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Bangor Hydro Electric News: May 1940: Volume 10, No.5, Quarter Century Club Issue

Bangor Hydro Electric Company

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BANGOR HYDRO-ELECTRIC NEWS

May 1940

Volume X Number 5
Quarter Century Club Issue



HYDRO NEWS



Bangor Scribes

31 Main St. Herbert E. Hammons
Commercial Dept. Wynona L. Boober
Meter Dept. Elmer W. Cole
Sub-Station, Lester B. Tasker
Car House, Charles W. Brown
Service Building, Henry F. Ryder
Electrical Dept. William C. Harper
Railway Dept. Wilbur W. Watson
Engineering Dept. William E. Hartney
Second Floor, Catherine A. Buker
Accounting Dept. Madeline A. Spencer
Executive Dept. Faustina A. Emery
First Aid, Elmer W. Cole
Safety Dept. Hall C. Dearborn
Line Dept. Arthur F. Reavie
Relief Assn. Elgin E. Field
Meter Readers
James L. Perkins
Morris W. Mac Donald

Division Scribes

Milford-Old Town, Frank A. Randall
Millinocket, Ellen M. Barnes
Machias, Fernette M. Lincoln
Harrington, Theolyn G. Stanley
Eastport, Horace J. Logan
Ellsworth, Alfreda Strout
Bar Harbor, Everett J. Salisbury,
Barbara L. Keene
Lincoln, Harry S. Allen
Medway, Ellsworth J. Hobbs
Veazie, James M. Gamble
East Corinth, Clarence E. Nichols
Orono, Mildred S. Willard

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Address all communications to
Hydro News, 33 State St. Bangor Me

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MISCELLANY

Front cover illustration shows the financial department well represented at the Quarter Century Club meeting. Yes, all four are members. Left to right, Eugene M. Dole, Treasurer, Sylvia B. Austin, Cashier at Bar Harbor, Helen A. Dougherty, Cashier at general office and Philip L. Sprague Asst. Treasurer.

The short business sketches scattered through the pages of this issue cover members of the quarter Century Club and their activities with the Bangor Hydro.

The Quarter Century Club Meets

Fourth Annual Meeting at the Conduskeag Canoe Club

The younger generation, and in fact, many older readers of this brief account of the gathering of the members of the Quarter Century Club of the Bangor Hydro-Electric Company will conjure up a mental picture of wheelchairs, canes, crutches and numerous other aids to advancing years. "Quarter Century Club" is an imposing and impressive name. It smacks of passing years. It sounds like an endless period of service to say that a man or woman has worked for the same company for a quarter century or more. As a matter of fact the whole spirit, and one might almost say, the appearance of the gathering, was that of a group in the prime of life.

Tuesday, April 23rd, was the date of the fourth annual meeting of the Quarter Century Club of the Hydro. This club was organized on March 31st, 1937, the charter numbers consisting of those of our employees who had completed at least, twenty-five years of service with the Company or its predecessor companies. At the time of organization there were thirty-nine employees eligible, and Charles H. Johnson, Superintendent of the Railway Department became the first president of the Club.



Charles H. Johnson

Each year, Mr. Johnson has been re-elected to this position of honor and has just been re-elected president for the coming year.

The Members Gather

Each year since 1937 a few additional employees have completed their span of twenty-five years of service. Consequently when the members gathered at the general offices of the Company, there were fifty on hand, and three additional members were unable to be present.

After an exchange of greetings the club members and invited guests all drove to the Conduskeag Canoe Club. A sociable hour of cards, conversation, reminiscences and discussions of the recent flood conditions was thoroughly enjoyed by all until dinner was announced at 6:30 o'clock

A Novel Program

The menu, rather than following the customary pattern, was shown pictorially and included in a clever and interesting combination program of events. In front of the place of each member and guest was a small loose-leaf leather memo book, on the first twenty pages of which were included pictures of the eight new members of the last twelve months also a letter of greeting from the club President, Charles H. Johnson, pictures of the several courses to follow, the business program of the evening, a list of all of the fifty-five members, but two of whom are deceased, and the By-Laws of the organization. It made an extremely attractive souvenir as well as a program.

After dinner, the following non member guests were introduced: Robert N. Haskell, Vice President and General Manager, A. E. Whitehill, Personnel Director, Kenneth Dudley, company photographer, William L. Ellis, Master Mechanic of the Car House and James B. Holmes, Line Foreman of the Ellsworth Division. Mr. Ellis and Mr. Holmes will both become eligible for membership in the Quarter Century Club this year.



