

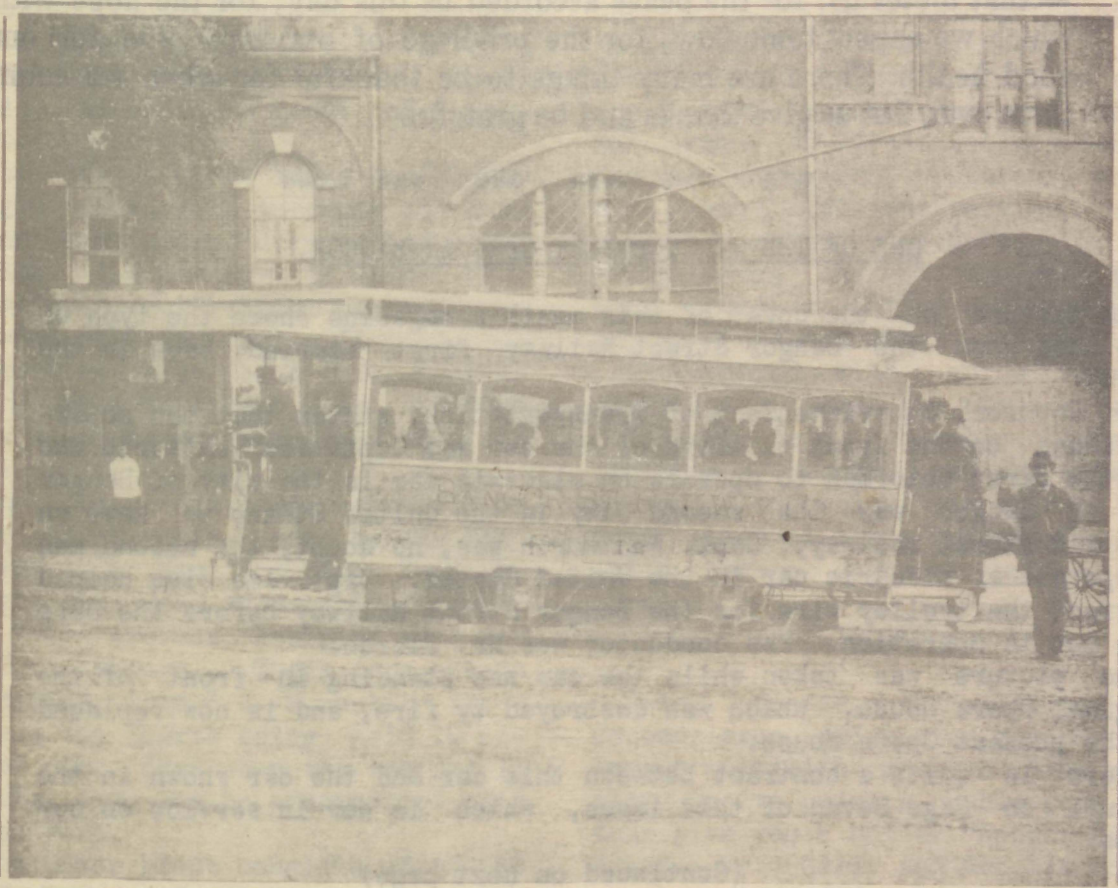
THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 5, No. 10

October, 1936.

Bangor, Maine. 

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



ONE OF THE FIRST STREET CARS IN BANGOR.

Armistice Day -- November 11th

THIS day in 1918 brought to an end the bloodiest war known in history. Since then a new generation has grown up—a generation, let us hope, dedicated to Peace. The scars of that war are not yet erased and the lessons it taught have sunk deep in the heart of the nation. And so, on the eleventh hour on the eleventh day of the eleventh month, the shadowy legions march. For a moment they pass in review and in that moment the nation arouses from its absorption in daily life to raise hands in salute and to offer heartfelt tribute to those who gave their all.

Thanksgiving -- November 26th

TODAY we give thanks for the place in which we dwell, for the love that unites us; for the peace accorded us this day; for the hope with which we expect tomorrow; for the privilege of our work and for our good health. There are many things to be thankful for when we count them over. Let us give thanks and be grateful.

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ONE OF THE FIRST STREET CARS IN BANGOR.

The picture on the cover of this month's magazine shows the type of cars used when the Bangor Street Railway first started, back in the '90's.

Mr. Johnson, Superintendent of Transportation, states that the motor-man shown on the front platform of the car was Capt. Joe Wentworth who was the first motorman to operate an electric car in the city of Bangor, and as Bangor was the second city in the United States to have an electric street railway, Capt. Wentworth was, no doubt, the second man to operate an electric car in the United States. Capt. Joe also helped to erect the trolley wire for the Bangor Street Railway before the cars were put in operation. The conductor was Mr. Pierce.

The picture was taken while the car was standing in front of the original Opera House, which was destroyed by fire, and is now replaced by the present Opera House.

There is quite a contrast between this car and the car shown in the picture on Page Seven of this issue, which is now in service on our lines.

(Continued on next page)

From a booklet published by the Thomson-Houston Electric Company, about October, 1890, entitled "The Thomson-Houston Electric Railway System"

The Thomson-Houston Electric Company
Principal Office, Boston, Mass.
Western Office, Chicago, Ill.
Southern Office, Atlanta, Ga.
European Office, Hamburg, Germany.
Listing 73 companies, operating 1034 cars on 701.32 miles of track, operating by The Thomson-Houston System including -

BANGOR STREET RAILWAY
BANGOR, MAINE.

The picture on the front cover of this magazine illustrates the new electric railway which has been put in in Bangor and shows a car on Main Street hill, opposite the Opera House, ascending a grade of 7 per cent.

