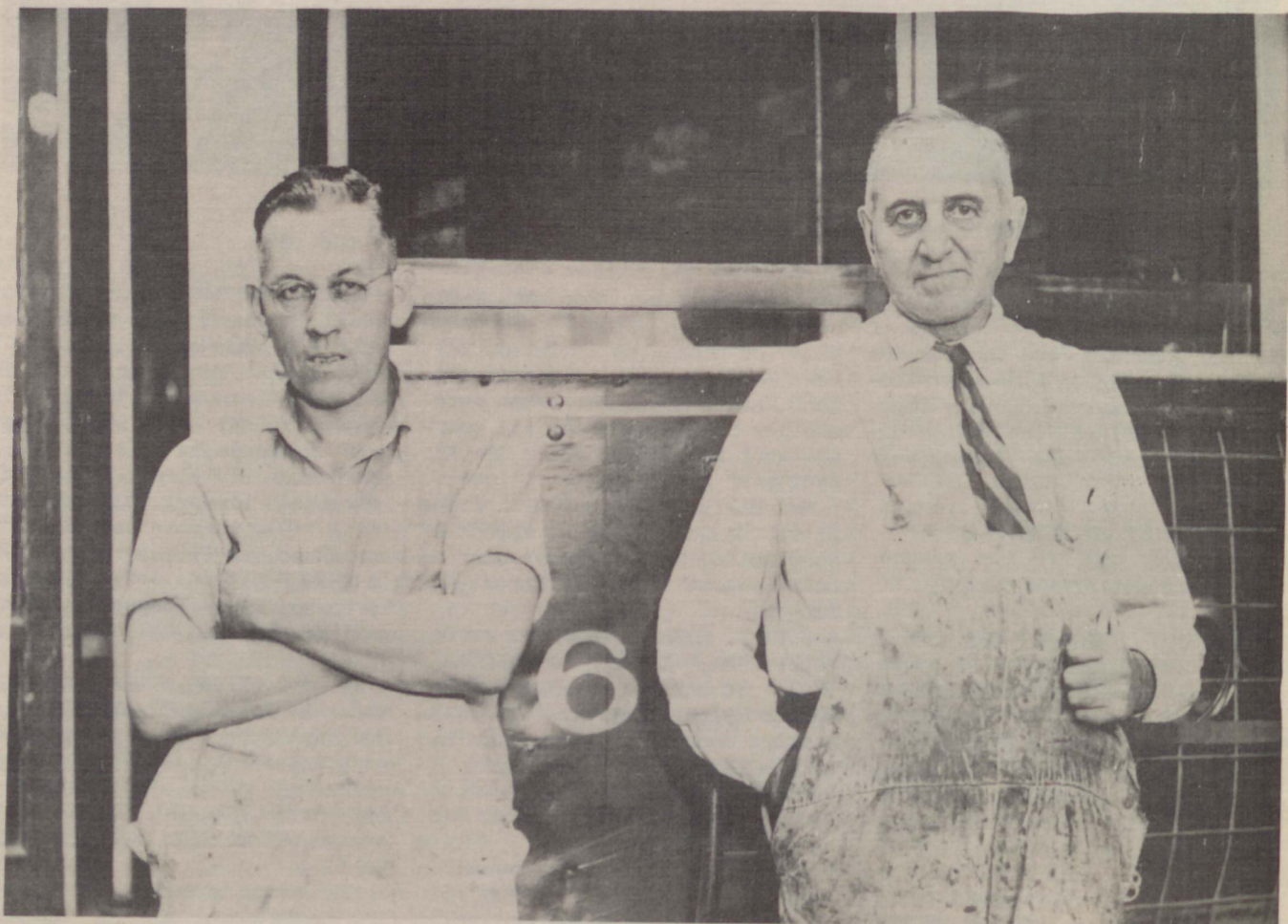
He is the son of Michael Burns, one of our Pensioners, and is a brother of Thomas Burns.

LEROY J. TOLMAN was born in Wintertown, Maine. He attended the Public Schools in Newburg, Maine. In 1916 he started work as a conductor for the Bangor Hydro-Electric Company. In 1918 he started working in the car barn as an armature winder, as Assistant to Bill Lutz. When not winding armatures, he does machine work. He once worked for Smith and West, and Dole Company, as a house wirer. His home was in Orono.

He is married and has four children. He lives at 100 Larkin St. Bangor.

ALBERT E. BLAKE, was born in Brooklin, Maine. He attended the Brooklin High School. For ten years he was in business as car-

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RAYMOND GREENE AND ALBERT BLAKE PAINTERS

riage painter in Dover-Foxcroft, Maine. He is now employed by the Bangor Hydro-Electric Company as a painter. He likes to travel. He has visited Niagara Falls, Washington, Toronto, and St. John. He is married and lives at 8 Walter Street, Bangor.

Mr. Blake is the type of man who likes to help everybody, and he is well liked by all the employees.

R. W. GREENE was born in Bangor Maine. He attended the Grammar School in Brewer. He worked in the yard of the Maine Central Railroad for one year and for R. B. Dunning as a clerk for a year and a half. His hobby is farming and he has about an acre of land.

He is now employed by the Bangor Hydro-Electric Co. as a painter.

He is married and has two daughters and one son.

RAY H. CROSBY was born on April 22, 1892, in Pittsfield, Maine.

He started school in Levant, and finished at Kenduskeag High. He went to work at the age of eighteen at the Penobscot Machinery Co. in Bangor, where he worked for three years. He also worked for Faye and Scott of Dexter as a Machinist, for four years and for the B. & A. Railroad for two years, at Derby. On November 9, 1929 he started working with the Bangor Hydro-Electric Company at the car barn as a Machinist which position he now holds. He lives with his two daughters at 110 Pearl Street, Bangor.

WILLIAM PELKEY was born in Ashland in 1866. He attended Grammar School in Presque Isle. For ten years he worked on various jobs in Aroostook County, for for eighteen years as carpenter to the Great Northern. He went to work in 1925 for the Bangor Hydro Electric Company as carpenter.

He is married and has six girls and one boy.

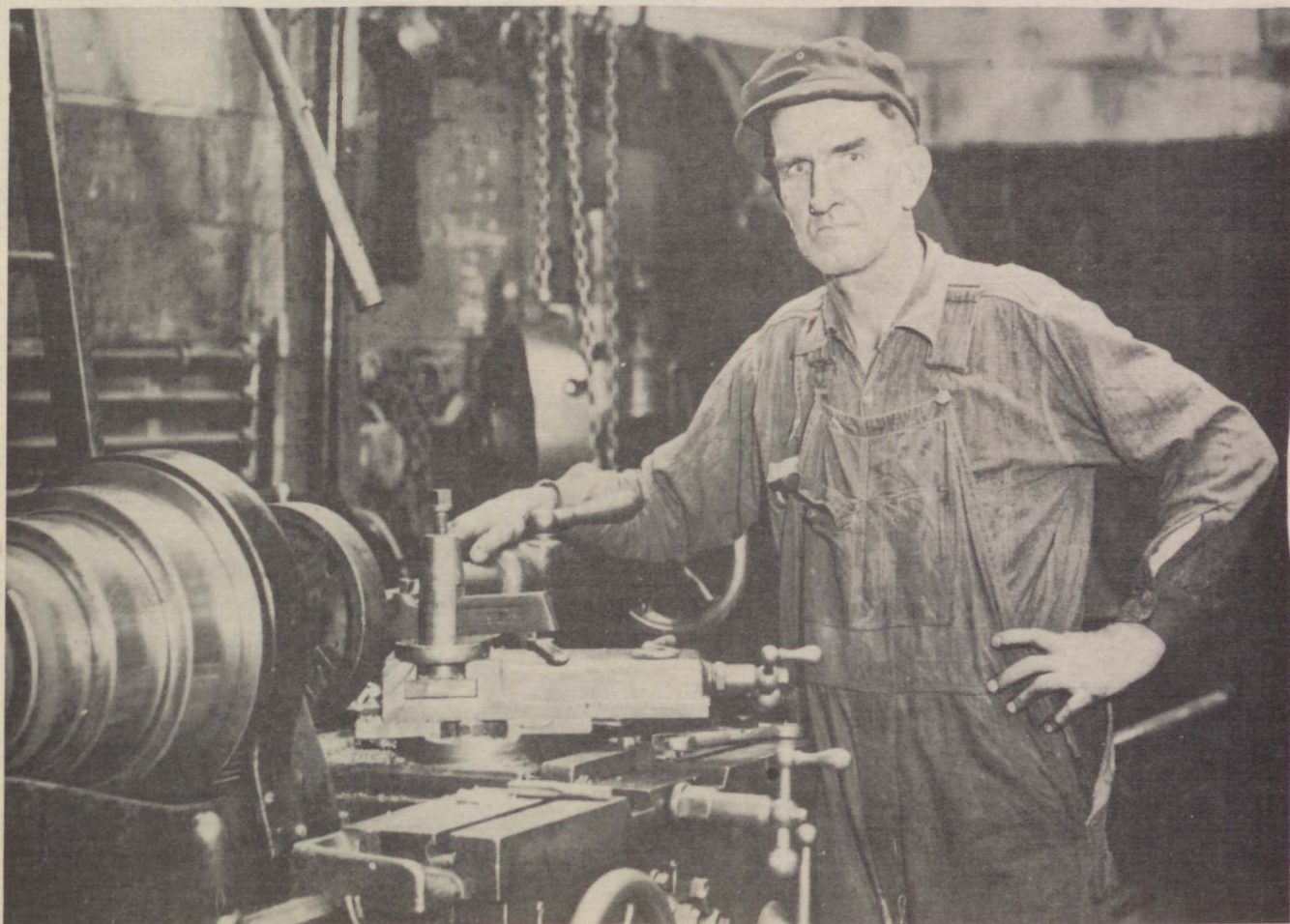
WALLACE GRAVES was born in Holden in 1889. He attended schools at both Holden and Dedham. He worked for the Eastern Manufacturing Company for four years as mill wright. He went to work for the Bangor Hydro-Electric Company in 1920 as carpenter.

