

THE BANGOR HYDRO - NEWS - ELECTRIC

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PARK STREET SUBSTATION, BANGOR

Park Street Substation, Bangor

Ever since alternating current has been used as a source of light and power in Bangor, the substation on Park street hill has been, so to speak, the nerve center of Bangor's electrical distribution system.

As has been stated in previous articles of this series, Bangor's first electric lighting service was supplied by a steam-driven generating station on Cross street, from which 125 volts direct current was supplied for lighting and 600 volts direct current for the operation of the trolley system.

When Messrs. Laughton and Clergue organized the Public Works Company and brought hydro-electric power from Veazie to Bangor, they built on the site of the present Park street substation a brick building which housed not only the main office of the Company but also the

transformers, switchboards, meter test room, and the storeroom for the line crew and their equipment. The line room was on the lower floor, the main office, switchboard, and meter room on the second floor, and the transformers which were nine in number and of the air-cooled variety on the third floor. As the Company expanded, the offices were moved to the second floor of 31 Main street, where now the Commercial Department has its display room. Two rotary converters for the operation of the railway system were installed on the ground floor and a wooden building erected on the lot below the substation as quarters for the line crew. At the same time the switchboard was moved downstairs and a large 600 volt storage battery was installed in the place vacated on the second floor. The battery had sufficient capacity to operate the entire railway system for four or five hours. It was common practice in those days to install railway genera-

tors of relatively smaller capacity than at present and to depend upon storage batteries to carry over the peaks which were of relatively short duration.

The switchboard was built principally of wooden racks with porcelain knobs to support the high tension leads. The high tension switches were of a rotary type operated by a hand wheel and with no external indicator to show definitely whether they were in the open or closed position. Automatic circuit breakers had not then been developed and open link fuses were common practice on 2300 volt circuits.

There were no underground cables in the down town district at this time. Three or four 3-phase feeders of open wire on wood poles constituted the distribution system. The overhead trolley was separated into ten or twelve isolated sections, each of which had its own individual

EDITORIAL

Public Servants

In the nomenclature of the business trades we are known as a Public Service Corporation. This terminology indicates that we are expected by the public we serve to be their servants in every way possible. Those means by which we are able to serve are as varied and diversified as the demands that that same public make of us.

We realize the importance and frequency of the demands for extensions of our service, the maintenance of constant power upon all of our lines, quick repairs after serious break-downs, and the many sales problems that confront our Commercial Department; but even of more vital and more humane interest than any of these demands are such demands as are typified in the prompt and ready action that our fellow employee, Mr. Harold Copp, was able to give a drowning boy at Old Town recently. To us it seems that readiness to serve in any kind of emergency is an excellent criterion of the completeness with which every employee of every public service corporation must be ready to serve, and we commend before all of our employees the excellence of that prompt and efficient action that saved a human life; and to that employee to whom the opportunity presented itself, our sincere appreciation goes, that he was able to make use of in an emergency the knowledge that was his by virtue of being a public employee.

Growth Must Be Served

As you read this editorial, work is progressing on our newest Generating Station—an additional plant to be located near the Stanford Station at West Enfield.

We can think of no better way to point to the growth and prosperity of our State than by such a progress as is indicated by the constant demand for increased generating capacity existing on our system. In 1925 we reconstructed the Machias Station, in 1926 we constructed the East Machias Station, in 1927 we built the Stanford Station at West Enfield, and in 1928 we will have completed the additional unit at West Enfield and a considerable increase in our Veazie Station capacity.

Such growth as this in our hydraulic work must mean that the officials of the Company have faith in our organization to continue the good work of creating an increased demand for this new energy, and it is only by such well-organized effort that we have shown in the past that we will be able to continue in the future to increase our generating capacity.

President Graham Returns From Trip to Bermuda

On March 23rd, Mr. and Mrs. Graham and daughter Pauline, returned from a short trip to Bermuda.

Mr. Graham promises to show us moving pictures of this trip at an early date.

Our Company Contributes to Industrial Survey Work

Your Company is actively interested in the industrial survey that is to be made in the city of Bangor and surrounding locations, and it has recently been announced that the Company has contributed the sum of \$2500 toward carrying on this work.