The line is three miles in length, single track, with turnouts and contains many sharp curves and steep grades, the severest of which is a curve of 35 feet radius occurring on a grade of 7 per cent. There is one stretch of road about three-fourths of a mile in length which has five curves and an average grade of 5 per cent.

The motor equipment consists of four 16 ft. cars, made by the Newburyport Car Manufacturing Company, which are very handsomely finished and which are each equipped with two 15 H. P. motors. Three cars are in operation from 6 A. M. until 11:30 P. M., the fourth being held in reserve for days when the traffic is heavier than can be accommodated with three cars.

The power plant consists of one 80 H. P. Thomson-Houston generator with station equipments, which is driven by a 14 x 13 Armington and Sims engine, running at a speed of 250 revolutions per minute.

This is the only tramway which has been constructed in Bangor and been successful from the start. The

traffic has been very heavy in proportion to the population of the city and has averaged 1600 passengers per day with three cars, this figure on special occasions running up to 3000 per day. The success of the road has been such that extensions have been asked for in many parts of the city and large additions to the equipment will probably be required in the near future.

THE THOMSON-HOUSTON
ELECTRIC RAILWAY SYSTEM

Among recent developments in the field of applied electrical science, none has been more striking than the success which has attended the application of the electric motor to the propulsion of street cars. The reason for the rapid adoption of electric power by street railway men is readily understood, offering, as it does, more efficient service than animal traction, the cable, or the steam motor, and at the same time much lower operating expenses than any of the three other methods.

As compared with animal power, electricity gives the advantages of quicker transit, cleaner streets, smoother pavements, and the substitution of mechanical power to do the work which at times necessarily entails severe overwork upon car horses.

MULTILITH

Note, please, that this is our second issue printed on our new and larger multilith machine that permits us to print a double page and thus give you a better "Bangor Hydro News". Mr. Dudley and Mr. Blaisdell are becoming expert in the operation of this new and larger equipment - so expert, in fact, that they deserve better support from the "News" reporters who sometimes fail to give them late "News" and thereby give the "Multilith" a chance to print a "100% News" for you.



Picture of scene on Main Street, Bangor, when it had one single track.

Furnished by James Hobbs, Elec. Welder, Railway Department.

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MANAGER GARDNER HONORED

Word has reached the Main Office of the election of our Ellsworth Manager as Vice President of the Maine Development Commission. No one in Hancock County is more vitally interested in the accomplishment of the Commission's objectives than our Manager Gardner and we congratulate the Commission in their selection of a live wire for the Electric Company.

DEDHAM EXTENSION APPROVED

The Village of Dedham, located on the western side of the Bangor-Ellsworth Highway, between Holden and Lucerne, will soon be served thru a five-mile extension that has just been signed up. Field Engineer Cosseboom is staking out the line in accordance with Mr. Webster's signers and in a short time another community will be added to our rural extension progress sheet.

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SERVICE BUILDING - STOCKROOM NEWS

By F. H. Foster

Our new Storekeeper, Mr. Tupper, is enjoying a two weeks vacation. By the cards received from him, it appears he is traveling most of the time and seeing quite a bit of the Sunny South.

Our Stock Bookkeeper, Mr. Bullard, is planning his vacation and from what we have heard he plans to get his full allowance of deer, duck and partridge.

There has been quite a lot of talk about Mr. Berry opening an automobile junk yard but we can get no real dope as he will not talk about his plans for the future.

Anyone wishing a polish job on their auto is advised to park in the rear of the Service Building while The Webber Oil Company is having their oil tanks painted.

Among our recent visitors were Mr. Henry Perkins and Mr. Leach who are both making plans to spend the winter in Florida.

All the great hunters down here are very jealous of Joseph Casper who, although he had never been hunting before in his life, went out one Saturday and came back in less than an hour with two nice partridge.

Last but not least the stockroom boys want to wish W. H. Blake the best of luck in his new position at the General Office.

"S. B. S. Signing Off."

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MAIN STREET OBSERVER

By H. S. Allen

Here we are again in the midst of the annual Lamp Campaign with the ringing of doorbells and telephones heralding the rush of anxious salesmen and saleswomen striving to outdo one another in gross sales.

The Pin-it-up of this year seems to be of a better value than that of last year. It has a composition reflector which not only gives a better light but perhaps will stand a bit more rough usage than the '35 glass one.

Tracey is busier than a one-armed paper hanger, with dandruff, trying to route the deliveries of the lamp orders and keeping enough ahead to keep our master delivery boy, Don King, on the jump. He has the new Ford Pickup at his disposal and says he can deliver twice as many with it than he could with the "Chevy" of last year.

Ray Arnold has his entire family on the job. We understand that he is holding a sales contest all of his own and that the "Mrs." is in the lead right now. We here at Main Street didn't realize that there were so many doctors and lawyers in this town. However, the Arnold sales force has contacted every one of them. Oh, well, their credit is good, says Ray.

Joe Davies has changed his musical talents from the cymbals to the snare drum and we're telling you, he can roll it. Remember I told you last month that Joe is a member of the Brewer Drum Corps.

We are installing a new refrigeration system at the Penobscot Exchange. We have two plants there now and are adding a third. Guess its the old saying "Once a Kelvinator, always!"

Baughman claims that one can foretell the results of a world series simply by watching the pitcher of the prospective teams. But, that second and third game must have had skids under it, hey George!

Jack Warren took in a little spending money on the series.

Earle Young is our temporary boss while Mr. Austin is recovering from his recent operation.

(Continued to Page 6)

Main Street Observer (Continued)

Herb Hammons is back from Cuba with tales of scenery, good times and lots of fun. We were disappointed to hear that he was not seasick.

The infants disease, mumps, has got Geo. Baughman confined to his home where he still carries on with his daily reports.

Roy Cole, our "call" man, who takes over the delivery truck when we are rushed, is wearing a motor-mans uniform. His first regular run bothered him somewhat without a money catcher. But he finally worked out a system all of his own where-in he used his vest pockets as a cash register.