He is married and has five children.

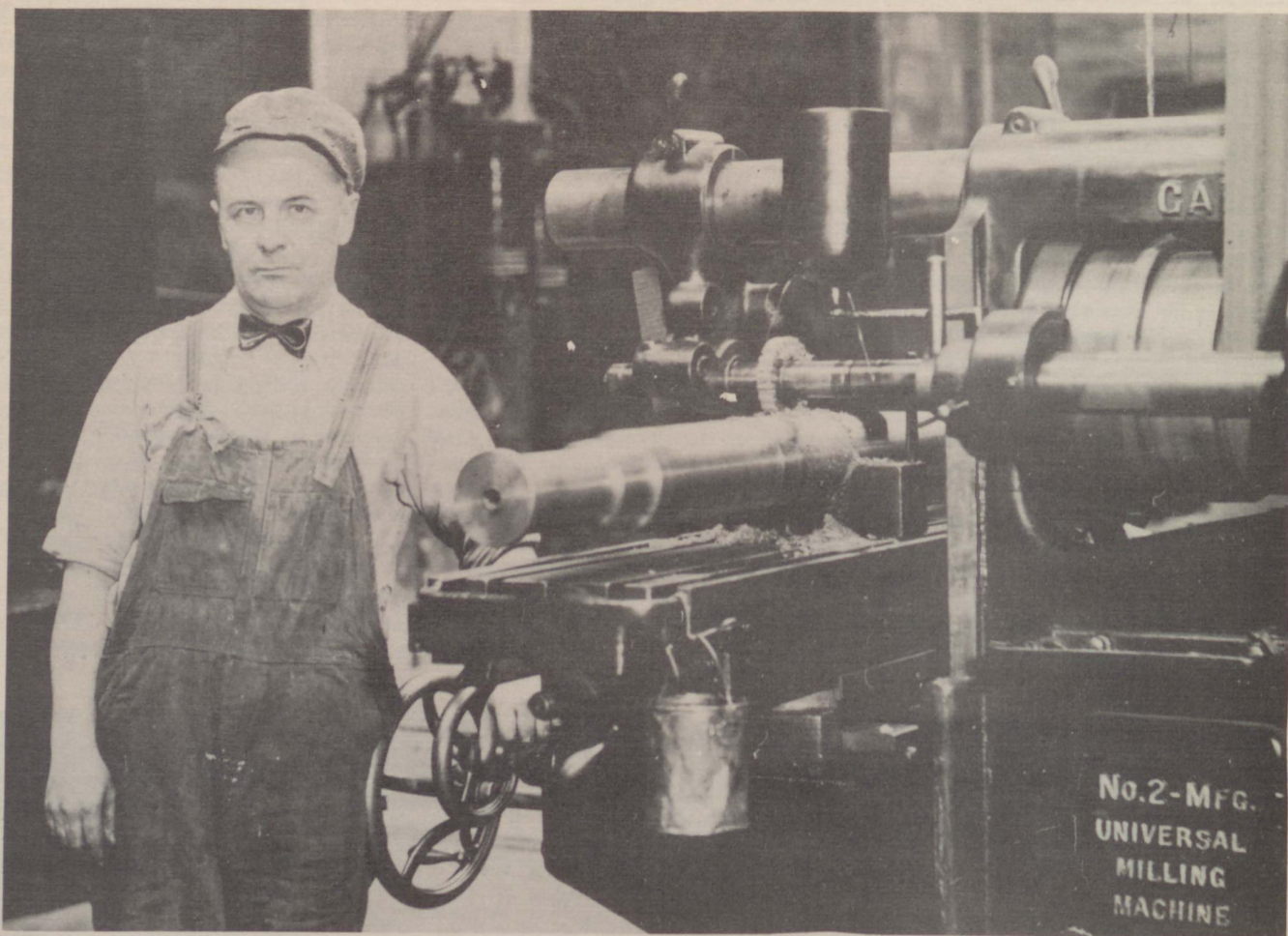
IRA FRANKS was born in Ellsworth, on February 24, 1882. He attended the Ellsworth Public Schools. He worked for Lord Carriage Shop in Ellsworth for about five years. After moving to Brewer he worked for Strout Carriage Shop for three years and later he took over the business, which he operated for fifteen years. He also worked for the Union Iron Works for three years. He went to work for the Bangor Hydro-Electric Company on March 25th, 1929 as blacksmith.

He is married and has two sons.

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RAY CROSBY TURNING AN ARBOR



LEROY TOLMAN CUTTING KEYWAY IN CAR AXLE

JOHN PETERSON was born in Williamsburg, Maine. He attended Public Schools there. At the age of thirteen he started working in a slate quarry at Brownville, operating a Donkey Engine. Here he worked for ten years. He worked for seven years doing blacksmith work at the Penobscot Machine Co. and for the S. L. Crosby Company for thirteen years, working on Lincoln cars and Ford tractors. He then went to work for the Bangor Hydro-Electric Company, as pitman, which is the position he now holds.

Mr. Peterson enjoys very much hunting and fishing. He is planning a hunting trip to Brownville during the week beginning October 18th.

He is married and has one son. He lives at 329 Fourteenth Street Bangor.

CARROLL FOLSOM was born in Dexter in 1895. He attended Dexter High School. He worked on a farm

for four years. In 1920 he went to work for the Bangor Hydro-Electric Company washing cars. He is now night man. He was in the service eight months. He is married.

HAROLD G. WITHEE was born in Bangor, Maine, on March 5th, 1908. He attended Bangor High School. He worked for the Bangor Commercial for one year. In 1927 he went to work for the Bangor Hydro Electric Company as car repairman and now he works as electrician. He is married and has two sons.

FRED HUMPHREY was born in Hampden in 1873. He attended Hampden schools. He worked for the Stearns Lumber Company for twelve years, for the Angley car shop in Brewer for three years, and for E. W. Smith Creamery for five years. In 1918 he went to work for the Bangor Hydro-Electric Co. as car washer. He is now doing general repairing.

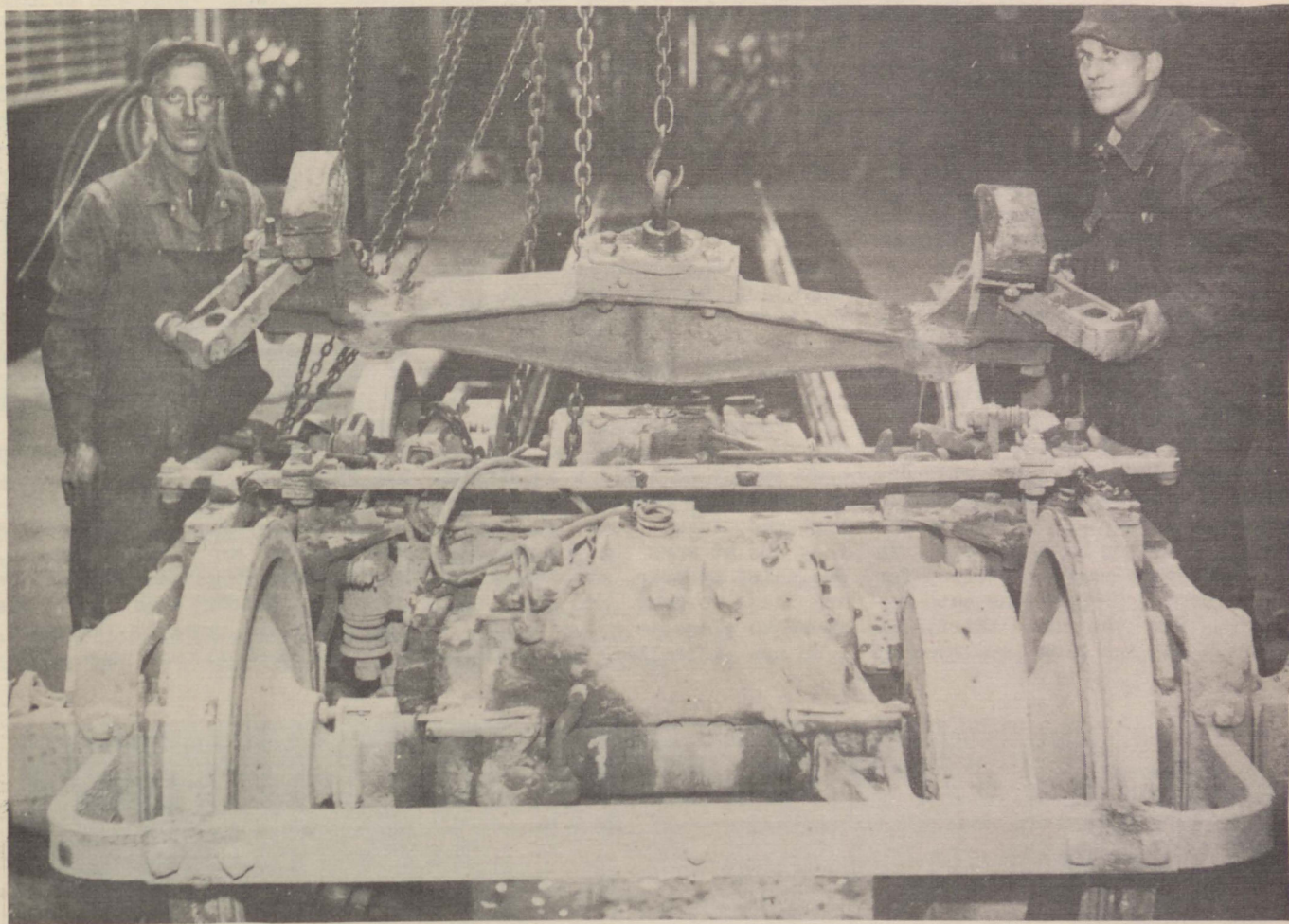
CONRAD W. EKHOLM was born in

Brownville in 1907. He attended Brownville High School. He worked for Bartlett Tree Expert Company for four years and for the B. & A. Railroad, firing for two years. He is now working for the Bangor Hydro-Electric Company as night man. He is married and has three children.