This contribution is typical of the co-operation that the Bangor Hydro-Electric Company has shown in industrial activities in its territories, and we believe that this same co-operation can well be shown by everyone in our organization toward helping our business.

House Wiring Campaign Starts

Since the last issue of The Bangor Hydro-Electric News, the Company has offered to the sixty contractors in our territory the privilege of wiring houses along our existing lines on a plan whereby the payment for the work may be carried by the Bangor Hydro-Electric Company.

The work is progressing very favorably, and as any of our employees become acquainted with owners or occupants of unwired houses, these facts should be reported to our district office and efforts be made to secure these prospects as customers of our Company.

Miss Holyoke Wins in Bridge Tournament

Our Miss Mildred Holyoke is receiving congratulations on winning the second prize in the "bridge tournament" which has been held this season by the women of the B. & P. W. Club. Out of the 112 who entered in the tournament play, twenty-eight high scoring players were selected for the tournament finals which were played off in elimination style, with eight players in the semi-finals and four in the finals.

It was a very close and interesting contest and the finals were played off at the "Bridge party" held by the Club at the Penobscot Country Club on April 9th. Miss Holyoke was one of the four survivors in the long contest and came out in second place in the finals. In addition to the honor, Miss Holyoke receives a cash prize of ten dollars in gold as her part of the final award.

Dinner and Dance at Recreation Hall

A dinner and dance was held at the Recreation Hall, March 28th. The party was given in conjunction with the monthly Managers' meeting and was in the nature of a farewell party to Mr. Arthur L. Davis, who is leaving our employ to accept a responsible position with the Alabama Power Company.

The features of the evening included an excellent dinner served by the young ladies of the Company, the disappearance of a four-pound lobster before the efforts of Mr. Davis, and the presentation of a beautiful engraved watch, the token of the employees to Mr. Davis in recognition of his long, faithful and pleasing connections with all of the Company employees.

The Right Spirit

We are certainly mighty proud of the showing made by our No. 1 Men's Bowling Team in the league contest, the report of which appears in another column. All of these contests, especially the post series trials, were closely contested and hard fought and the sportsmanlike spirit shown by all the teams is to be admired. Our team made a splendid record and won a high place in their league and in the series which followed, but best of all they showed that spirit which makes for success in American sport contests and American business, they always tried to do their best and were strong in their praise of the winners. It is something to be a good winner; it is just as important to be a good loser. Our team has shown that it is both.

Final Standing City Bowling League

The Maine Central team won first place in the final tournament, winning 28 points. The Bangor Hydro-Electric Company No. 1 Team won second place with 26 points. The Great Northern Paper Company took third place with 18 points.

Henry L. Perkins Promoted

Effective March 7, 1928, the duties of Henry L. Perkins, who for a number of years has been Superintendent of the Veazie Power Station, were increased and amplified when he was promoted to the position of Superintendent of Hydraulic Equipment.

Mr. Perkins has played an important part in the erection of the new turbines and governors at Machias, East Machias, and West Enfield. As Superintendent of Hydraulic Equipment he will have general supervision of the turbines, governors, gates, and other hydraulic equipment in Veazie, Ellsworth, Stanford, Machias, East Machias, Iron Works, and Little Falls stations. His office and headquarters will be at Veazie Station.

Park Street Substation

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feeder running back to the substation. From the standpoint of KW demand and KWH consumption the street railroad constituted the major portion of the Company's business.

The Bangor fire of 1911 demonstrated the spirit of the then Bangor Railway and Electric Company in meeting a major emergency. When it had become evident that the First Universalist church could not be saved from the flames, the church was dynamited in the hope of preventing the further spread of the fire in the direction of Center street. When the back wall of the church fell, a number of adjacent wooden buildings immediately caught fire, including the line storehouse, and the substation soon followed suit. Within a few hours the railroad machines were wrecked, the transformers and storage batteries had gone through to the cellar, and only the shell of the building remained. It is interesting to note that a bank of these air-blast transformers not only survived the Bangor fire but also passed safely through a second fire which destroyed the Old Town substation, and were then later used for a time at Northern Maine Junction; here they were put into junk about two years ago. The only articles of real value salvaged from the substation at the time of the fire were a number of portable test instruments from the meter room, some of which are still in service.