Charles Mansur has had his truck equipped with steel cabinets.

Miss Church acted as a referee recently in a fierce argument between the cook and the house supervisor in one of the large establishments in town.

Bill Starr blossomed forth but lately with the very latest in what young men should smoke. One of those fine old T. D. pipes!

Ed Jordon is taking, wrapping, and delivering orders of lamp bulbs. He is considering swapping his sedan for a truck if business keeps improving.

Mahon is keeping in trim with early morning hunting trips. All he has to his credit so far is a cold, and appetite, and sore feet.

Chadeayne is sporting a patched chin, acquired from contact with a windshield. It seems the city moved a pole and didn't notify Wilbur! He gets shaved by his doctor, who should use a Schick.

Maddocks is scouring around town trying to find someone who doesn't own a washer yet who does need one.

Awful hard to find a Democrat in our department since the election. Would say, through a recent check-up that we are a hundred percent behind

the elephant.

Place your order early with Ray Arnold for a whole or part of a deer. He has a number of customers already but feels sure he can supply a few more. Judging from last years results, however, a lot of his customers will be disappointed.

Alvin Smith (Kelvinator) looked over a few of our recent installations one day this month.

Hear that the wardens looked Grover Jordan's car over on his return from Aurora one night this month but found nothing.

Ruth Thomas can relate a few wild woods stories once you get her started. Heard one she was telling about a moose which wasn't bad. (I mean the story, not the moose).

Another safety paragraph. (Hope Mr. Daggett doesn't think I'm after his job!)

DRINKING DRIVERS

If you want to drive, don't drink. If you want to drink, don't drive.

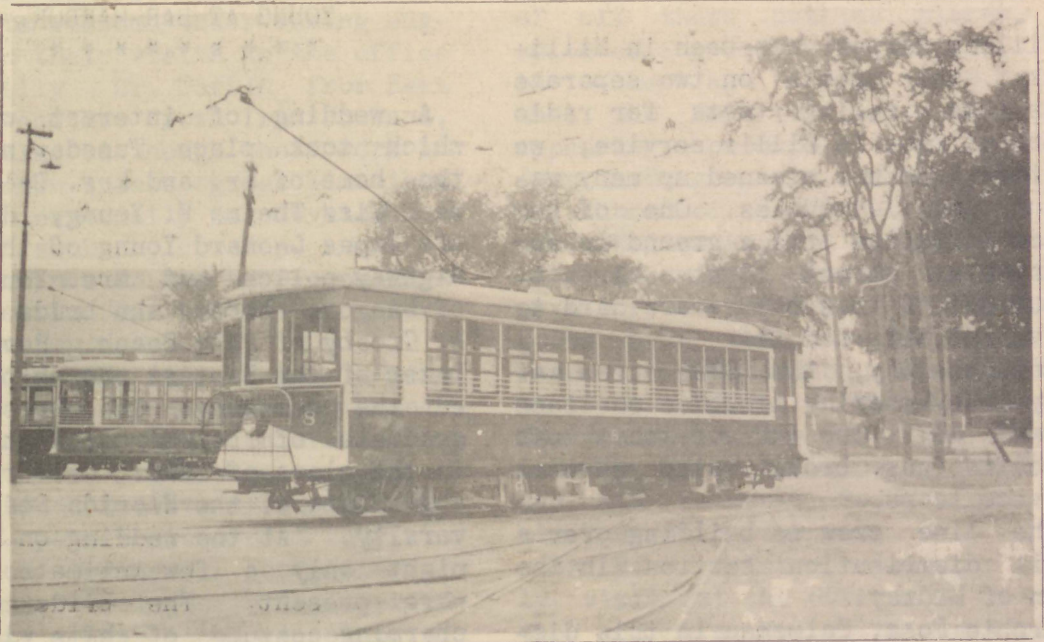
Most everybody agrees that hard liquor blurs the mental faculties, dulls the senses generally and slows down one's reaction time. Yet, strangely enough, booze often exhilarates the driver with a false sense of security and confidence in his driving ability.

The tipsy driver who is involved in an accident nearly always gets the worst of it in court. Juries forgive much, but the drunken driver usually gets scant consideration, regardless of where the blame really lies.

The motorist who goes in for hard liquor should go in a taxi. He will be much better off in the long run. In this day and age sobriety is a fundamental of safe driving.

Coroners' records everywhere tell tragic stories of tipsy drivers who saw no reason for giving up the wheel just because they had been

(Continued to Page 16)



PICTURE OF ONE-MAN SAFETY CAR

ACCOUNTING DEPARTMENT NEWS

By Madeline Spencer

That little guy with the bow and arrow has been working overtime in our department. Miss Ruth Brown, now Mrs. Austin Bicknell, gave us all a big surprise last week when she announced her marriage. We all will miss her but know that she will be very happy and we extend our best wishes.

Another one of our gang has been hit pretty hard too. Miss Beatrice Davis came to work the other morning sporting a grand diamond on her left hand. We do hope she doesn't knock us off our feet the way Ruth did.

Ruth Libby has just returned from a cruise. I haven't all the details but gather that she had a very special time.

All the meter boys are doing lots of hunting (here in the office). Doubt if they could get a deer anyway.

The Old Maids Club received a large box of candy last week. The victim (Ruth Brown) was crossed off the list and we all enjoyed the candy.

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MACHIAS FISHWAY

In conjunction with the State Department of Fish and Game, Chief Engineer Kruse and Engineer Coffin are building a fishway on our dam at Machias. There has been substantial local interest in this project, the completion of which, including fishways in two other dams on the river, is expected by Machias enthusiasts to make the Machias another popular salmon river. At present the work is held up by high water but shortly we expect to resume the work that is scheduled for completion this fall.