THOMAS BURNS was born in Hampden, Maine, in 1918. He attended the Bangor Schools. In 1930 he went to work for the Bangor Hydro-Electric Company as night man which is the position he now has. He is unmarried.

GEORGE HENNESSEY was born in East Hampden on April 9th, 1879. He attended Grammar School in the town of Hampden. He worked for the Lowell and Ingals Lumber Mill for seven years, for the Stearns Lumber Company for twenty years, and for the Eastern Manufacturing Company for three years. He went to work for the Bangor Hydro-El-

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CHARLES BROWN AND WILLIAM SELZER WORKING ON TRUCK OF OLDTOWN CAR

electric Company in September, 1921 as a car sweeper.

CHARLES HARRINGTON was born in Thomaston, October 8th, 1870. He attended school at Thomaston. He worked in Thomaston as paving cutter for five years, at Freeport in the shoe factory for fifteen years, for the Electric Railway at Freeport for twenty-five years. He went to work for the Bangor Hydro-Electric Company on May 19, 1930 as car cleaner.

CHARLES W. GOODE was born in Orono, 1882. He attended Orono, Grammar School. He worked in Basin Mills for James Walker and Company in the box business for seven years, for Orono Pulp and Paper Company for seven years, in Gloucester, Massachusetts, in a box factory for five years and Sexton at Veazie for three years. He went to work for Bangor Hydro-Electric Company, April, 1933, as Janitor at the car barn. He has one son who works for the Bangor

Line Department.

WILLIAM F. SELZER was born in Norwalk, Connecticut on November 30th, 1907. He attended the High School in Norwalk, and studied at the University of California for a year and a half. He worked for an ice plant for one year, and for the Bay Oil Company one year. He received a position on the Liner "Manhattan" and went to Hamburg, Germany, and other ports in Europe. He lost this position because he lacked a birth certificate at the time.

Selzer hitch-hiked across the country twice, once in 1932 and again in 1934. He rode the M. P. and the N. P. Railroads from Oakland, California to Minneapolis, and from Minneapolis to Chicago. He remained in Chicago for ten days and then went to Pittsburgh and then on to New York. From New York he sailed to Europe.

On February 4th, 1935, Mr. Selzer started working with the Ban-

gor Hydro-Electric Company, as janitor, at the Main Street store where he worked for about one and a half years. He is now at the car barn as pitman. He is married.

E BURTON CONLEY was born in Bristol, Maine. He attended the Ellsworth High School. After leaving school he went to work for Morang Robinson. He has always been a garage mechanic. He is now employed by the Bangor Hydro-Electric Company, as an automobile mechanic. When asked for his life history he stated "You had better take my grandfather's history, Mr Ruel Whitney, of Ellsworth Falls, Maine, he was one hundred and one years old, October 16th, 1937, and is the oldest I. O. O. F. in the United States."

Mr. Conley is married and has two sons. He lives at 78 Seventh Street, Bangor.

ELGRIDGE H. BEEDE was born in
Continued on next page.

Auburn, Maine, on Dec. 8, 1897. He attended Grammar School in Her-
man. He worked for the B. & A.
Railroad at Northern Maine engine
house for three years, for M. C.
Railroad and B. & M. Railroad for
two years and chauffeured for Mrs.
A. Chapin for five years. In
1918 he went to work for the Ban-
gor Hydro-Electric Company as car
operator and in 1929 was made
garage man. In 1929 he took time
out to learn to fly and at the
present time holds student pilots
license. He was in the air ser-
vice for three months. He is
married and has one daughter.

PEHA PETERSON was born in Swed-
en. When three months old he was
taken to America. He attended
the Public Schools in Brownville
Maine. He went to work at the
age of fourteen in a slate quarry
in Brownville where he worked for
four years. He has done auto re-
pairing for the past thirty-one
years. He has been employed by

the Bangor Hydro-Electric Company
for two years at the garage in
the service building.

Mr. Peterson enjoys hunting and
fishing, and has already shot one
deer this season.

He is married and has one daugh-
ter.

ELECTRICAL DEPARTMENT NEWS W. C. Harper

Things have been fairly quiet
this last month, with the crew
split up in several parts, doing
up the small jobs that had to be
skipped this summer.

The oil filtering crew is still
at large, flitting from sub to
sub.

We expect to build a substation
at Mattaceunk to serve the Great
Northern Paper Company, while
they are at work on the new dam,
our chief trouble at present be-
ing that we have not been told
where to place it.

We are installing new voltage

regulators at the Bangor substa-
tion to regulate West Side Power,
which up to this time has not had
regulation.

Radio noise complaints still
continue to come in from time to
time, but we are hoping that re-
ception will be better this win-
ter, so the noise will not be so
evident.

STOCKROOM NEWS F. H. Foster

The stockroom at this time of
the year is very busy keeping all
of the stores supplied with plen-
ty of lamps for our yearly Lamp
Campaign.

Mr. Tupper has returned from
his vacation and reports having
had a very good time.

The other day we received a
visit from our fellow worker,
Wyatt Spencer who has been on the
sick list now for some time. His
condition is greatly improved,

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IRA FRANKS OUR BLACKSMITH

and we all look forward to having him back with us in the near future.

We want to take this opportunity to welcome our new stockman, Leo Porter.

Orrin Berry is planning on taking his vacation soon and go on a hunting trip. Safety note to the Wild Game in this section of the State. "Stay under cover from October 25th to November 6th 1937."

Safety note to all of us. "Remember it is much better to buy your meat at the corner grocer, than have it passed to you between iron bars. Look before you shoot".

EXTRA SPECIAL NEWS FLASH:-Berry bet on the Giants.

"S.B.S. Signing Off"

LINE DEPARTMENT NEWS

By A.F. Reaviel

There does not seem to be much out of the ordinary in the Line

Department at this writing except that the boys are all enjoying their vacation, one at a time, some of the boys have gone hunting but we have seen no deer yet but are in hopes to a little later on in the season, good luck to them anyway.

The boys seem to be pleased to see Mr. Rip Reaviel back with them again after such a long time laid up but he is back and still going strong.

RAILWAY NEWS

By The Reporting Man

We welcome two new operators to our ranks, Rudge and Sawyer.

Ralph Avery has a 22 rifle that he would like to trade for "what have you". He will give no boot. Ralph says he'd like to get a 20 gage shot gun.

Dave Rice spent a recent weekend at Houlton.

Robert Yetton was in town the other day, seems to be well on

the way to recovery. Bob has been on the sick list for nearly a year.

MAIN STREET OBSERVER

Wynona Boober

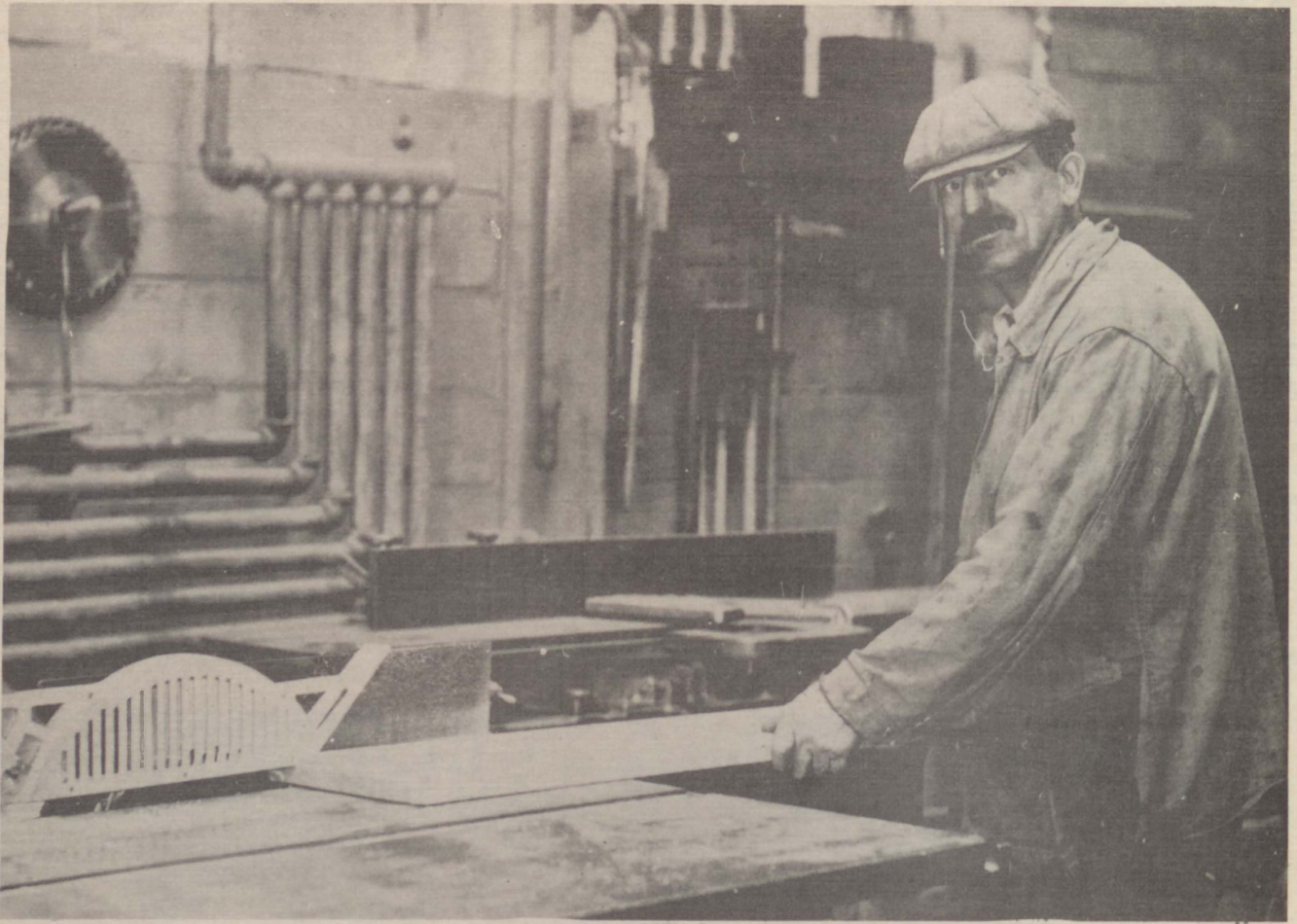
We are sorry to report that our 31 Main Street Scribe is ill at his home in Brewer. We are doubly sorry for this month we shall miss the "news" about ourselves from his pen. We wish you a speedy recovery, Harry, and if you have to be sick again, please choose a different time in the month- it would be much more convenient for us.