Mr Graham Speaks

Mr. Edward M. Graham was then asked by Mr. Johnson to say a few words. Mr. Graham said that at the last minute it seemed as though he might not be able to be present for on Monday night he had been obliged to go to Boston. Under pressure and an urge to be present, Mr. Graham cleared up his business in Boston and flew back on the three o'clock plane.

"I am extremely happy" said Mr. Graham that I could arrive on time for this meeting. My immediate reaction to such a gathering is one of gratitude that we are all living in America, and I might add in Maine. We are living in a country that is at peace with the world, even though we may not all be neutral in our thoughts. We want nothing. We are not a country of aggression. It is safe to say, that there are not many such gatherings as this in other countries tonight."

"You have but to think of Norway and Finland and of Denmark, all peace-loving nations, where tonight planes are flying overhead, dropping bombs of destruction."

"In the past few weeks I have meet numerous people who have been in those countries and have known the inhabitants intimately. They too have brought to me this message of how happy we should be that we are living in America".

"Localizing these issued to our own surroundings" said Mr. Graham "I am genuinely pleased to be the head, if I may use that term, of a company where the relationship between management and employees is so cordial. We of the management are employees as well. You people know your management personally. I feel that we of the management know personally the conditions under which our employees and their families are living. This close bond between

management and employees gives strength to our company."

"This Quarter Century Club is a fine organization. Why do we have such a club? For sociability? Yes! But it is the goodwill and confidence that you older members can spread to the younger members of the company that are of greatest value. Such bonds are necessary if a company is to properly serve a community"

"We are a company with headquarters, in every sense of the word in Maine; a company that feels the heartbeat between employees and the people we serve."

"I do feel, and I am proud to say so" said Mr. Graham, "that this intangible spirit so evidenced tonight among the members of this Quarter Century Club, is steadily being spread to one and all."

Business and Initiations

Following Mr. Graham's remarks the several guests were asked to retire from the dining room so that the regular business session of the club and initiation of the new members could take place.

The new members initiated in

(A) At left are Blaine Holmes, Bing Usher, Allie Doane, Mike Addison and Eddie Burns. On the right are Pop Carey's profile, Frank Mayhew Ambrose Eisnor, Silbert Van Aken and Fred Libby. We leave the rest to you to figure out!

order of thier date of eligibility were: George W. Tyler, Michael Addison, William E. Jennings, Philip L. Sprague, Edson W. Bartlett, Arthur L. Norwood and Hadley Pyle. Unfortunately Roy L. Bragdon was unable to be present.

The election of officers and trustees then followed: Charles H. Johnson, President, John V. Morrill, Vice President, Helen A. Dougherty, Treasurer and Preston A. Mann, Secretary. Trustees: Charles H. Johnson, John V. Morrill, Alvah Abbott, Frank A. Randall and Arthur F. Reaviel.

A Few Statistics

While statistics seldom mean much, it is of interest to note the various lines of work in which these older members of the Hydro are engaged. Two members are in the engineering department one is an addressograph operator; three are in the commercial service department; three in the line department; six in the miscellaneous railway department; six are operators in the street railway department; two, and the only women members of the Quarter

Century club, are cashiers; four division Managers; five station and department superintendents; six executives or department heads; eight station operators and seven are employees retired from active service.

The entire club membership was on hand with the exception of Robert Young, William Thompson, and Roy Bragdon.

Father and Son

Of particular interest is the fact that there is one father and son combination in the membership of the Quarter Century Club. Mr. Mortimer D. Wentworth, Station Operator at Veazie who joined the Company October 7th, 1898, and his son Mr. Harold M. Wentworth, also station operator at Veazie who started work with the Hydro September 10th, 1911. The gathering missed the presence of the only two members of the club who had been taken by death, Henry W. Daggett, and Joseph W. Casper.

The evening was concluded with an hour of cards and conversation and acclaimed by all present to be a most successful and enjoyable gathering.