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MILLINOCKET DIVISION NEWS

By R. A. Fernel

William Harper has been in Millinocket this month on two separate occasions, making tests for radio trouble. Due to Bill's service, we believe, he has cleaned up many various small troubles. One of our major troubles was a ground in our ornamental street light circuit. Troubles of this nature are hard to solve but Bill did it.

Columbus Day, the line crew was very busy chasing troubles on lines 7 and 43. One of our local town circuits was broken also several service loops.

The line crew is building over a small distribution section in the town of Medway.

Archie Foss, Salesman in this district, has returned from his trip to Havana. We say Foss was lucky, as he was one of the leading salesmen, out of approximately 265, to be fortunate enough to have his name drawn which entitled him to make this trip. We did receive a post card from him, but none of those long black cigars.

R. N. Haskell and Phillip Sprague were business callers this month.

Ground has been broken for the new Post Office. We expect to see the Post Office completed during the early part of next summer.

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A young lady, finding herself stranded in a small town, asked an old man at the station where she might spend the night.

"There ain't no hotel here," he replied, "but you can sleep with the station agent."

"Sir!" she exclaimed. "I'll have you know I'm a lady."

"That's all right," drawled the old man, so is the station agent."

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WEDDING

CARL A. CROSBY WED TO MISS THELMA E. YOUNG AT BAR HARBOR.

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A wedding of interest was that which took place Tuesday night at the home of Mr. and Mrs. Dale Foley when Miss Thelma E. Young, daughter of James Leonard Young of the State Highway police and Mrs. Young, now of Bangor, became the bride of Carl A. Crosby of Palm Beach. Rev. A. L. Baker of the Baptist church performed the ceremony. Mrs. Crosby is a graduate of Bar Harbor High School in the class of 1926. Mr. Crosby is a graduate of the Florida State University. At the wedding on Tuesday night only a few intimate friends were present. The bride wore a charming costume of white with gardenia corsage while her matron of honor, Mrs. Robert Cowan wore navy blue. Mr. Cowan was best man.

Mrs. Crosby was for some time with the J. H. Butterfield, here and in the south, where Mr. Crosby is now employed. Mrs. Crosby is now with the Bangor Hydro-Electric Company.

They will reside in the south this winter, leaving here with the closing of the Butterfield branch.

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MRS. ELGIN FIELD HONORED
AT PARTY

Mrs. Elgin Field, to former Miss Evelyn Joy, was given a postnuptial shower last week at her new home on Dillingham Street. Guests were the Rev. and Mrs. Donald P. Hurlburt, Mrs. Irving W. Small, Mrs. Forrest Beal, Mrs. Harry Bell, Mrs. James Mosher, Mrs. Mae Hawes, Mr. and Mrs. Judson Grant, Mr. and Mrs. Clyde Kealiher, Mr. Field, and the Misses Clara MacEachern, Addie MacEachern, and Maxine Skillin.

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SECOND FLOOR ITEMS

By General Files

Members of the second floor are pleased to welcome their roving engineers on their visits to the office occasionally - Mr. Coffin from East Machias, and Mr. Brown from Howland, both looking as though their work in the big open spaces agrees with them. Mr. Brown especially has developed a wonderful sunburn, or tan, acquired as he stands on the hurricane deck of the Howland Dam and issued orders to his hearty mates.

Meanwhile the stay-at-home engineers, Messrs. Drinkwater and Jennison seem more than interested in some sort of a jig-saw game, played on the floor of their office. Every time we pass their office they are intent on trying to put pieces of some kind of a puzzle together on the floor. Maybe they are plans or something to keep the roving engineers busy.

Some of the people on the second floor have decided to take up dancing seriously, and so have joined The School of the Dance, under the direction of Miss Frances Reynolds. That is the reason for the various types of limps one could see around this floor last week. An ordinary dance would not bother them, not at all, but when one indulges in these "Scootch Dances, that means something. It seems out of a rather large class, Preston Mann and Norma Staples, and Eona Prescott and the Boy Friend were about the best, in fact Eona and the Boy Friend were the best for they were able to scootch faster and better than anyone else on the floor, and so were awarded the prize. Their work was marvelous, such synchronizing was never seen before. The rest of the crowd developed rather husky voices cheering for them but it was worth it. Bill Hartery is going to try to compete this coming week but last week, for some reason or other, Bill

was rather slow on the scootch.

Perhaps Bill was rather tired out when one has been visiting surrounding country and viewing the scenery of all these outside places, in spite of fog and rainy weather, one is rather apt to get tired. Now that the Fall foliage is fast disappearing, perhaps Bill will settle down in Bangor, and keep his mind on the School of the Dance.

Mr. Walter Dietzel of the National Fire Insurance Company was in this part of the country this past week, going over the territory with Mr. Mann, in connection with insurance business. Mr. L. L. McIver, also of the National Fire Insurance Company met Mr. Dietzel at the office Thursday and returned to Hartford with him Thursday afternoon.

Mr. R. F. Estabrook paid his weekly visit at the office, to be sure the new big Multilith was working properly. He found Atwell Blaisdell fast becoming an expert operator of the new machine. He only needs Bill Hartery's advice occasionally now, and together they surely turn out plenty of work; they also keep Bid Jameson busy building this and that in connection with all the new machinery in the printing department.

Kenneth Dudley has been presented with a brand new some sort of a special drawing table that has become a hobby with Dud. Anyone who visits the office, even for a minute, will hear all about the special features of the thing. That, together with the nice chicken dinners Mrs. Dudley is cooking these days, keeps Dud more than cheerful.

Charlie Inman, Bid Jameson, and Ralph Hatch are behaving themselves so well these days that there is not one bit of news about them. I guess that goes for Sarah Noyes and Glenna Bragdon also.