Miss Marjorie Church who has been our Home Economist for the past year and a half has left our employ and is to be married October 30th in Portland, Maine, to Mr. Carl Honer. To them go our best wishes for happiness in their matrimonial journey together.

Continued on next page.



HAROLD WITHEE WORKING ON STREETCAR CIRCUIT-BREAKER



WALLACE GRAVES AT WORK IN THE CARPENTER SHOP

Many of our mighty hunters have been strutting about and doing quite a bit of talking about the game they were just about to bring in. As yet, however, we have had no authentic report which would indicate that the results had been equal to the promises. Among those who have promised us venison - and birds - are Hammons, Wood, King, Arnold and Allen. If Mr. Arnold doesn't fulfill his promises soon we fear we shall have to call upon Mrs. Arnold who got most of the game for that household last year.

Our congratulations to Mr. and Mrs. Charles Mansur, who are the proud parents of a $7\frac{1}{2}$ pound son, James Thomas Mansur, born September 17th.

New Fall "Specials" prices on all existing stock of Kelvinator and Universal refrigerators have been sent out to all our stores and we hope to see the salesmen "go to town" with them. These

new attractive prices ought to be just the thing to convince the customer, who has been hesitating about purchasing electric refrigeration for their homes.

Mr. Tracey reports that as the "NEWS" goes to press his 31 Main Street Division will be well over the quota line in the Lamp Campaign. We wish the same success to each of the other eleven divisions by the closing date of the Campaign.

Herbert Hammons and Hugh Tracey had the pleasure of inspecting the new Cumberland County store in Portland last week. Mr. Holden and Mr. Libby very kindly gave them valued information on their new air conditioning equipment and many new ideas on sales and store displays.

Clarence Nichols spent a bad hour the other day with horrible visions of his Orrington Home being gradually consumed by a smelly gas generally known by refri-

geration service as "SO2". Nick is now recovering from the shock and thinks perhaps a refrigeration service man's job is nothing short of heroic.

Editor's Note

Shortly after we received news items from Miss Wynona Boober, who thinking that Harry Allen being at home ill, would not be able to write his news items this month, we received in the mail the following news items from Harry. We certainly have to hand it to Harry, who even though he was at home ill, did not fall down on his job as News Reporter for 31 Main Street.

MAIN STREET OBSERVER

H.S. Allen

Good hunting on Central Street the 12th of this month when Shep Hurd, local sporting goods store proprietor, collected the bounty on three bandits, who were fool-
Continued on next page.



INTERIOR VIEW GARAGE

ish enough to think that the residents back here in the woods are not wide awake and alert. Its no use for me to go into details about the actual shooting as ninety-nine percent of the local employees witnessed the slaying while the one percent left had just gone into a restaurant or drug store to eat or purchase smokes and heard the shots and saw the dead men.

Ray Arnold tried to buy one of the bandits tommy guns to use on his bear hunting trips, but all of his offers were turned down by the G-Men who looked at him suspiciously. So he will have to stick to his automatic rifle and take his chances with the ten shots it holds. Except that by the time this is read he will have returned from his vacation with five or six deer besides delivering those which he has taken orders for. He says if he can build up business enough he will

be able to loaf the rest of the year and only work during the hunting season.

Mr. Tracey and chauffeur Hammons visited in Portland recently to inspect an installation of air conditioning. Can't find out whether it was right or not as neither will say whether the trip was successful.

Roger Wood wants some heat in his office on the second floor. Says the bulbs are freezing up, affecting the filaments and shortening the life of them.

Charles Mansur is a papa of the fourth dimension! A nice healthy boy this time with good strong lungs.

We are all pleased to hear that his oldest daughter has returned from the hospital where she had her appendix removed.

Red White is getting a supply of tinsel and paper bells ready for his annual trip into the outside territory. Armed with a

hammer, tacks, assorted papers and a pair of shears, he will transform a bleak window into a beautiful piece of art. He too has a chauffeur and helper combination in the person of Herbie Hammons.

See by the papers that our old employee and at present the Universal representative, Mr. M. L. Vose, has designs on a Brewer girl. No date set for the wedding but this department demands an invite or a stag party (we will bring the duck!!).

It must be catching or is it leap year? Another one of our employees takes the fatal leap this month. This time it is Miss Church our petite cooking expert who takes out a life policy with an insurance man in Portland for better or worse. We shall all miss this little Miss with her winsome smile and fetching ways not to forget the samples of

Continued on next page.

cookies, cakes and ice cream.

We the gang at Main Street have all ante'd up and have presented her with a rubber rolling pin and and book of recipes, although a memo book would have been more appropriate. Marjorie, here's a wee bit of advice, "Don't mislay him like you do that confounded pocketbook!" and remember the first one hundred years are the hardest!

This reporter is a little late in welcoming Rip Reaviel back to his old job. Great to see him there at his desk again and to hear his cherry "Hullo" each day.

Employees at the stockroom say that you've got to arise before breakfast to be on the job before Ryder is.

Theme song at Wood's desk, "Who sold who how many?"

King says he is holding his own on the lamp delivery end. Admits he is busy with poison ivy, on one hand and a lamp receipt on

the other.

The Commercial department here showed signs of anxiety the eighth of this month. All hands had it that Al Brady had held up the payroll messenger and relieved him of our pay checks but Buster beamed through the front door at twelve o'clock all safe and sound. Understand it was not his fault however. Opinion has it over here that our pay should come over in the mornings mail so we can get it on time hereafter.

The extra compensation sure was a Santa Claus in advance and is well appreciated by the entire employee group. Have heard many comments both from employees and outsiders.

Mahon sold a nice job this month, consisting of a twelve foot show case and third horse unit to Fred Alias up on Garland Street.

S'funny the ideas our customers get at times. Bill Thompson and

I installed this show case, changed another unit to make room for it and made changes in the wiring. About a week later the lady in charge at the store called up and said that ever since we had worked there she could not keep a fuse in one of the store circuits. Said we must of bored a hole in some wires. Well we went up and found no trouble with our wiring but a bad socket in the show window! Result? The customer is always right.

Entire service crew worked one evening this month helping Mr. Nichols do his house cleaning in the basement, first and second floors. Supper was served at the Paramount.

Listen to Gang Busters over W. L. B. Z. and hear the first chapters of Brady's Gang, we all know the conclusion.

Saw Bill Starr down on Broad Street, one rainy day recently, Continued on next page.



CHARLES GOODE, GEORGE HENNESSEY AND CHARLES HARRINGTON: CAR CLEANERS

looking for his car. It suddenly dawned on him that he had parked it over on State Street. Just a lapse of memory.

Wonder how Ed. Jordan finds room in his car to ease his one hundred and eighty pounds into. Its a case of lamps in front of him, lamps behind him, above and around him, yet into the sales charges the driver.

Ray Arnold has a standing contract with all the local doctors and lawyers for the yearly lamp campaigns.

See by the papers that our Miss Boober takes high honors again this year in her chosen profession, Golfing. Nice going Winnie.

Hunting stories will soon be coming in. The ones about birds are dying out.

That's All.

13 DON'TS FOR THE HUNTER

- 1- Don't load up in a camp.
- 2- Don't point a gun loaded or not at another person.
- 3- Don't crawl thru fences or thick bushes ahead of your gun.
- 4- Don't shoot at a noise in the bushes, you are not the only hunter in the woods.
- 5- Don't walk ahead of another hunter with a gun over your shoulder.
- 6- Don't walk behind another hunter with your gun pointed in the middle of his back.
- 7- Don't travel with the hammer at full cock or with the safety off.
- 8- Don't pull a gun out of a canoe or boat by the muzzle.
- 9- Don't pick up a gun without checking it to see whether or not it is loaded.
- 10- Don't shoot at rocks or bottles, the bullets may glance and hit somebody. Check the back-

ground if you must try your gun out.