After the ruins had cooled sufficiently, every available man in the Company's employ was pressed into service cleaning up the wreckage of the pole lines and trolley wires in the burned area. The General Electric Company shipped to Bangor by express the 500 K. W. rotary converter which is now mounted in the portable substation. This machine with a temporary switchboard was set up in a temporary wooden building put up for the purpose on Garland street near the corner of French. Transformers were also secured on rush order to supply the 2300 volt distribution system, and while this apparatus was on the road to Bangor a crew of one hundred men recruited from Waterville, Augusta, Lewiston, and Boston worked night and day for a week to get the overhead lines back in operating condition once more. During the emergency rebuilding job, temporary quarters for the linemen were put up on the lot across Center street from the substation. At that time C. M. Tolman was Chief Engineer, Herman White was Line Superintendent, Charles O. Austin was Assistant Superintendent, Arthur F. Reaviel, now Line Superintendent, was Timekeeper, and Fred Gibbons was acting Storekeeper.

New lines were built from the temporary substation on Garland, Center, Cumberland, Harlow, and Franklin streets, and on Franklin street near the bridge was put up a second small temporary substation to house two 100 KW transformers to feed the 550 volt power network.

These transformers later found a permanent home at the Betton street substation in Brewer and were retired from service a few years ago.

As soon as the ruins of the burned station could be cleared away, work was started on the present brick substation building and pushed with all possible dispatch. The present 750 KW railway motor generator set was placed on its foundation before the building was fully completed, and both the 6600 and 2300 volt switchboards were set up as fast as the material arrived. Most of the installation work was done by men selected from the line crew, under the supervision of a former General Electric electrician by the name of Megerson. The concrete floor of the second story was designed to be of sufficient strength to hold a railway storage battery, but subsequent developments proved that such a battery was unnecessary.

The rotary converter was moved from the temporary substation on Garland street to a position along side the motor generator in the new building where it remained until the destruction of the railway machines at Veazie in 1921. At that time it was hauled to Veazie and set up for a temporary operation until the other unit could be repaired. After this emergency had passed it was mounted on a railway car as a portable substation and has rendered extremely valuable service when other machines have either been damaged or required extensive repair work.

After the fire a bank of three 250 KVA transformers and a second bank of three 100 KVA units were sufficient to supply the needs of Bangor for lighting service. Some idea of the growth since 1911 may be gained by noting that the same service requires at the present day two banks of transformers aggregating 4500 KVA capacity. The three 250 KVA units installed in 1911 have been reconnected for 550 volt service and now supply the 550 volt power net-work in the down town business district. The three 100 KVA units now supply service for the town of Orono and the two 100 KVA units which carried the 550 volt power network immediately after the fire are now retired from service.

After the fire the distribution feeders from the substation were for the first time put underground down Center street hill through Central street and across West Market Square. The growth of the load in Bangor has since required the complete replacing of the first set of cables and the installation of automatic voltage regulators on all the lighting feeders.

At the present time the Bangor substation controls all the lighting power and railway service in the cities of Bangor and Brewer and the towns of Hampden, Orrington, Newburg, Dixmont, Hermon, Levant, Etna, Carmel, Kenduskeag, Glenburn, Corinth and Charleston. These services will in the near future be extended to Garland, Exeter, and Bradford. The substation is also the headquarters for the Line Crew of the Bangor district, the Meter Department, and the Electrician's Crew.

Ornamental Street

Lights for Brewer

At the regular meeting of the Brewer City Council on April 5th it was voted to raise money to install a system of modern ornamental street lights in Brewer and South Brewer.

The system as laid out by the Company and accepted by the city involves 600 and 1000 candlepower ornamental lights in the business sections of Brewer and South Brewer, as well as on the main highway leading out of Brewer towards South Brewer and out of Brewer towards Ellsworth.

This installation will complete the sixth town on our system that has installed ornamental street lights during the past year, and we are pleased that the better street lighting is being appreciated in those towns which are now enjoying the benefits of modern lighting.