Jeanette Lee Nichols

3 years of age

November 8, 1936

the daughter of Mr. and Mrs. C. E. Nichols. Mr. Nichols is employed in the Commercial Department at 31 Main Street.



Susan Brown Humphrey

Susan is 3 years of age, the daughter of Mr. and Mrs. Hilton Humphrey. You will recall that both Mr. and Mrs. Humphrey were employees of the B. H-E. Co., Mr. Humphrey in the Engineering Department and Helen (Jackson) Humphrey in the Accounting Department.

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RADIO BEAM INSTALLATION

In one of the next few editions, one of your Bangor editors hopes for a story on the installation of the new Radio Beam that is being installed in Bangor to help serve as a guide to aeroplanes making the Bangor Airport. The Radio Wave, or Beam, is expected to be "on the air" continuously, always ready to guide a ship in bad weather or darkness. We are building a line into the Station location in outer Union Street.

AEROPLANE BEACON

A new type of electric load has appeared in Bangor in the new aeroplane beacon that will grace the top of the 250 foot antenna tower that Radio Station W A B I is erecting in Brewer. Many of us not so old timers will remember this same old W A B I when Arthur Davis and Bill Thompson were Managers, Mechanics, Announcers and Operators and the feature programs were solos and duets by the stenographers and cashiers.

100 RIDES

On the cars of

**Bangor, Orono
& Old Town
Railway
Company**

Employee's Pass No.

967**NOT TRANSFERABLE****TAKE NOTICE**

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

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

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



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

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

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Issued for the use of

[Subject to the Rules of the Company]

By

J. H. Steele
GENERAL MANAGER

THE

**BANGOR, ORONO
& OLD TOWN
RAILWAY CO.****EMPLOYEE'S PASS BOOK**

Date of Issue

Globe Ticket Co., Phila.

Minutes of the Relief Meeting of the Bangor Hydro-Electric Company held at the Company's office, 33 State Street, Bangor, Maine, October 20th, 1936.

Members present: Thomas Davies, Ed. Carvell, Ambrose Eisnor, John Peterson, Norman Landry, Howard Arnold, and Elgin E. Field.

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

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

On motion duly made by Mr. Arnold and seconded by Mr. Eisnor, it was VOTED, to accept the minutes of the September meeting.

On motion duly made by Mr. Eisnor and seconded by Mr. Landry, it was VOTED, to accept the following new employees as members of the Relief Association:

Allen Cunningham, Gordon E. Torrey, and Myrtle E. Weeks.

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

Geo. W. Vyman, 30 days' cont. sickness, Aug. 22 to Sept. 20, 1936, incl.
Faustina Emery, 10 days' sickness, Aug. 30 to Sept. 8, 1936, incl.
Anna Fogg, 25 days cont. sickness, June 24 to July 18, 1936, incl.
Fred Mason, 31 days' sickness, Sept. 7 to Oct. 7, 1936, incl.
Arthur Reaviel, 86 days' cont. sickness, June 17 to Sept. 10, 1936, incl.
Silbert Van Aken, 23 days' sickness, Sept. 16 to Oct. 8, 1936, incl.
Vaughn Davis, 95 days' sickness, March 28 to June 30, 1936, incl.
R. N. Yetton, 10 days' sickness, Sept. 22 to Oct. 1, 1936, incl.

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

Elgin E. Field,
Secretary.

HOLIDAY MENUS

By

Marjorie Church

Just what is your method of spending Thanksgiving? Let's hope that it changed long ago from our grandmother's custom of arising at dawn and spending a hurried flustered day baking pies and cookies, and closely supervising the roasting of the turkey with frequent basting and many trips to the oven to anxiously scan the degree of golden brown it showed.

If you're wise you'll do it the modern way. Open your refrigerator door to show your preparedness for the day's festivities. Uncover your vegetable crisper to show the vegetables for your Thanksgiving dinner washed and all ready to start cooking when the time comes.

Also in your crisper will be your salad greens ready to be put on the plate. Beside that the fruit basket is piled high with fruit, rosy apples and grapes, to be set out in the afternoon or evening.

Opening the freezing compartment you note with pleasure the frozen filling for a Frozen Pumpkin Pie, and beside it a tray of Cranberry Ice. If you are having a molded salad that will be already chilled and in individual molds on the shelf. And then, that which makes Thanksgiving day a tradition, supremely waiting to be popped into the oven, - - the turkey.

Your pantry shelf will be well stocked in preparation for the requirements of the day. The baked pie shell, two or three different kinds of cookies, a fruit cake, and the inevitable mince pie.