11- Don't shoot until you are sure that it isn't a man.

12- Don't shoot when the light is poor and you cannot clearly see the object.

13- Don't point your gun at an oncoming noise wait until it comes into view. It's better to be safe than sorry.

ACCOUNTING DEPARTMENT NEWS

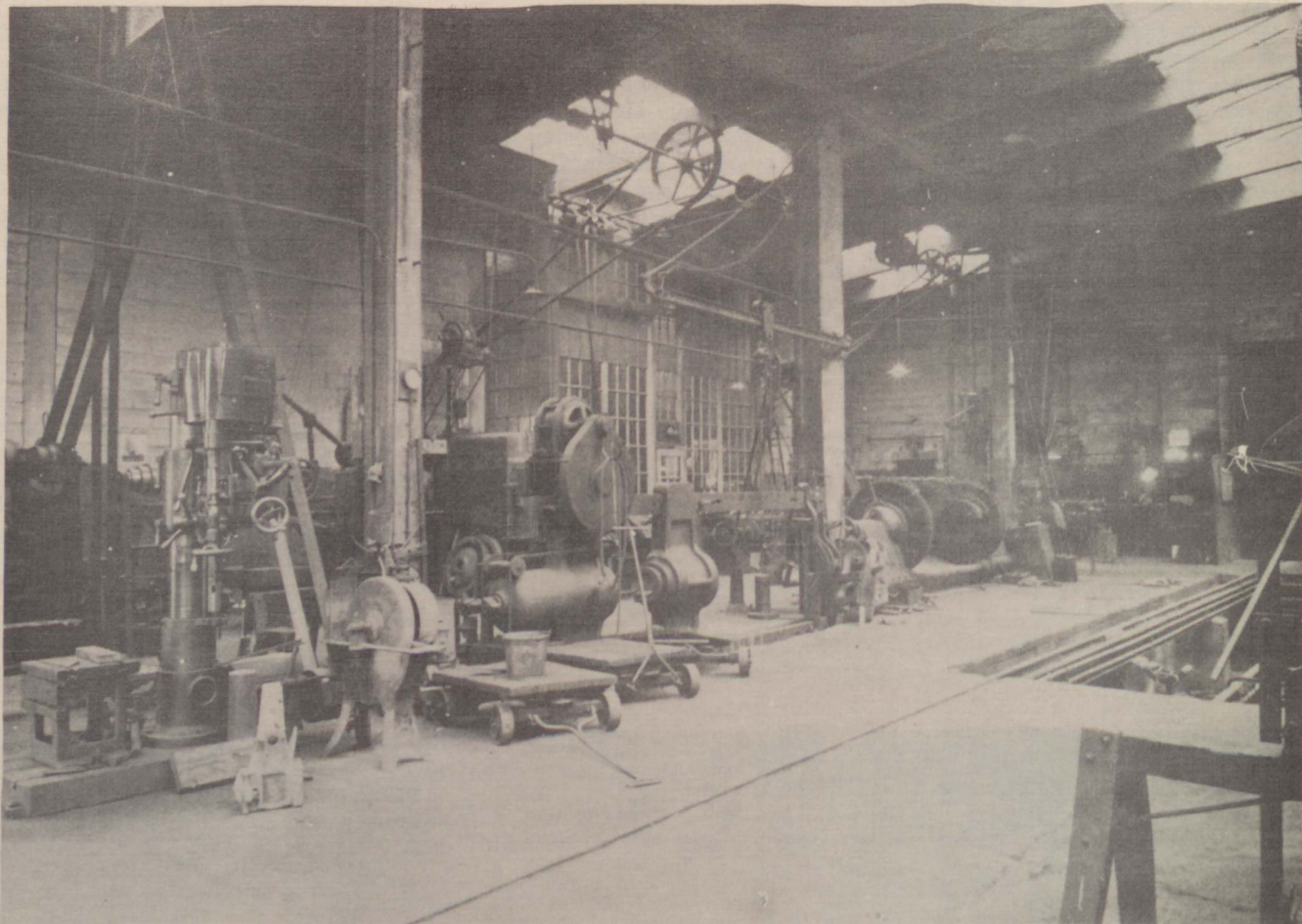
Madeline Spencer

Mrs. Bernard Perkins (Myrtle Weeks) was given a miscellaneous shower at the home of her sister, Mrs. Samuel Berry, on Friday evening, September 17th. Mrs. Perkins received many beautiful gifts, including frostoria, pottery, and various pieces of linen, and kitchen ware.

Our vacations for this year are nearly over. Mr. Sprague has nearly finished his vacation, and Continued on next page.



THOMAS BURNS, CARROLL FOLSOM AND CONRAD EKHOLM NIGHTMEN



MACHINE SHOP AT THE CARBARN

Alice Grant is now in Portland visiting her brother. Albertina Bartlett returned from her vacation, spent in New York State, with several pairs of shoes and several new dresses. Miss Dougherty has returned from her vacation, which we gather was rather strenuous. On Well! Who wouldn't be tired after the gay night life of New York, visiting Jack Dempsey's, viewing the Rodeo at Madison Square Gardens, and roving all over Greenwich Village, to say nothing about a trip to Harlem?

Our New York auditors are with us again. Mr. Lyman was here for only a few days, but Mr. Meahl is still with us.

SECOND FLOOR NEWS

General Files

Vacations are almost over, and so the second floor employees are gradually settling down to everyday life again.

Helen Dougherty and Catherine Buker have just returned from their vacations spent in New York City, and very successful vacations at that. Among the many events they witnessed, perhaps the most interesting were the Broadcasts, "Watch the Fords Go By" and Major Bowes.

Floyd Hudson of the Engineering Department, is at the present, time, perhaps the most envied man among the many would-be-hunters of the Company. It seems he went on a hunting trip last week, and all alone, and single handed, he encountered and finally succeeded in capturing a deer which he brought back to the camp after many hardships. The woods will be filled with Bangor Hydro men from now on.

Mr. Preston Mann, and Mr. E. W. Brown, together with Mr. Walter Dietzel of the National Fire Insurance Company, and Mr. Fred Williamson of the New England In-

surance Exchange spent the past week traveling over the territory of the Company, making an insurance inspection. Although the weather was not just what they ordered, they made good time, and made the trip in very good season.

We have two new engineers in our Engineering Department on the second floor. They must be rather quiet, for we have not heard much, from them; however, they are welcome.

"Dud" and Blaisdell, our Photographers, are bemoaning the fact that they were quietly working at the office, with their cameras on hand and everything in readiness, when the Brady Gang were holding forth on Central Street. All they needed was one word of encouragement and the world at large would have been richer by pictures of everything - the trap that was set so successfully, the shooting, and best of all the G-

Continued on next page.



BURTON CONLEY, ELBRIDGE BEEDE AND PEHA PETERSON GARAGE MECHANICS

men, who did such wonderful work. The next time any unsuspecting bandit picks Bangor for his activities, please notify these two photographers and do the thing up right.

It seems the members of some CCC Camp have finished a rather remarkable road seventy miles long from Beddington to Costigan, according to "Dud" and Ralph Drinkwater. They both recommend it as a wonderful place for a picnic.

MILFORD OLDTOWN NEWS
F.A. Randall

The last pulpwood drive of the season passed here September 28th

Mr. Cary had the water drained out of the Old Town Canal one day recently in order to make some needed repairs on one of the gates.

One day recently a leak developed in the water coil in one of our line 4 transformers. Fortu-

nately the man on duty at the time noticed it in time to prevent any serious trouble, but it necessitated removing the transformer from the bank, cleaning same, repairing coil and filtering the oil. Harper and his crew were on the job, and while they were about it, they also inspected the other two transformers in bank and found it necessary to filter the oil in one of them.

I don't know just what the Company is doing at the Stillwater Plant, but both George Dow and Joe Fournier have been there with their crews for several days and I understand they are making extensive repairs on the dam, gates etc. They say that contractor McPherson is also represented on the job, his part being the construction of a 60 ft. section of concrete dam.

Judging from the comments that have been heard on all sides, as well as from my own personal

feelings, all of the employees certainly deeply appreciate the generosity of President Graham as expressed by the granting of that extra compensation.

Think that the lamp contest is going fairly well around here, but we still have a few sales slips on hand that we hope to use.

Walter LeBreton spent his weeks vacation at Costigan's camp at Greenfield, returning Monday, Oct. 11th. James Legace and Roland Tait plan to spend their week at Legace's camp at Greenfield. All big game animals, or animals of any kind for that matter, take due notice and govern yourselves accordingly!!

Mr. and Mrs. O'Connor of the Old Town office left Saturday, October 9th for a vacation of two weeks, planning to stop in Portland Saturday night, Sunday night at Hartford, Conn., where they will visit our old friends Clar-

Continued on next page.

ence Hall and family (Mrs. Hall is Mr. O'Connor's sister); thence to Westchester, Pa., where two of Mrs. O'Connor's brothers live. On their return trip they plan to stop at Gorham, N. H. for a visit with another brother of Mrs. O'Connor's.

The bird hunting season is in full swing and Saturday the 16th we commence knocking over the big game - well - mebbeso!!

The law says we can have only twenty-five birds, and I've got all but twenty-two of mine already, so you see I've got to go slow from now on. Perhaps I'll have something more to say about this next month-- perhaps not.

Barber: "What's the matter? Ain't the razor takin' holt?"