Extension Work

Continues Active

Since the last issue of The Bangor Hydro-Electric News the extension work of the Company shows that three new towns are to be added to our distribution system during the coming season.

Steuben, the village between Milbridge in our Washington County territory, and Gouldsboro in our Ellsworth territory will be served by a 2300 volt line out of Milbridge and become a part of Mr. Vose's division.

Garland village will be served by a 2300 volt line out of East Corinth. This extension involves about seven miles of line and will serve a prosperous farming territory.

The village of Exeter will be served with a 2300 volt line out of East Corinth, and this extension should make our light and power available to some sixty prosperous residents of this farming community.

In all of this new extension work the new towns have very generously supported the street light contracts as a means of securing our service. Mr. Dearborn and Mr. Day have been active in this rural extension work, and two or three town meetings per day have been their usual Monday schedule for the past month.

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

"I think you have struck my back collar button," moaned the victim.

Customer: "My, what smells so?"

Hebrew merchant: "Do you smell it, too?"

Customer: "Yes, what is it?"

Hebrew merchant: "Business. It's rotten."



ARTHUR L. DAVIS

Davis Leaves for the Sunny South

(By H. W. Coffin)

After nearly twelve years of continuous active and useful service with the Bangor Hydro-Electric Company and predecessor companies, Arthur L. Davis, Electrical Engineer, has severed his connection with the Bangor Hydro organization to seek wider experience in the Distribution Engineering Department of the Alabama Power Company in Birmingham, Alabama, in the alleged land of perpetual sunshine. For years Davis has expressed, in no uncertain terms, his opinion of New England winter weather and his desire ultimately to move either to the south or to the Pacific coast, and we have now come to believe that these remarks were made in all seriousness.

Davis is a native of Auburn, Maine, where he graduated from Edward Little high school in the class of 1912. From his high school days and perhaps even earlier, he has been an experimenter extraordinary in applied electricity and kindred subjects. His zeal for electrical studies so overshadowed the other subjects which an all wise University faculty considered essential to the education of an engineer, that the other subjects received but passing attention during his four years at the University of Maine. Possibly this may be explained as one of the marks of the eccentricity of genius, to which might also be ascribed a fondness for lobster stew at any hour from 4 A. M. to 4 P. M., the construction of the most completely electrified residence in Bangor, if not in the State of Maine, and an utter frankness in the discussion of almost any nameable subject. Certain it is that in the past twelve years he has rightfully acquired a reputation second to none in this state for his knowledge of electrical apparatus, its operation and the diagnosing of its ailments.

While in high school Davis began his electrical education by getting

practical experience with electrical contractors and as a power house operator. Continuing along a similar line while in college, his room, whether at the college dormitory, at Hannibal Perkins' in Orono, or at Spearen's Inn, took on more the aspect of a research laboratory than of a place of habitation. Some time was spent on odd wiring jobs around the Campus, and summer vacations were usually spent at Old Orchard in automotive electrical work and moving picture operation.

No story of Davis' experimental laboratory would be complete without mention of the patent window-closing device which was actuated by leakage current "borrowed" from the B. R. & E. and taken off between the track rails and a ground connection on the water system at Spearen's Inn. Having, even in those days, no greater fondness for cold weather than he now has, Davis devised a mechanism which would automatically close the window and turn on the steam when the first car to Old Town went by in the morning. All went well until, after an important social function in Bangor, the railway company sent a trolley car to Old Town about two o'clock in the morning, and an hour or so after, Davis awoke gasping for breath.

After the completion of his college course in June, 1916, Davis entered the employ of the Bangor Railway & Electric Company, first as an assistant in compiling valuation data, and later as an engineering office clerk and draftsman in the permanent establishment. He soon became Assistant Engineer, during Phifer Smith's administration as Chief Engineer, in which capacity he handled the details of operation and emergency repairs. He has often made the statement that it was a poor week which did not call for at least one night job at Veazie Station. The majority of our generating equipment at that time dated from the pioneer days of the electrical industry and had reached the stage where it could be kept in operating condition only by heroic measures.

Davis helped to get things running after the rotary converter at

East Corinth ran away, bursting its armature and throwing commutator segments all over the substation. He also restored emergency service to the city of Old Town after the fire which destroyed the original substation there.