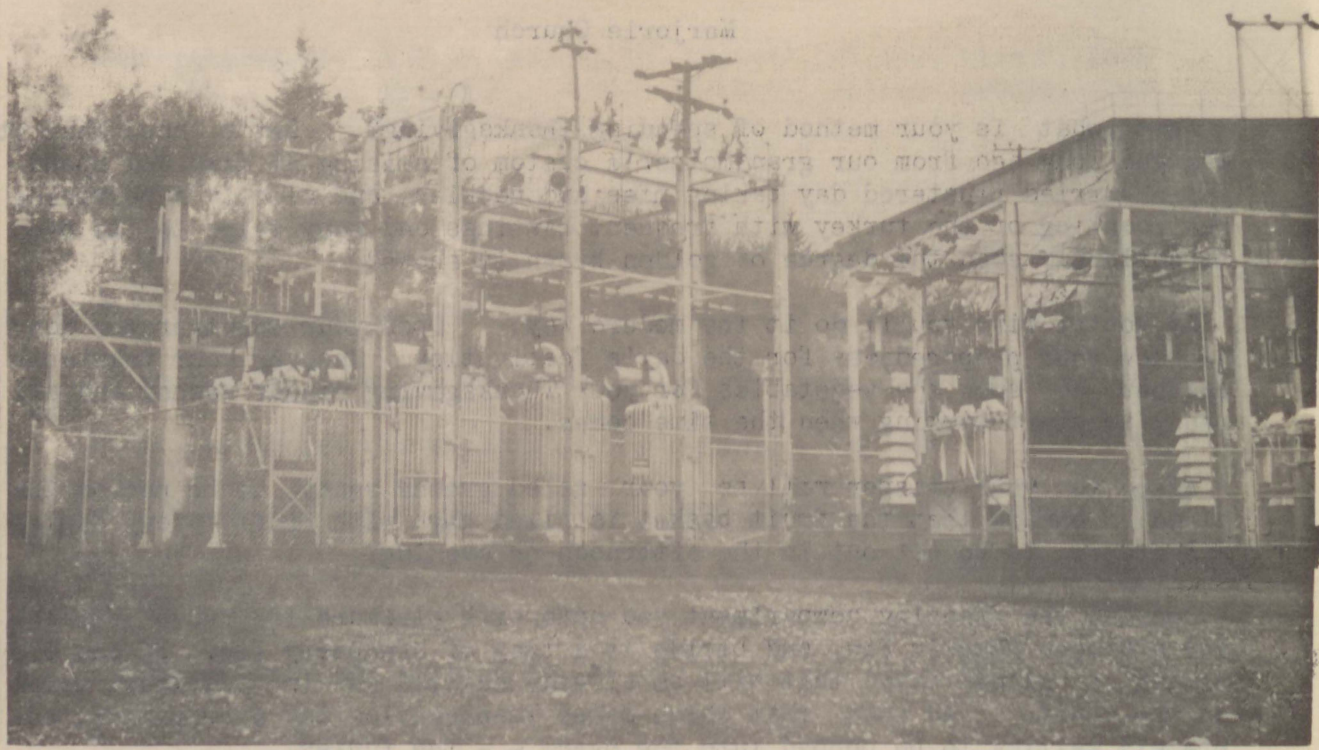
Here are some suggestions for giving your Thanksgiving dinner appeal by a variation in the traditional dishes served on that day.

Frozen Pumpkin Pie

16 marshmallows	4 egg yolks
2 cups canned pumpkin	1½ teaspoon cinnamon
2/3 cup brown sugar	2 tablespoons boiling water
1 teaspoon salt	4 tablespoons orange juice
1½ teaspoon ginger	1½ cups whipping cream

Melt marshmallows over hot water. Add pumpkin, brown sugar and salt. Mix ginger and cinnamon with boiling water and add to melting mixture, with orange juice. When marshmallows are completely melted, remove from heat and add egg yolks well-beaten. Beat well to make a smooth blend and place in freezing tray to chill. Whip cream and fold pumpkin mixture into it. Return to freezing tray and freeze without further stirring.

HOLIDAY MENUS



PICTURE OF ELLSWORTH OUTDOOR SUB

Taken by Mr. Walter C. Dietzel, Representative National Fire Insurance Company.

Holiday Menus (Continued)

Baked Pie Shell

4 egg whites

4 tablespoons sugar

Just before serving spread frozen mixture in pie shell and cover thickly with meringue made by beating egg whites until stiff and folding in sugar. Place pie under broiler for a minute to brown. Watch carefully.