Victim: "Yeah, it's taking holt all right, but it ain't lettin' go again."

ORONO NEWS By W. Grindle

Roy Smith, Ed. Hall and Earl Young visited this office this week in the interests of the Lamp Campaign has been a most successful one this year, the Lasalle Bridge Lamp being an especially good seller.

The Town of Orono voted this week to erect a new \$190,000.00 High School building, which is certainly needed.

Roland Tait, our popular service man, is having a much needed vacation this week, which he is spending in some unknown isolated spot where he can't be reached by car or telephone. Rol's interests are centered on big game this week and he doesn't want to hear about anybody's range or refrig-

erator troubles until he has landed his quota of deer.

Cards have been received from Mr. and Mrs. Thomas O'Connor of the Old Town office, who are vacationing in Chester, Penn., reported a most enjoyable time.

Warren Grindle is still looking for the culprit who broke into his camp at Pushaw recently and took all of his bedding.

MILLINOCKET DIVISION NEWS R. A. Fernald

The Annual Campaign got under way at its usual schedule time. We were visited by Roy Smith and Ed. Hall of the General Electric Company and accompanied by Earl Young, our Commercial Manager. A "get together" and "pep" meeting Continued on next page.



CARBARN CREW IN 1921

Front row Left to Right; Harry Sanborn, William Ellis, Horace Baldwin, Wesley Coffey, Edward Burns, Roy Tolman SECOND ROW: Alvah Pomroy, Willis Dexter, Charles Rielly, John Morrill, Ross Bullard, Bryon Hanson THIRD ROW: Joseph Casper, George Lawrence, Carroll Folsom, Charles Cole, Wallace Puffer, Fred Saunders and Wallace Graves.

Of the above group; Edward Burns, John Morrill, Joseph Casper and Wallace Puffer are members of the Quarter Century Club

was held at the office for the employees. Mr. Smith covered the high lights of the campaign and we believe the Company has one of the best set-ups this year of any of their previous campaigns. The offer No. 1 seems to be the leader here.

Mr. Jones, Line Foreman, got away with a big start and, at first, it looked as if it would be easy money for him, but according to last reports, we notice that Eddie Jordan of Bangor must have passed him on the back stretch. Mr. Jones has this information up his sleeve, and, confidentially, he has told me that Eddie will have to go some to beat him. Well, it won't be long now.

Archie Foss, Salesman, has returned from his vacation.

Joe Roop and H. E. Hammons were in Millinocket last week, working on new prospects for air conditioning. We hope to see the first job in this division soon.

M. A. Perkins, from the Light-

ing Department, was a recent caller on us, interviewing several customers regarding their lighting problems.

Doris Buck, our Chasier, has returned from a week's vacation in Eastern Maine.

Mr. Hall Dearborn and Mr. E. W. Brown were recent callers here last week.

ELLSWORTH DIVISION NEWS

Florence Davis

Miss Altha Lake is working in the office temporarily while Eleanor Bean is on her vacation.

In the past week we have been installing four ornamental street lights in the parking area in front of the City Hall.

The marriage of Miss Florence Davis to Mr. Russell Kittredge was held October 9th, at the home of the bride's mother, Mis. Mabel Davis, in Ellsworth Falls. Mrs. Arthur Grunwald, the bride's sister, was the matron of honor, and Mr. Arthur Grunwald was the best man. The bride was dressed in a blue chiffon velvet gown and she

carried a bouquet of chrysanthemums. The matron of honor was dressed in a wine chiffon velvet gown carrying a bouquet of the same flowers. A reception was held after the ceremony and ice cream and cake was enjoyed by the many friends and relatives. Many beautiful gifts were received. The bridal couple have gone to Boston and New York on their honeymoon.

Mr. Luther Leach a former division manager, has moved into his new home on the corner of School Street and Birch Avenue. The latch string is out.

Mr. W. H. Cushing, Mr. Clarence Hall are on their vacations. Roy Bragdon has started for Boston on his annual tour.

Seth Parker, Phillips Lord, has recently purchased a large cottage on the end of Newbury Neck.

BAR HARBOR DIVISION NEWS

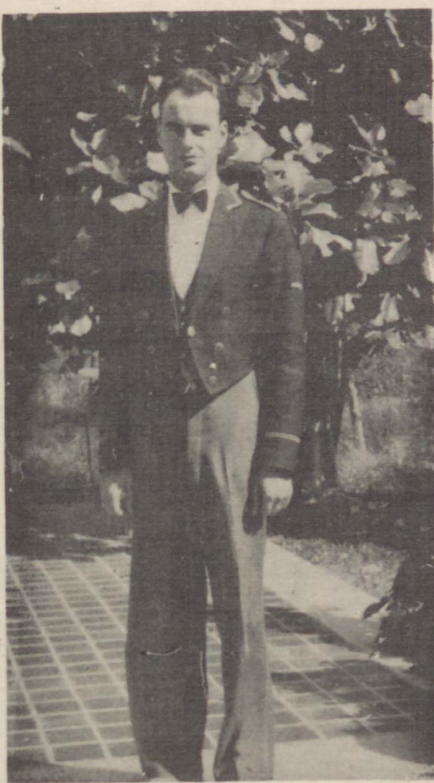
Mary Higgins

At the time this issue of the Continued on next page.



ARTHUR FRANKS

Arthur, age nineteen, son of I. K. Franks.



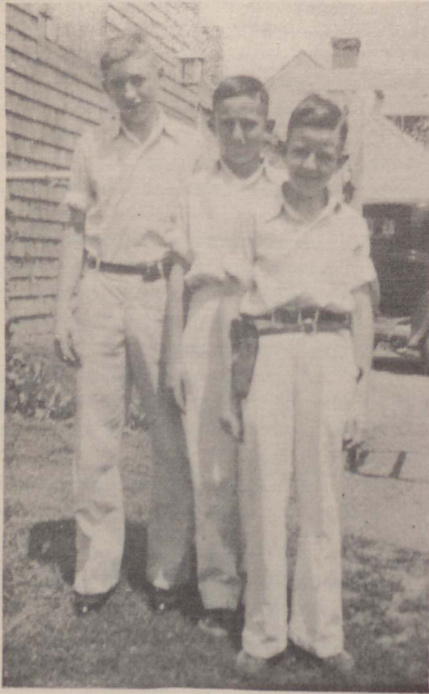
CLIFFORD FRANKS

Clifford, age twenty-six, son of I. K. Franks.



PHILLIP AND TEDDY CONLEY

Phillip, age three and Teddy, age ten, sons of Burton Conley.



EDWARD, ROBERT AND EVERETT BURNS

Edward Jr., age sixteen, Robert, age fourteen, and Everett, age eleven, sons of Edward Burns,



JANETT LITTLEFIELD

Janett Littlefield, age three, neice of Miss Edith Fayle of the Orono office.

News is printed we ? expect ? to have won the 1937 Lamp Campaign and Mr. Frye ? expects ? to have won the Salesman's Contest.

Talk of a new Shoe Manufacturing Industry for Bar Harbor was brought up at the last meeting of the Chamber of Commerce. At the annual Chamber of Commerce Banquet, October 18th, speakers from Worcester and New York will outline plans for this project. If this project should go through it would increase our line load quite a bit.

The last of this month we will extend our lines one mile in the Indian Point Section. This means new business in a fast developing cottage area.

We could hear the machine guns in Bangor, October 12th, but as there have been reports of radio trouble lately we thought it was static. By unanimous vote we decided we'd take the static.

Recent visitors to our office have been Mr. Hammons, Commercial Engineer, Mr. Simpson of United Cork Company; Mr. Garside of Budrot and Garside Company; Mr. Joe Roop, Sales Supervisor; Mr. Gard-

ner, Manager of the Ellsworth Division; and Mr. Tyler who has been testing our poles and staking out lines.

The employees of the Bar Harbor Division greatly appreciate the Special Payroll distribution made possible by Mr. Graham on October 8th. We are proud that we have had a small part in the development of our Company and we apply ourselves to its continued increased business.

EASTPORT DIVISION NEWS

J. Cassidy

Commercial Manager, Mr. Earl Young, Mr. Hall and Mr. Brown, were here the first of the month to outline the Lamp Campaign, which is now going on. Our window display of the bridge lamps, made by Miss Varney, is drawing much attention and interest and bringing in more sales. The background of the window is made of yellow and blue and at night when the lamps are lit is very attractive and can be seen from quite a distance.

Lawrence Cushing has returned to work after having a week's va-

cation at his home in Pembroke.

Visitors for the month were Mr. Libby of Wetmore-Savage Company, Mr. E. W. Brown, Joseph Roop, formerly of the Eastport office, William Harper and Kenneth Cosseboom of the Bangor Division.

Joe Kingsbury's crew has been working at Pembroke and Dennysville, changing over the lines, during the past week.

THE WANDERINGS OF THE SAFETY JACKASS

To begin with, - we have made a little change in the habits of Safety Jackass. It is this way: In case of a lost time accident the Jack will visit with the injured or his department for not less than five days and not more than fifteen days. If there is little lost time he will stay five days plus the number of days lost but not more than fifteen in all, and will then return to the Safety Director for fifteen days then to the General Manager for fifteen days then to Mr. Graham's desk.

Mr. Graham has not had the pleasure of his company very much this year. He went to the Railway Department May 18 from Mr. Graham's desk and has not returned since. On May 17, Edson Bartlett had a lost time accident, the first in the Railway Department for nineteen months and the only lost time accident in this department for the last two years.

Just as the Jackass was about to go to the General Manager, for a visit he was called upon to go to Bar Harbor to Ralph Fickett who had a lost time accident July 14. Ralph lost only a few days and was back at work before his guest departed.