At left, Arthur Norwood, Bill Jennings, Edson Bartlett, Cap Fickett, Bill Kincaid, Alvah Abbott, Eddie Carvell, Mike Nelligan and Elmer Cole. On right are Harold Wentworth, Mort Wentworth and Art Welch with others fading out in the background

Edward M. Graham

Walter H. Cushman

Arthur F. Reaviel

The President of our company dates his employment with us back to February 23rd., 1913 at which time he became assistant to the president of the Bangor Railway & Electric Company, Mr. John R. Graham, his father, this after extensive experience in other public utility organizations in New England. In 1915, Mr. Graham became Vice President and General Manager of the company and continued in that capacity until he succeeded Mr. E. C. Ryder as President of the company on February 8th., 1921. As the company expanded into the Bangor Hydro-Electric Company, Mr. Graham relinquished his post of General Manager. The members of the Quarter Century Club welcomed Mr. Graham as one of their members on March 1st. of 1938.

Frank Mayhew

Mr. Mayhew started work for the Bodwell Water Power Company at Milford on September 1st., 1906. This was during the construction of the building of the Milford Power House. When this was completed he went to work as assistant operator of the Milford station. Several years later he became an operator, which position he still holds.

To mention Mr. Cushman's name in connection with electricity in Ellsworth is almost like lighting the first lamp that signaled electric service for he started with the Ellsworth Illuminating Company as an electrician on August 25 1902. Work on the present power house was not started until 1906, and went into operation with a capacity of about 75 KW. Today about 9000 KW. The company name later changed to Bar Harbor & Union River Power Company and to Bangor Hydro Electric Company in 1925. Mr. Cushman occupies now a position of great responsibility as Superintendent of the Ellsworth Division. He has served as a Trustee of the Quarter Century Club.

William M. Long

It was on May 2nd., 1911, that Mr. Long joined the line department of the Hydro. He has always been in that department. Just shortly after his connection was maturing, he had the experience of knowing what a tremendous fire can mean in terms of work day and night for a line department. The Bangor fire was in the spring of 1911. Now he is night trouble man located at the service building on Main-Street, Bangor.

Starting with the Hydro on Mar. 9th., 1903, Mr. Reaviel worked for three years at the two old carbarns. In 1906 he took the duties as lineman. Nine years later he was made Assistant Superintendent of the line department and also placed in charge of the meter department. His biggest emergency line job was the reconstruction of lines after the big Bangor fire in 1911 and erection of the equipment of the Park St., sub-station after the fire. Then again in five years he was promoted to the position of superintendent of lines of the Bangor Division which position he now holds.

Charles A. Brown

A man can learn a lot in thirty two years of service around the car barn. Mr. Brown has done just that for he started repairing cars June 25th., 1908. He has been through a strenuous experience with snow plows and the freight cars and spare operator on the street cars at night. Now Mr. Brown is our most experienced welder having come right along through all of our trial years in the science of electric welding of runner blades and selection of the most efficient welding materials.

Milford-Old Town

Frank A. Randall

I remember when I first came to Milford, a little more than fifty years ago, the streets were lighted (?) by means of oil lamps enclosed in glass houses or cages (see snapshot of one now reposing in my attic). A little later, however, these were discarded and our first electric lights appeared. This innovation of course, furnished the chief topic of conversation in the village for many days and much criticism was voiced on all sides, most of which, however, was favorable, but some of it quite the reverse. I well remember listening to the comments of an elderly gentleman from Old Town as we were walking along the street one day. He contended that this new-fangled electric light was inferior to the old oil lamp; he said that if you stood directly under it, you could see pretty well, but it was not effective at so great a distance as the oil lamp. I could not fully agree with him, but, if one remembers the old type of lamp in use at that time and compared it with the present day Mazda, they can readily see that he was not very far astray after all.

And, speaking still less "Lightly", I remember when we used tallow candles (there is a set of moulds in my attic now). I remember too when we got our first kerosene lamp, and I also remember the night that I went out hunting deer with Fred Libby's uncle, and we used a torch made from dry pine knots - and I guess that's about the limit - ain't it?

Joe Fournier and Ray Grant arrived here Wednesday, April 3rd, for the purpose of rebuilding our log sluice gate. Leroy White was here April 4th, checking up on the Sunkhaze gauge which was out of order.

540 cases, 1620 insulators arrived here Friday, April 5th - These are for use on Line 5 between Milford and Howland.

We all sympathize with Lineman John Veazie in the loss of his father, who died at his home here Monday, April 8th.

Owing to the death of George E. Martin, Chairman of our Board of Selectmen, a special town meeting was held here Wednesday, April 10

and Homer H. Leavitt was chosen to fill the vacancy.