Cranberry Ice

4 cups cranberries

juice of 1 orange

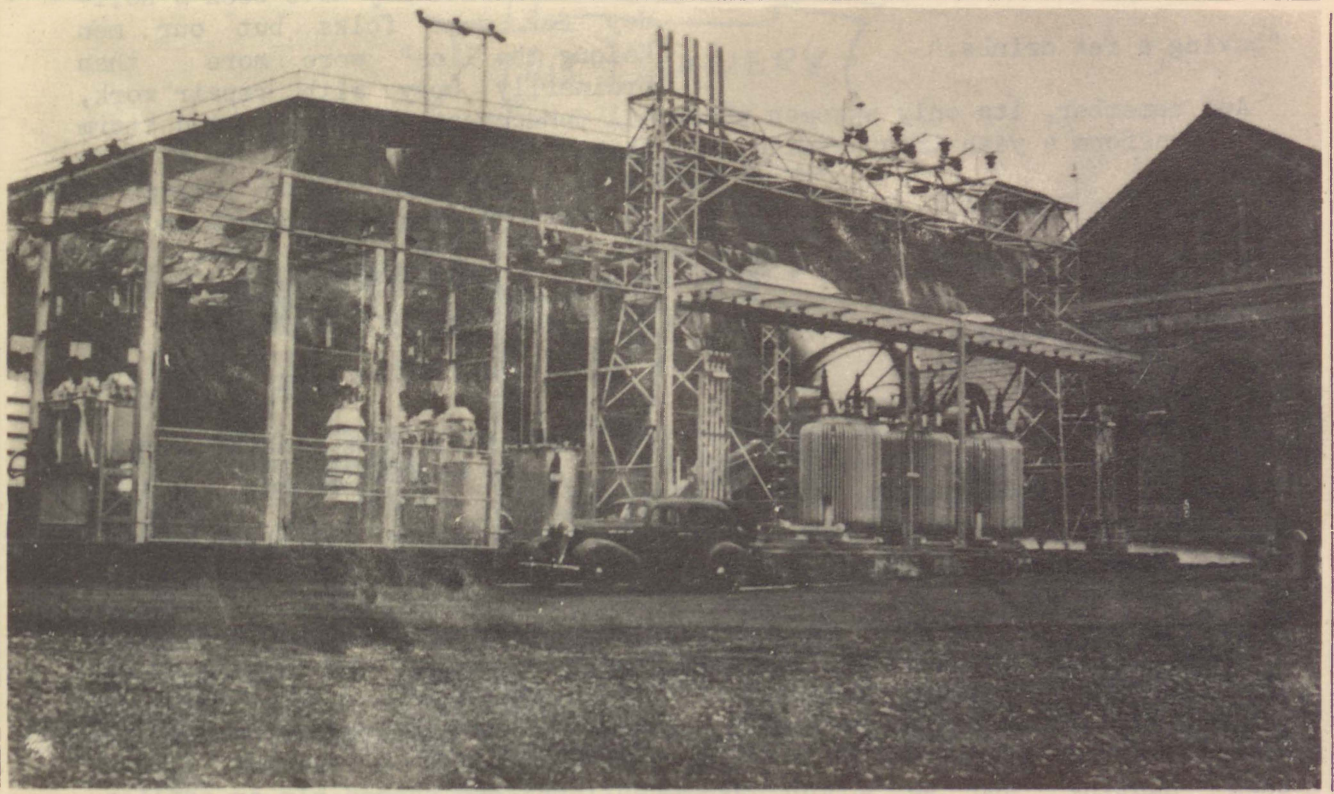
1 cup sugar

juice of 1 lemon

2 cups water

2 tablespoons orange rind

Wash cranberries, add sugar and water and cook until berries pop. Strain. Add fruit juices and rind. Pour into Kelvinator tray and freeze. Remove to a chilled bowl and beat until light. Return to tray and finish freezing. Makes 1 quart.



PICTURE OF ELLSWORTH OUTDOOR SUB

Taken by Mr. Walter C. Dietzel, Representative National Fire Insurance Co.

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Pineapple Cheese Salad

2 packages lemon jello	1 small can pimento
1 pint boiling water	1 teaspoon dry mustard
2 packages cream cheese	1 large can crushed pineapple
2 tablespoons cream	1 cup cream, whipped

Moisten cream cheese with the cream and mix until smooth. Prepare jello, cool, and fold in remaining ingredients.

Honey Pumpkin Pie

1 cup cooked pumpkin	1/3 teaspoon cinnamon
1/3 teaspoon salt	1/2 cup honey
1/3 teaspoon ginger	1 egg, well-beaten
1 1/4 cups milk	

Press the pumpkin through a fine sieve and mix with other ingredients in the order given. Pour into a deep pie plate lined with pastry, and bake in a hot oven for 10 minutes, then reduce to 325° until custard is firm.

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Main Street Observer (Continued)

"having a few drinks."

And remember, its only a woman who can transform a yawn into a smile.

Thats All.

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CAR BARN NEWS

By H.G.Withee

Mr. William Selzer and his wife have returned from a three weeks trip to his former home in California, covering some 8,000 miles.

Mr. Brown has returned from Enfield where he has been engaged in some welding for Mr. Dow. Leave it to "Brownie" to know, he still prefers the humble comforts of home.

We would like to hear from Mr. Eisnor as he and Mr. Ekholm have been hunting and we wonder if Ambrose got near enough to any game to try some of his famous "Hair Restorer".

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HARRINGTON NEWS ITEMS

By B. Coffin

The last leaves may fall from the trees and the temperature drop below freezing but it's still vacation time in Harrington. Vera McEacharn is spending her two weeks seeing the bright lights of New York. She is staying with friends "Across the River" but probably spending most of her time in the big city. Betty Coffin of Harrington is taking her place in the office.

Sales in the Lamp Campaign are still coming in as the closing date for the special prices draws near. A few have been sold for Christmas gifts, it not being too early to think of that important matter.

October 12th may have been a holiday for some folks but our men "along the line" were more than ordinarily busy with repair work, all on account of a freak wind storm that blew up about noon. Trees were blown down across the wires in Columbia Falls and Jonesport and S.O. S. calls were coming from all around, but by night our men had the situation well in hand.

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BAR HARBOR NEWS FLASHES

By M. F. Higgins

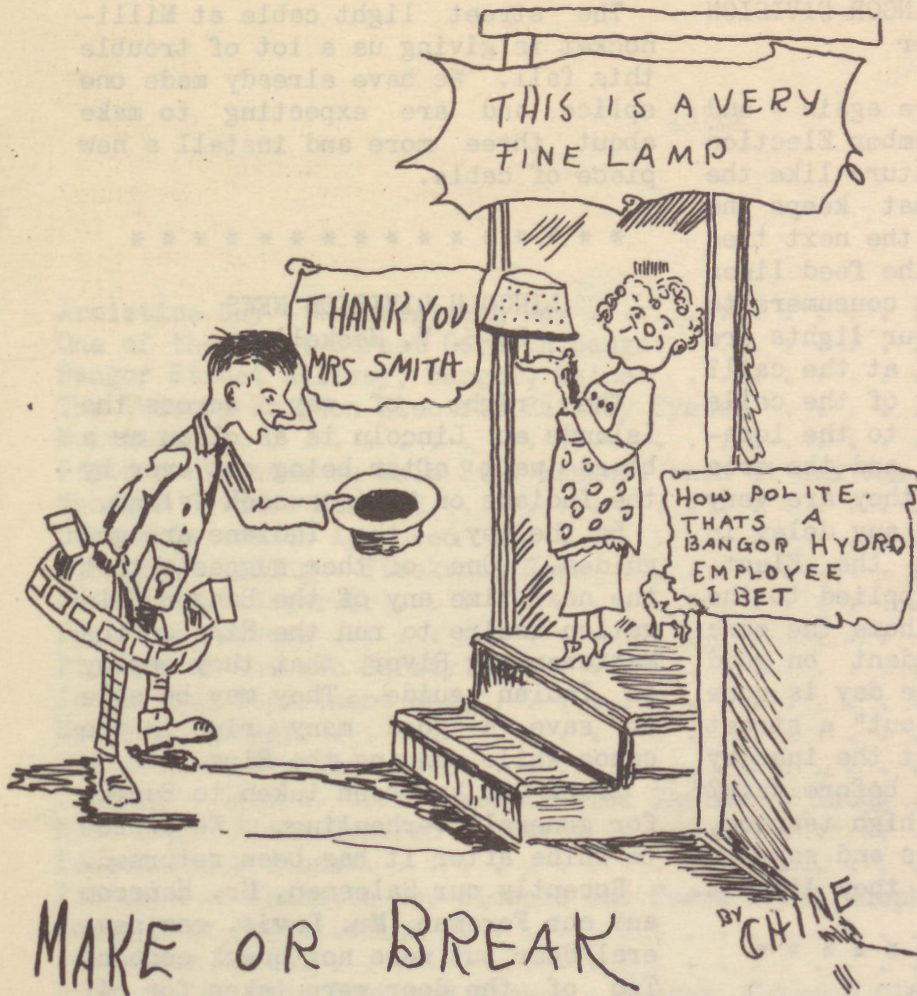
Well, I guess everybody enjoyed the World Series and has settled down to winter schedule. I know one serious minded men who, during the trying days of the series, was thought to be a little "balmy" by one of our subscribers. Alvah had just connected a service for the gentleman and passed him an application blank to fill out. During the process, the man asked Alvah the date. Alvah replied "Fifth Inning".