During Davis' term as Assistant Engineer began the process of modernizing our antiquated generating equipment and the expansion of our transmission system, and in all of this work Davis supervised the actual installation and operation of the electrical equipment. The present No. 4 unit in Ellsworth, three times the capacity of any unit previously installed on our system, was put into service, the voltage of the Ellsworth-Veazie transmission line was raised from 33,000 to 50,000 and transformer substations of 5,000 KVA capacity were installed at each end of the line. The steam generating equipment and obsolete hydro-electric equipment at Veazie was retired from service and the fifteen direct-connected units now in operation were installed, together with a complete new switchboard and bus structure. A forty-eight mile transmission line was built to Lincoln to supply the Eastern Manufacturing Company's paper mill there.

In the spring of 1923, after the resignation of Phifer Smith, Davis was promoted to the post of Electrical Engineer, which position he has held until his recent resignation. This five year period embraces the consolidation of the former Bangor Railway and Electric Company and controlled companies into the Bangor Hydro-Electric system and also the period of their greatest growth. The outstanding engineering problems of this period with which Davis has dealt include the experience of and recovery from the freshet of 1923, the raising of the Lincoln line voltage to 44,000, the installation of the present No. 1 generating unit at Ellsworth (a duplicate in capacity of No. 4 unit), the expansion of our transmission system to serve Washington County, the installation of three automatic generating stations at Machias, East Machias and West Enfield, and the laying of the 11,000 volt submarine cable to Deer Isle.

At Commencement, 1927, in recognition of his record of service in his chosen profession, and a lengthy treatise on the solution of practical operating problems, he received from the University of Maine the professional degree of Electrical Engineer.

One thing is certain, few if any of his associates have ever known Davis to be separated from his grin. Even the ordeal by water through which he passed in entering the Ellsworth power station after the 1923 flood failed to make any impression upon it, and now that he has elected to try his fortunes in the sunny south, his former associates joining in saying "May his grin increase."

"Hey, there, feller! What you all runnin' for?"

"I've gwine t' stop a big fight."

"Who all's fightin'?"

"Jes me an' another feller."



CHARLES H. JOHNSON

A Veteran of the Trolley

(By H. W. Coffin)

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

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

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

When Mr. Johnson first entered the Company's employ the street railway system consisted only of a

line from the Tin Bridge to the corner of Center and Congress streets, a line up State street as far as the corner of Pearl street, the present Highlands line as far as Mt. Pleasant cemetery, and a line from South Brewer to the Brewer end of the Bangor-Brewer bridge. There were no tracks across the bridge and there was only a single track on Main street. There was no track on Hammond street and there were no electrics to Old Town, Hampden or Charleston. When the Bangor, Hampden and Winterport Railway (Hampden Division) was built, Charles drew the first vestibule car on the system and the night run to Hampden. Charles W. Smith was his conductor and Capt. Joe Wentworth had the day run. When the line was first opened it ran only as far as Stearns' Mill.

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

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

the Charleston Division of the B. R. & E.

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

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

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

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

Arcs and Sparks

A policeman was walking his beat in a residential district, when a badly battered house-to-house salesman rushed up to him.

"Say, officer," he panted, pointing to a red-headed iceman, who had just climbed on his wagon, "I want that man arrested. Just look what he did to me!"

Stalking majestically into the street, the policeman waved the iceman to a halt, and commanded, "Did you hit this man?"

"Oi did," was the shameless reply. "What for?"

"Alienation av affections," replied the iceman. "He sold Bridget Nolan's missus wan ax thim electric iceboxes."

When you wake up at dawn and can't go to sleep again, it's a sure sign that it's a holiday.

Accounting Department

(George Drake, Reporter)

Alta Edgecomb visited at the Eastport office last month for several days, obtaining at that time some monthly figures for use at the General Office.

Hall Dearborn attended the town meeting at Eastbrook last month in the interest of the Street Lighting business. We also understand that at a later date he and Ross Smith started for Brooklin but Joe says that, "due to the mud holes and Ross's masterful driving the trip was abandoned."