While working on the sluice gate Friday, April 12th, Gurshon Anderson had the misfortune to get a scale of iron rust in one of his eyes. Raymond Grant, after applying first aid treatment, took him to a doctor, who removed the object and Gurshon was soon back on the job again.

Mr. Graham and Mr. Haskell made us a short call Saturday, April 13th.

The heavy rainfall April 12-13, (about 4 inches) boosted the water in river to an unusually high pitch. At the peak our Sunkhaze gauge would have registered 121.95 had it been working; our pond reached 108; our effective head at that time was 9.3. The ice left the pond at 5.50 AM, on April 13th, knocking down all our boards. It also left the big eddy that same day, which was a bit unusual. The flood reached its peak Monday morning, April 15th, and gave us about four feet of water and plenty of driftwood and ice on our lower floor. Considerable damage was done in the Costigan section. Our little schoolhouse up there was lifted from its foundation and turned part way around and several dwelling houses were badly damaged.

Our Line 5 kicked out at 12 M. April 14th, and was not phased in again until 6.05 PM April 17th. We will probably get an account of damage done to this line from some of those who helped repair same, and as they are in a position to give us the facts at first hand, let's leave it to them. Will, however, mention a couple of items which they may - probably will - overlook. It is being said that at the height of the floor, three prominent members of our Hydro family took a canoe trip up along the main high way and that up on the Greenbush section at a point near Hamiltons roadside outfit, they saw some sort of wild animal swimming across the road ahead of them and that their first reaction was to turn tail and scoot for home and mother, but as the poor animal seemed to be about ready to go down for the third time, they decided to approach it cautiously and investigate, which they did and one of the party, being a sort of a daredevil, reached out and grabbed the varmint by the ears, and lifted into the canoe - a poor, half-drowned rabbit.

We also hear that one of these same rabbit hunters tried to drive his car over the route, when all sane people were using boats or rafts, that he of course got stuck and was obliged to stay there, I don't know how many nights, but he will probably tell us at our next Club meeting. Oh yes, he'll be there, and so will we all, for after all, where could a fellow go and have a better time?

Joe Fournier and Raymond Grant, having finished rebuilding our log sluice gate, have now started on the job of repairing the brick parapet on west end of power house.

At the Old Town office we were obliged to move all stock, and fixtures from the basement which at crest of high water, was flooded to a depth of 2-1/2 ft.

The Pea Cove extension is now completed, adding eight new customers to our list.

Callers at Old Town office during the past few weeks included: Messrs. Dearborn, Cosseboom, Madocks, Hammons, Perkins, Webster.

Orono

Mildred S. Willard

Our congratulations to the Hydro News Editors for their promptness in getting the News out. We think it's a real piece of work.

Preparations are now going forward for the annual Cooking School here. This is a very popular feature with the housewives of the town and seems to draw more people every year.

We have learned that you must watch very carefully to avoid becoming a victim of the "News Hawk". They tell us he is apt to be hiding behind doors, etc., and you never know when he's around. However, we suspect that he has certain faithful scouts helping him who know all, see all, and tell all.

This office force has weathered an epidemic of grippe, each member losing two or three days with the exception of your scribe who very conveniently had it over the weekend. Harold Barnjum, from the Old Town office, helped us out while we were short-handed.

Visitors to this office during the month included Maurice Perkins, Ed. Flaherty and Milton Vose.

Railway Dept.

Wilbur W. Watson

I threw away some of my hose the other day because they were not worth a darn.

At the last meeting of the Quarter Century Club, three members of the Railway Division were taken in. They were William Jennings, Hadley Pyle, and Mike Addison.

Dame nature sure has had us fooled for the last few weeks.

First came a three day rain-storm and I do mean rain. During the storm, a section of track on Cumberland Street was undermined on the night of April 12th, we found a small lake of water over the rails upon our arrival at the car house. April 14th was clear and quite warm. Next a few cold raw days and then on Sunday April 20th, "bang" a howling northeaster that left us plenty of snow and slush.

Mark Twain certainly was right when he said "If you don't like New England weather, just wait a minute".

"Farmer" George Rudge sure has been going to town on his farm lately. Only the other day he gave his horse a pail of gasoline in place of water. I don't know whether it was a mistake or not but the horse reared up and said, "Down with the horses, the auto has come to stay".

The Railway Department has purchased a new 3/4 ton Chevrolet truck for track work. Sure is a dandy.