Mrs. Agnes MacDonald has joined our office force for the winter. She has taken the place made vacant by Mrs. Carl Crosby, the former Miss Thelma Young. Mrs. MacDonald is a very capable young woman and we know we shall enjoy her as a fellow employee.

On September 24th a very delightful party was held at Miss Austin's camp at Oak Point. It was attended by the girls in the office and the general idea was to eat as much and as long as we wanted to. Everyone arose to the occasion. The remainder of the evening was devoted to dish washing, Ping Pong, and Quoits.

The Line Department is having a very busy fall as there are quite a few line extensions to be run.

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EMPLOYEES MAKE OR BREAK THE COMPANY

General Offices say where a new plant is to be built; Local Managements say why, the Engineering Department says how, and the Financial Department says when; but after they are all through with the discharge of their several duties, it is up to the army of employees to prepare, sell and distribute the products and collect therefor. No utility company or other organization ever prospered which catered to the bare necessities of its customers. Profits must come from sales far in excess of such a demand, and while advertisements, specialty agents and appliance solicitors materially aid in this, by far the greatest addition is made possible by that friendly frame of the public mind devel-

oped by the pleasing voice at the telephone, the interested concern of the trouble shooter, the assuring smile at the general service counter, the cheery call of the meter reader, the patient audience at the adjuster's desk, the thoughtful care of the service man who digs up the lawn, the courtesy of the collector, the sincere "thank you" of the cashier and the affable welcome at the company's offices. Communities are not to be worked as a mine to get out all that is in them, but rather cultivated as a field, where planting and reaping is carried on this year with thoughtful consideration that it be left fertile for future crops.

LINE DEPARTMENT NEWS-BANGOR DIVISION

By George Tyler

Stormy days are here again - and we don't mean the November Election but the wrath of nature like the October 17th blow that keeps the linemen guessing where the next tree is coming down across the feed lines and causing our light consumers to call, "Do you know our lights are out?" Do we get peeved at the call? Absolutely not, as many of the calls give us information as to the location of the trouble and the area affected and generally they are very considerate if there is any delay in restoring service. As the Electrical Appliances are applied to the conveniences of the home the more the public are dependant on good electric service and the day is gone by when we can "cut out" a street for line repairs and get the inquiry "Will we get our lights before dark?" Now it is live line on high tension, jumpers on feed lines and snap on blown fuses and we hope they like it.

ELECTRICAL DEPARTMENT NEWS

By W. C. Harper

Our oil filter crew is still out of town, working around Bar Harbor and other substations on the island.

The recent rain storm and wind did no damage to our power plants or substation equipment but the line crews were kept pretty busy for a while.

We have a new service to install at the new Normal School Building at Machias soon. This will include a 3000 volt underground cable from the cellar where the voltage will be stepped down to 115/230 volts, 3 wire for distribution to the building.

We have had a few complaints of radio noise lately and expect more as the weather grows colder.

The street light cable at Millinocket is giving us a lot of trouble this fall. We have already made one splice and are expecting to make about three more and install a new piece of cable.

LINCOLN DIVISION NEWS

By H. V. Haskell

The right of way across the Islands at Lincoln is as clean as a board walk after being cut over by the Indians on Mattanawcook Island.

By the way, the Indians are good guides. One of them suggests that the next time any of the Bangor delegation desire to run the Rips on the Mattawamkeag River that they employ an Indian guide. They may be able to save a good many rips in the canoe while running the Rips.

Truck #89 has been taken to Bangor for general overhauling. We expect to shine after it has been returned.

Recently our Salesman, Mr. Hanscom and our Foreman, Mr. Davis, saw several deer but were not quick enough. Two of the deer were taken for oil barrels. When it was too late, they proved out to be deer. Better luck next time Harvey.

Recently visitors to the Lincoln Office were Mr. Young of Landers, Frary & Clark; Mr. Hammons, Mr. Thompson, Mr. Mann, and Mr. Walter C. Deitsel of the National Fire Insurance Company of Hartford, Conn.

Mr. Clark, Vice President of the Company, called recently at the Lincoln Store. He was accompanied by his daughter and a friend.

While the Lincoln Store is still behind on its quota, it shows a substantial gain over the year previous. We are still in hopes of making our quota and thus earn a place on the upper side of the line for at least once in the year.

The Mattawamkeag mill of Berst Foster is running again. It is good news for Mattawamkeag people. We are in hopes that it will benefit us.

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Back Cover

F. A. Harvey



Mr. E. W. Brown,
Operating Engineer

Says:

"A careless man fools nobody but
himself, and then only until he gets
hurt."