Warren Blake accompanied E. W. Jennison to West Enfield one day last month, some measurements relating to the new construction in process at the Stanford Station being obtained at that time.

We are pleased to welcome to this Department Osgood S. Townsend, Jr. Mr. Townsend was graduated Coburn Classical Institute in the class of 1922, and for several years was connected with the First National Bank of Bangor, leaving that institution at the time of the consolidation.

Stenographic Dept. News

(Mildred E. Holyoke, Reporter)

March 31st was a very important day to the members of the Stenographic Department because of the following events:

Effie D. Looke was married to J. Roland Spear at a very pretty home wedding and left for a week's honeymoon in Boston and vicinity.

Preston A. Mann celebrated his Fifth (Wooden) Anniversary.

Both Mr. and Mrs. Spear and Mr. and Mrs. Mann received many beautiful and useful gifts.

Miss Beatrice Goodrich joined the stenographic forces to substitute during Mrs. Spear's absence and, owing to the press of work, is still with us.

Commercial Department

(Mr. E. M. Woodcock, Reporter)

Messrs. Edwin Jordan, Cecil Stetson, and Wilfred Comeau are the latest members to join the Sales force, and the way in which washers and cleaners are being sold shows the "boys" are working.

The Bangor Hydro-Electric No. 1 Team lost the City bowling championship to the Maine Centrals by

two points. It was a close match and the better team won, and boys all feel that "The next thing to a good winner is a good loser."

We congratulate the Maine Central team.

We want to thank Messrs. Blake, Cosseboom, Ellis, Chapman, and Jennison for the practice game they gave Team No. 1 preceeding the big match. It was more "cooperation" and appreciated.

The report that Jack Warren is working for the City is not true. He is merely inspecting the lighting system at the Nurses' Home. This work Jack says has to be done in the evening between 8 and 10 P. M.

The Main street show room will be a scene of activity April 17, 18, 19, 20 and 21, when Miss Rena West of Landers, Frary & Clark will conduct a cooking school. All employees are requested to write friends who are interested in electrical cookery.

Commencing April 1st, the washing machine and vacuum cleaner department is under the direction of Hugh T. Tracey. With the fine new Easy Washers, and an energetic crew, Mr. Tracey is leaving no stone unturned to make a fine showing in this department.

General Electric refrigerator sales in Bangor are getting much publicity from Earl E. Parkhurst. Parky was for a long time in charge of washing machines and vacuum cleaners, and since April 1st has been devoting his time to putting the popular General Electric Refrigerator and Electric Ranges across.

Purchasing Department

(Fred H. Libby, Reporter)

Our Department has missed Miss Sarah Noyes, who has been confined to the house on account of illness. We wish her a speedy recovery and trust that she will soon be back with us.

During her absence we have been assisted by Mrs. Brew and Mrs. Effie (Looke) Spear of the Stenographic Department.

Track Department

(M. J. Nelligan, Reporter)

Now that winter has had its run and spring is here, we have it figured out in our department that we have had a short winter, but a very long fall and an early spring. In thirty years, this has been the best winter yet for our business. There was so little snow on the Old

Town line that Fred Avery and his plow were hardly needed. Fred could carry out the snow in his hat—and he predicted a hard winter! Now his excuse is that what he meant by hard was the frost in the ground. You never can catch a weather prophet. At any rate the tracks are up in the air, but they are fast getting back on the ground and the track crew will have plenty of work on them before summer comes.

Veazie Station

(Mr. Frank Turner, Reporter)

Harry Foyer was off sick from March 5th to the 7th.

Henry Perkins went to East Machias on March 5th and to Ellsworth on March 12th.

On March 12th Frank Turner and M. D. Wentworth were again elected as Selectmen for Veazie. Harold Wentworth lost out as Constable due to his now residing in Bangor.

The new cableway was used for the first time by the Veazie Repair Crew to put up the flashboards on March 26th. They were found to be a great improvement over the scow which has been used for over five years.

All outside construction work was stopped on March 29th, due to high water.

Herman Mutch has been added to the Repair Crew, having been previously employed on the outside construction work.

Harold Wentworth was off sick from March 29th to April 3rd, and after working three days is again confined to his bed.