Ed. Carvell and Bill Kincaid were around to see us last week.

By the way Ed, "Skip" Gordon wishes that you would stay away from his corner when you are smoking cigarettes. "Skip" claims that the ashes get in his watches and so all the more work.

Stan Phillips is back with us after a week's illness. We are also glad to see Charles Giggey back on the job.

"Attention" all readers of the Hydro News: Your correspondent has been hearing a lot of complaints lately from people who don't think that they are getting a square deal as to extra work on the trolleys. In short, these men believe that they need a pull to get spare or extra work. To these persons I would like to say that as far as I can see everyone connected with the street cars

has been and is getting a square deal and these people who are doing so much complaining will get the breaks if they will only adopt one four letter word instead of the other. PUSH instead of PULL.

"Doc" Emerson is fast becoming a "gummer". Had several teeth out quite recently and had quite a time doing so. It seems that "Doc" called a local dentist by phone and asked if the Dr. was in. The girl in the office said "No, the Doctor is out to lunch." Doc then asked "Will he be in after lunch"? "No" answered the girl, "That's what he went out after".

Doc reports that the dentist was very patriotic. All the time he was pulling Doc's teeth, he was singing "The Yanks are coming".

Ambrose Eisnor was fishing at Rocky Pond the latter part of March. He had very good luck as usual, 15 pickerel and one large trout. We are very sorry to lose Eisnor from the Railway but wish him good luck on his new job at the substation.

Well folks at last your scribe has discovered what became of the "Lost Chord". It was used to tie up "The Little Man Who Wasn't There".

"Pop" Godsoe has a new brand of cigars. He claims that they are the best things out. We agree with "pop" and when we say out, we mean dead out.

We understand that the Hydro has purchased three new White Buses to replace the street cars on the Hampden Division. We understand they will start to operate on or about June 15th.

We have another customer for an alarm clock folks. "Spats" Robertson would like one with an extra loud alarm.

Tom Davies wishes your scribe to announce that he (Tom) is going to entertain all the boys from the Railway Department at his camp just as soon as they get busy and help fix the last half-mile of road leading to the camp. Tom says that the black flies are so big down there, that they run up the trees and bark. Tom seems to be getting a bit absent minded lately. That is the way it would seem after seeing him start out for work with a common cap on, in place of the regulation cap.

Yours truly tried his luck at the salmon pool on April 28th but no luck.

We wish that Charles Brown

would feed his snow-plow more often. We don't like to see it jump the rails and head for the Astoria restaurant as it did during the last snow storm.

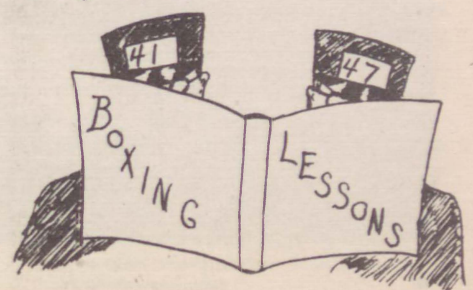
ATTENTION NEWS HAWK - After seeing the Mrs. with a bandage over her eye I hope that you will let this be a warning to folks who get fresh with yours truly. And speaking of Brutes, what about yourself? I understand that when your wife asked for a pair of slippers, you went and got her two banana skins. And how about training your dog to sit on the worn spots on the carpets?

We noticed where you accused Cornpopper Handy of stealing Hadley Pyle's chickens in last month's issue. In answer to that we can only say that chicken is a favorite food for "Hawks". Furthermore "Pop" Godsoe doesn't need to tie anything to the toes of his pigeons as they are "Homing Pigeons".

Attention Mr. Robert Yetton - Rutland Heights, Mass. Thanks for your comments on the Railway News Reporter. I am trying my best to do a good job. Sorry if I have made mistakes in giving out the nick names of the car operators. Hope you will note that I have mentioned your friend Skip Gordon in this issue. I noticed where you called Inspector Davis' attention to the fact that Ralph Avery had to make more than one "shot" for the Brewer Bridge. Well you should have seen him make a shot for City Hall last month, when he found his car had been tagged for parking on the red. As for yourself, I can only say "Keep your chin and hopes up and remember that every dark cloud has a silver lining."

Attention to the person who wrote me the letter concerning a quiz to run in the Hydro News. Sorry no unsigned contributions are accepted.

Folks if you see Leo Sawyer and myself looking at a book together you can make up your minds that we are doing our home work in boxing lessons.