Upon his arrival in Bangor three calls awaited him, all at the Service Building. Ray Fearon had lost time accident in Brooksville on July 20 and John Chase, both in the Bangor Line Department had lost time accident on July 31. Wyatt Spencer at the stockroom had an accident Aug. 10, which seemed slight at the time but which has given him a lot of trouble since and proved to be a lost time accident, in fact Wyatt has not been able to return to work yet but hopes to

Continued on next page.



VELMA AND BERYLE CROSBY DAUGHTERS OF RAY CROSBY

MISS FRANCES CALLAGHAN
NEW HOME SERVICE DIRECTOR

be able to do so in a short time. Mr. Jackass, groggy and weary from all these visits is now with Frank Spencer in the Mechanical crew because of lost time accident Aug. 31, up at Schoodic Lake Dam. He will return to the Safety Director November 1st.

STATE SAFETY CONFERENCE

By H. C. Dearborn

Maine's Tenth Annual State Safety Conference is all over and the Bangor Hydro delegation have returned to their regular jobs none the worse for having attended the Conference and certainly much more Safety conscious. This was a two day meeting, Oct. 21 and 22 and there was a very full program. Impossible for one person to take it all in but we had enough representatives so that all fields were covered. A lot of this material will be passed along during the coming months and you will be as surprised as we were at some of the things to be learned about Safety.

Our Delegation consisted of Messrs Johnson, Ellis, Cole, Webster and Dearborn with headquart-

ers at the Eastland in Portland. We did not try to bring back the Eastland, nor did we see anything about the city of Portland that made us homesick, but some of the party did observe the large number of black duck basking in the safety of their sanctuary, and if we had not been on a safety mission some of us might have glanced with different thoughts at those duck. As it was, the only thought that we could stir up was this; if a duck thinks enough of his safety to go to Portland to get it and we can have it right at home, why be a duck? We can stay home and stay safe too.

We had a grand trip; got some new ideas; saw a few new safety gadgets and learned new things about some of the old gadgets; met some interesting people from Maine and elsewhere; heard lectures and speeches; saw some of the town (city to Portlanders); inspected a few stores including a very courteous personally conducted tour of the Cumberland County's Portland store and demonstration rooms, and came home

Miss Frances Callaghan, recently appointed Home Service Director for the Bangor Hydro-Electric Company is a resident of South Brewer. She was graduated from Bangor High School, and from the University of Maine with a degree in Home Economics. During her senior year at college Miss Callaghan was employed as foods manager of the girls co-operative dormitory. For the past year she has been employed in the Advertising Department of the Proctor & Gamble Company in New York City.

In conjunction with our Lighting Department Miss Callaghan will develop a home lighting service, so ask your friends to take advantage of this free service if they are interested in Better Lighting.

We are pleased to welcome Miss Callaghan as Home Service Director and wish her the best of success in helping us promote the sale of appliances and home lighting. early in the evening on Friday.

You'll be hearing about it for the rest of the year.

THINGS HEARD

And Said
And Done
Around The
Office

By P. A. M.



UNFORTUNATE HULL'S COVE ACCIDENT

Just as your paper goes to press, we have learned of the very unfortunate fatal accident at Hull's Cove in our Bar Harbor area. Newspaper reports indicate that Charles Estes of Wentworth, New Hampshire, a steam shovel repair man was killed when he climbed the shovel boom and came in contact with a primary conductor. Our employees were soon on the scene and applied the prone pressure method of artificial resuscitation without success.

ANOTHER RESORT AREA

Mr. Webster reports that we have finally succeeded in arranging contracts that will permit us to add the Lakeside area of Puschaw Pond to our 1938 extension 5.4 miles.

PARKING AREA

Mr. Mann and his crew of artistic painters have completed their "landscape in paint" on our parking area. The color scheme is yellow on black and each of our car drivers at the Main Office have been assigned a numbered stall and Preston warns us to stay in our assigned locations. His paint job, together with the new concrete retaining wall and the new black surface, dressed us up in fine style.

RUMORS FROM LINCOLN

Via correspondence and newspaper reports, it seems evident that Herbert Haskell is going to have a new store at Lincoln. It is up the street from his present location and in a new building that will also house the Lincoln Post-office.

DEER ISLE BRIDGE

Manager Gardner reports a request for construction power at Sargentville for construction work on the new Deer Isle Bridge. This construction will more closely link us with our good friend G. Howard Noyes, whose Stonington & Deer Isle Power Company takes our energy via submarine cable to the customers on the big island.

HYDRAULIC WORK

Mr. Kruse and his department are spread about checking on many small jobs now underway. At Stillwater they are building a short section of dam; at Howland they are watching the completion of the runaround job that will permit us to sluice a bit of excess Penobscot water over into the Piscataquis during periods when Howland station is a bit shy of water.

WHO SOLD HOW MANY?

We have copied from the September statement a list by divisions that shows how each area stands in average KWH sold to each domestic customer during the first quarter of last year and this year. Look it over and note where your area stands.

	Divion 1937 1936		Inc. or	Dec.
	KWH	KWH		
Bar Harbor	755	690	65	Inc.
Orono	752	697	55	"
Bangor	566	506	60	"
Millkt.	521	460	61	"
Ells.	422	385	37	"
Old Town	348	323	25	"
Lincoln	314	292	22	"
Machias	303	283	20	"
Eastport	268	309	41	Dec.
Harr.	242	211	31	Inc.

Company	509	465	44	Inc.
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RELIEF ASSOCIATION MEETING

Minutes of the Relief Meeting of the Bangor Hydro-Electric Company, held at the principal office of the Company, 3 State Street, Bangor, Maine, on October 22, 1937.

Members present: Ambrose Eisnor, Edison Bartlett, Thomas Davies, Harmon Gibbons, Norman Lan-

dry and Elgin E. Field.

The meeting was called to order at 7:45 P. M. by the President.

On motion duly made by Mr. Bartlett and seconded by Mr. Gibbons it was VOTED to accept the minutes of the last meeting,

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

Anna Fogg, 24 days cont. sickness, June 25 to July 16, 1937 inclusive.

R. W. Green, 6 days sickness, Sept. 4 to Sept. 19, 1937 inclusive.

Vernon Jameson, 62 days sickness, July 27 to Sept. 26, 1937 inclusive.

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



MARY DUNN

Daughter of A. H. Dunn, Operator at Milford Station. This little Miss is thirteen years of age and a student at Old Town High School.

1937 LAMP CAMPAIGN STANDING SALES UP TO AND INCLUDING THURSDAY OCTOBER 14

Up to and including Thursday, October 14th, we have sold 1,996 Bridge and Hang-A-Lamps and 31337 Mazda Lamps since our Lamp Campaign started. This means that we have accomplished about 50% of our quota in twenty-four(24) days and that we must sell that many more in the next sixteen(16) days to reach our quota of 4,000 units. The relative standings are very

Continued on next page.

similar to last week with Machias having the highest percent of the quota for the stores and George White up in first place ahead of Edward Jordan the greatest number of units.

Let us repeat that our Bangor stock of Hang-A-Lamps is now exhausted so concentrate your efforts on the Bridge Lamp. If a few of your customers should ask for Hang-A-Lamps, Don't merely say that there are no more available - **SELL THEM BRIDGE LAMPS.**

Remember we must sell about 1,000 units in each of the next two weeks and this means **WORK.** Please do your part.

Silas: "What's this I hear, Hiram, about your hired man falling off the roof when he was shingling the barn last week?"

Hiram: "Yeh. He fell into a barrel of turpentine."

Silas: "Did it hurt him much?"

Hiram: "Don't know. They ain't caught him yet!"

Does your husband talk in his sleep?
No, darn him, he just smiles.

At social whirl and giddy pace
The bedbug makes a dour face,
Because he's in an awful plight
If people don't come home at night.

The newest definition of a half-breed is a fellow with a cold in one nostril.

A business day (as outlined by the secretary over the telephone):

A. M.

"He hasn't come in yet."

"I expect him in any minute."

"He just sent word in he'd be a little late."

"He's been in, but he went out again."

"He's gone to lunch."

P. M.

"I expect him in any minute."

"He hasn't come back yet. Can I take a message?"

"He's somewhere in the building. His hat is here."

"Yes, he was in, but he went out again."

"I don't know whether he'll be back or not."

"No, he's gone for the day."

Waitress: "Have you given your order?"

Diner: "Yes, but please change it to an entree."

SUMMARY

DIVISION	Total Units	Unit Quotas	% Quotas	Total Lamps	DIVISION LEADERS	TOTAL UNITS
Machias	126	130	97.	1589	H. G. Sylvester	65
Bar Harbor	317	400	79.4	4291	L. D. Cosseboom	63
Millinocket	219	300	73.	2051	Henry Jones	106
31 Main Street	480	700	63.5	7578	George White	148
Old Town-Orono	187	400	46.7	2884	Warren Grindle	79
Main Office	244	600	40.7	4935	Lottie Brown	32
Railway	79	200	38.5	952	B. W. Conley	18
Harrington	50	130	38.5	1099	Anderson-Vose	18
Ellsworth	119	350	34.	2263	Norman Smith	45
Eastport	47	140	33.6	1042	Jennie Cassidy	12
W. H. Elec. Meter-Veazie	90	350	25.7	1778	A. E. Willey	22
Lincoln	40	300	13.3	875	Herbert Haskell	8
Total	1996	4000	50.	31337		

THE 15 LEADERS OF BRIDGE LAMPS AND HANG-A-LAMPS

*George White	148	Fred Grindle	41
J. E. Jordan	140	Everett Salisbury	32
Henry Jones	106	Lottie Brown	32
Warren Grindle	79	Colby Foss	31
H. C. Sylvester	65	Burleigh Carr	31
*C. E. Nichols	56	Mary Higgins	30
Norman Smith	45	Halsen Mitchell	28

*Not eligible for prizes.