Friends of M. D. Wentworth will be pleased to learn that he was elected to the office of Grand Vice Warden, of the State of Maine at the Grand Lodge of the New England Order of Protection held at Lewiston on April 4th and 5th.

A new building is being constructed to house the cableway apparatus.

Eastport Division

(J. W. MacDonald, Reporter)

Miss Edgecomb spent a few days with us the last week in March.

Miss Varney has returned from a very pleasant vacation spent in Florida.

Mrs. J. W. MacDonald is recovering from an operation on her knee at the Maine General Hospital in Portland.

Mr. L. G. Vose is spending several days with us this week.

Ellsworth Division

(S. E. Field, Reporter)

The new bank of transformers for the Eastport Line, have arrived to be installed to separate the Bar Harbor from the Washington County Line, which is a great improvement.

W. H. Cushman has been confined to the house several days with blood poisoning in his leg. He is now considerably improved, and we trust he will be out before long.

We regret to learn that A. L. Davis, who has been in the employ of the Bangor Hydro-Electric Company for several years, has resigned. The best wishes of the Ellsworth Division are extended for his future success. May his work in his new territory be as successful as it has been with this Company.

Dale, aged six, the young son of Mr. Clyde Richmond, operator at the Ellsworth Power Station, had a narrow escape from drowning recently. The young boy and his little sister just past five years were playing on the west shore of Leonard Lake, when the boy ventured out on a narrow shelf of ice on the shore, beyond which was open water. The ice gave way beneath him, and he managed to secure a foot hold near the shore, and grasped the shelf of ice, but was unable to pull himself out. The water was above his chin; in fact he had to hold his head back to keep his mouth above water. The young sister started to go to her brother's rescue, but was warned by him not to try but to run to the nearest neighbors for help. The boy must have been in the water at least fifteen minutes before he was rescued almost exhausted and suffering severely from the cold water.

Roy Bragdon went to Bangor one day last week to attend the Service School of the Commercial Department.

E. M. Woodcock spent one day in Ellsworth recently on Heavy Duty Refrigeration.

Mr. William Thompson has just installed a Kelvinator at T. M. Blaisdell & Son's, Franklin, Maine.

R. H. Smith and W. H. Cushman were in Bangor last week attending the Managers' meeting.

Donald Jordan and Avery Whitmore were sent to East Franklin last Wednesday to remove a tree from the line. The roads were in such a condition that they had to have a team haul the car for miles. The boys left Ellsworth at 2:40 P. M. and did not get back until 10:30 P. M. The road conditions in the

out-lying districts are very bad, in fact almost impassable.

There is, at the Church Street Office, what is called a "Committee on Transportation." Anyone who desires to spend the week-end or any evening in the week, on the Shore Line Electric Company, may communicate with either Donald Jordan or Avery Whitmore.

News Items From the Harrington District

(R. F. Fernald, Reporter)

Mr. R. N. Haskell, Vice President, was a visitor in Harrington this month.

Mr. William C. Harper and Aubrey Junkins made a short call here on their return trip from Machias to Bangor.

Miss Vera McEacharn who has just recovered from an attack of the measles, reports, never again.

During the last two weeks the roads in this district have been almost impassable at times, those from Columbia Falls to Machias being in the worst condition, such that H. G. Sylvester, meter reader, takes no chances. He came by train this month.

The boys from this district report a very enjoyable evening at the party given to Mr. A. L. Davis, Electrical Engineer, on his departure for the Sunny South. We know Mr. Davis will miss his favorite sea food, the lobster, which Washington County is noted for, but we do extend our sincere wishes, for a prosperous future.

Lincoln Division

(K. P. Stetson, Reporter)

Mr. R. N. Haskell, Vice President, and Mr. W. R. Wray, Commercial Manager, were recent callers in town.

Manager F. T. Clark and K. P. Stetson attended the Service School in Bangor last week. The explanation of the service problems given by Mr. John Reynolds of the Easy Washing Machine Company, and Mr. Wm. T. Thompson of the Commercial Department were very beneficial.

The last of the house wiring has been completed in Olamon; the residents of that town are now enjoying our service.

We have moved our stockroom into more spacious quarters on Lake street, our former stockroom on Main street having been leased to

the Hudson-Essex Sales Company.

The roads in this locality have been impassable in places the last few days, the frost coming out has caused many bad mud holes.

Mr. Leonard's construction crew have started work at West Enfield on the new Wheel and Generator. We are glad to see the many familiar faces of the construction unit back again with us.

The ice in the Penobscot river is breaking up and the water rising rapidly. C. M. Cosseboom, Superintendent of Stanford Plant, has been having a hard fight with the ice which has piled up in the lower part of the canal and made operation of his plant very difficult.

Old Town District

(Mrs. O'Connor, Reporter)

Miss Edith Fayle is spending her vacation in Southbridge, Massachusetts, the guest of her sister and family.

Sympathy is extended to Clarence Tourtelotte in his recent sad bereavement, the death of his sister which occurred in Brewer the latter part of March.

Supt. Cary is planning to move his family into the house formerly occupied by Mr. Cosseboom. Some repairs are being made on the house and Mr. Cary expects to be able to move in about May 1st.

The employees of this district regretted very much to learn that Mr. Davis had resigned from the Company. He has our best wishes in his new position.

Machinist Sawyer says he has at last perfected an apparatus which will, when placed upon the market, make great changes in the oil burner business. If Sawyer's new burner is only one-half what he claims it is the fuel question will soon be settled.

The plant of the Chapman Fibre Company has been shut down since the ice went out. They were unable to keep running on account of the high water.

Assistant Operator Reed was unfortunate enough to lose a good boat over the dam when the doors went down. Some say they have no sympathy for Chris as he has had plenty of time this winter to get the boat up on dry land.

First Farmer—"I've got a freak over on my farm. 'It's a two-legged calf."

Second Farmer—"I know it. He was over to call on my daughter last night."

Veterans' Service List

We give below a list of those whose fifth, tenth, fifteenth and twentieth anniversaries come during the period from April 17th to May 17th together with the names of our veterans who complete over twenty years of service during these months:

	Years
Smith, Chas. W., Janitor, May 4, 1895.....	33
Morrill, John V., Stockkeeper, April 26, 1897.....	31
Comins, Edson E., Asst. Supt. of Transportation, April 23, 1898.....	30
Rice, David F., Car Operator, April 22, 1901.....	27
Lacey, James J., Track Foreman, May 5, 1904.....	24
Dougherty, Helen A., Cashier, May 1, 1911.....	17
Lawrence, George P., Pitman, May 14, 1911.....	17
Long, Wm., M., Lineman, May 2, 1911.....	17
Dunham, Henry O., Freight Conductor, May 9, 1912.....	16
Walsh, John, Conductor, May 1, 1913.....	15
Bragdon Roy A., Lineman, Ellsworth, May 8, 1914.....	14
Tyler, Geo. W., Asst. Supt. of Lines, April 29, 1914.....	14
Hamilton, Alfred A., Car Operator, April 25, 1916.....	12
Messer, Harry E., Car Cleaner, May 6, 1916.....	12
Sparrow, Everett D., Trackman, April 25, 1916.....	12
Poulin, Joseph S., Car Operator, May 11, 1917.....	11
Emery, Geo. I., Freight Agent, May 1, 1917.....	11
Pomroy, Alvah A., Pitman, April 17, 1918.....	10
Gott, Wm. J., Car Operator, May 5, 1918.....	10
Jennison, Elwood W., Asst. Eng., May 2, 1919.....	9
Tuttle, Steven D., Trackman, April 27, 1920.....	8
Wood, Everett C., Trackman, May 1, 1921.....	7
Mann, Preston A., Office Manager, April 26, 1921.....	7
Grindle, Frederick M., Lineman, Bar Harbor, May 5, 1921.....	7
Bowden, Ivory N., Car Operator, April 25, 1921.....	7
Hobbs, James W., Foreman Welding Crew, April 18, 1922.....	6
Avery, Ralph L., Conductor, May 11, 1922.....	6
Wyman, George W., Trackman, April 24, 1922.....	6
Kingsbury, Arthur L., Lineman, May 1, 1923.....	5



DOES HE LIKE LOBSTER!