"It might be called a new idea in transportation," said O. M. NICKERSON (*Great Northern Paper Co., Millinocket, Maine*).

A gentleman slipped on the stair of a subway and started to slide down to the bottom. Halfway down, he collided with a lady, knocking her down and the two continued their way together.

After they had reached the bottom, the lady, still dazed, continued to sit on the gentleman's chest. Looking up at her he said politely:

"I'm sorry, madam, but this is as far as I go."

"Just a babe in the wood," commented ELMER BAUR (*Baur Electric Co., Cincinnati, Ohio*).

It was the first time she had been to dinner with them, and they smiled indulgently as she refused a whiskey and soda.

"I've never touched it in my life," she explained.

"Why not try it?" urged her host. "See if you like the taste."

She blushed and shyly consented, and he poured her out a mixture which she delicately raised to her lips.

"Why," she cried, "you've given me Scotch."

Too Late

First little boy: "I forgot to ask you to my picnic party tomorrow."
Second little boy: "Too late now; I've prayed for a blizzard."

How Kind

Did you tell that kid brother of yours to stop mimicking me?
Yes, I told him to stop making a fool of himself.

Hard Luck

Fat: I hear Bill got run over.
How did it happen?
Slat: He was picking up a horse-shoe for good luck.

MILESTONES

in the industry's progress

Random events in electricity's rise through the past century. At their introduction, some of these ideas created sensations, others went unnoticed by all but a few. Time has proved all of them to be of vastly greater importance to better living than even the men who brought them about dared to dream.

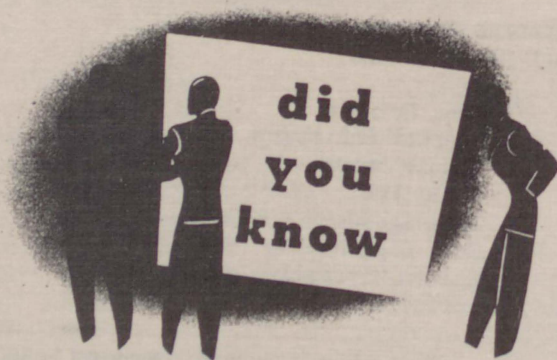
THE FIRST ELECTRIC COMPANY in America was the Edison Electric Light Co., 65 Fifth Avenue, New York City. Organized in October, 1878, 3000 shares of stock with a par value of \$100 each were issued for the purpose of financing Thomas Alva Edison in his efforts to invent the incandescent lamp.

THE FIRST INCANDESCENT LAMP of practical value was introduced on October 21, 1879, by Thomas Edison. Edison attained this success after 13 months of continuous experimenting, discovering that by using carbonized cotton filaments he could produce a lamp that would burn for forty hours.

THE WORLD'S FIRST CENTRAL STATION for the production and distribution of power was the Edison Electric Illuminating Company plant at 257 Pearl Street, New York City. The station was opened on Saturday evening, September 4, 1882. It consisted of one engine with power to illuminate 800 electric light bulbs. Its power was flashed through 400 bulbs for eight years with only one minor interruption. Within ten years the plant's capacity increased to the extent that 12,732 bulbs could be lighted, and the service extended to 508 persons.

THE FIRST ELECTRIC MOTOR was discovered accidentally by the Belgian scientist, Z. T. Gramme. In Vienna, in 1873, a number of Gramme's recently invented dynamos were being set up as exhibits. In making the connections to one of these machines, not yet belted to the shaft of the driving steam engine, a careless workman by mistake attached to its binding posts the ends of two wires already connected to another dynamo actually in operation. To the intense astonishment of everybody looking on, the armature of the second machine at once began to revolve with great rapidity. When the attention of Gramme was drawn to this highly novel phenomenon, he saw the second machine was functioning as a motor, with the current from the first machine, and that what took place was actually a transfer of mechanical energy through the agency of electricity. With this remarkable incident began the use of the electric powered motor for power and domestic purposes.

America's **FIRST ELECTRIC STREET LIGHTING** was the creation of Charles F. Brush. It was installed on the Public Square in Cleveland, Ohio, April 29, 1879.



WE MODERNS

Of the 500,000 hospital beds in the United States today, half are given over to the treatment of mentally disordered persons.

YOUR RACKET, PLEASE

Early Egyptian law commanded each man to declare annually by what means he maintained himself. If he failed to do so, or did not give a clear account of his manner of securing a livelihood, he was executed.

R.P.M. NOISE

The noise you hear when an airplane flies over is made almost entirely by the propeller blades beating on the air, not by the motor.

The installation comprised 12 lamps of the carbon type, with two carbon points slightly separated. The current jumped from carbon to carbon, giving off what the newspapers of the day described as a "dazzling white light." Cleveland's ladies complained at once because the new lights lighted their complexions to disadvantage.

THE FIRST ELECTRIC HOME LIGHTING was probably that used by Professor Moses Gerrish Farmer in his residence at 11 Pearl Street, Salem, Mass. In July, 1859, Professor Farmer illuminated his parlor with a series of lamps, the current coming from a wet cell battery. Prof. Farmer was the inventor of an incandescent lamp which consisted of a strip of sheet platinum operating in air.

THE FIRST HOME LIGHTED BY ELECTRIC POWER was that of Mr. J. Hood Wright at Fort Washington, N. Y. in the Fall of 1881. Power was generated by Mr. Hood's own small plant. Other residences equipped with local power plants for lighting at about the same time were those of William H. Vanderbilt, and J. Pierpont Morgan.

THE FIRST ELECTRIC ELEVATED RAILROAD, and the first commercial electric line, was operated at the Chicago Railway Exposition in June, 1883, by the Electric Railway Company of the United States. "The Judge," a 15 h. p. electric locomotive, hauled the trains on a 3-foot gauge track around the outer edge of the gallery of the main exhibition building, curving sharply at either end on a radius of 56 feet. Total length of the track was 1553 feet. Between June 9 and 23 the road's one train ran a total of 118¾ hours, and carried a total of 26,805 passengers for 446.24 miles.

THE FIRST AUTOMATIC ELECTRIC BLOCK SYSTEM for railroads was the invention of Thomas Hall. It was placed in service in 1867 on the New York and Harlem Railroad. The wheels of the locomotive struck a lever pivoted to the rail, and this in turn set the signal at danger until the train was out of the block.

THE FIRST ELECTRIC THIRD RAIL RAILROAD was the Lackawanna & Wyoming Valley R. R. Co., which began operations in Scranton, Pa., in May, 1903. When this road proved successful in Scranton, the elevated railroad of New York City was electrified by the third rail system.

THE FIRST HYDRO-ELECTRIC POWER STATION was opened on September 30, 1882, at Appleton, Wisconsin. A single dynamo of 180 lights, each of 100 candle power, was erected.

SUDS STATISTICS

Britain is the world's largest exporter of beer. Export figures for the fiscal year 1936 and 1937 are: Great Britain, 8,508,000 gallons; Germany, 5,270,000 gallons; Japan, 5,217,000 gallons.

HANDLES

A survey shows that John, William, James, Charles, George, Henry, Thomas, Joseph, Robert and Edward, in the order given, are the ten most popular male names in the United States.

NEW CHART

The new L-M Fuse Link Chart has an easy-finder dial, tells at a glance the catalog number of the size and type fuse link you want. Ask your L-M salesman for your copy of this chart.

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 September:

		<u>Years of Service</u>
Davies, Thomas H.	Car Operator, Bangor	Oct. 7, 1897 - 40
Wentworth, Mortimer D.	Operator, Veazie Station	" 7, 1898 - 39
Grant, Louis E.	Manager Collection Dept., Bangor	" 18, 1904 - 33
Usher, Frank S.	Lineman, Bangor	" 1, 1906 - 31
Mann, Preston A.	Office Manager, Bangor	" 1, 1908 - 29
Cushing, Vernon E.	Manager, Harrington	" 1909 - 28
Welch, Arthur C.	Operator, Veazie Station	" 11, 1911 - 26
 Hersey, Walter E.	 Car Operator, Bangor	 " 31, 1912 - 25
Burton, Percy E.	Line Foreman, Bangor	" 27, 1916 - 21
Paulk, Sandy C.	Trackman, Bangor	" 12, 1917 - 20
 Cosseboom, Charles M.	 Supt., West Enfield	 " 1, 1922 - 15
Stubbs, Winfield C.	Clerk, Bangor	" 5, 1925 - 12
Anderson, Hilbert H.	Rackman, Milford Station	" 5, 1925 - 12
Carter, Shirley H.	Salesman, Ellsworth	" 10, 1925 - 12
Davis, Vaughn L.	Line Foreman, Lincoln	" 19, 1925 - 12
Davis, Walter F.	System Operator, Bangor	" 18, 1926 - 11
Arnold, Raymond H.	Electrician, Bangor	" 20, 1926 - 11
Blaisdell, Atwell E.	Photographer, Bangor	" 10, 1927 - 10
 Drew, Gertrude M.	 Cashier, Lincoln	 " 31, 1928 - 9
Austin, Gerard L.	Manager, Bar Harbor	" 1, 1930 - 7
Jennings, Louis S.	Janitor, Bangor	" 26, 1929 - 7



BEING CAREFUL

won't save my neck
but it will *your's*