Mr. Young retired from our active list on July 1st., 1939 after many years of good and faithful service as car operator. Mr. Young was in continuous employment with the Hydro from the day he first started and at the time of his retirement was one of our valued car operators.

Walter E. Hersey

It does not take many words to give the history of Mr. Hersey's connection with the Hydro for ever since he joined our ranks on October 31st. 1912 he had been an operator in the street railway department until when, on April 4th., 1939 when he became an operator at the Veazie Station.

Silbert Van Aken

Among the more recent members of the Quarter Century Club, Mr. Van Aken dates his service with the Hydro from July 4th, 1918. At that time he became a car operator in the street railway department which position he holds today.

For two years, Mr. Wray was the night telephone operator of the general offices of the company, having started in Feb. 1, 1911. He has been paymaster and clerk and cashier of the lighting department. After World War service Mr. Wray became inside salesman at the Main St. store and on Aug. 1st., 1924 became store manager. Later with the collection department and the reorganized lighting department, he now is in charge of the service department at the 31 Main Street store.

William Thompson

August 9th, 1911 started Mr. Thompson on a varied career with the Bangor Hydro for it was on that date that he joined the company. He has filled such posts as operator at Veazie, Bangor substation, Ellsworth, Bar Harbor and Kenduskeag stations. Then to the commercial department where he served as repair man. Then to the post of chief service man with a specialty for refrigeration. That is Mr. Thompson's position.

Mr. Carvell, at the time of his retirement on December 31st. 1938 was the oldest employee of the company in point of years of service, having started with the Hydro on April 7, 1894, starting as motorman, he served continuously as an operator in the Railway Department. Mr. Carvell was a trustee of the Quarter Century Club in its year of organization.

Alvah H. Doane

Mr. Doane, at the time of his very recent retirement on April 2nd, of this year, was Chief Operator of our Bangor substation on Park St. Mr. Doane and the Hydro are both proud of the fact that his entire business career has been with the Hydro and its predecessor companies since the year 1902. He has gone through the entire gamut from trackman, line-man, line foreman and operator at the Bangor substation and then Chief Operator. All hands join in hoping that Allie will now be able to spend many happy hours at his favorite sport, fishing. He's a real sportsman.

Standing left to right, Gene Dole, Preston Mann, Allie Grose and Tom Davies while seated, left to right are, back to the camera, Wallie Puffer, then Howard Fletcher and Charles Brown. At right hand table are Frank Spencer, Harold Wentworth and Art Welch.



(JAN. 1 TO MAR. 31, 1940)

Company	Location	Man Hours	Acci- dents	Days Lost	Frequency	Severity	Score
Cumberland Cty. P. & L. Co. (L & P Div.)	Portland	301,153	0	0	0	0	Perfect
New England Tel. & Tel. Co.	"	267,371	0	0	0	0	"
Bangor Hydro-Elec. Co. (Railway Dept.)	Bangor	54,804	0	0	0	0	"
Maine Public Service Company	Presque Isle	42,416	0	0	0	0	"
Cumberland Cty. P. & L. Co. (Railway Div.)	Portland	113,054	1	60	8.85	.53	681.46
Bangor Hydro-Elec. Co. (Electrical)	Bangor	157,445	3	28	19.05	.18	378.40
Central Maine Power Co. (Electric Div.)	Augusta	<u>551,445</u> 1,487,688	<u>16</u> 20	<u>660</u> 748	<u>29.01</u> 15.6	<u>1.20</u> .54	-8.32

Here is the standing of our group in the 1940 State Safety Contest.

Those three accidents which we had in the electrical department in March, sort of "put a dent" in our standing, as somebody very aptly remarked. However, we do not allow this to put any dent in our Safety Effort. Those things will happen if we don't watch out. That's why we have to watch out all of the time.

We are still rooting for the Railway Department. They are a great team, every man a safety inspector. You see they already have a good score on our scoreboard - three perfect records, to shoot at.

Perhaps it is because there are so many members of the Quarter Century Club in that department. We certainly appreciate the interest which the members of this Club show in all of our Safety Work and you can take it from us that our first and foremost safety employee is Mr. Johnson, the President of the Club, and our senior employee. If Mr. Johnson could have his way there never would be an accident in our company. Well he is entitled to our help not only for his satisfaction, but also for our own benefit, because after all we profit most from our own safety.

If you are following the progress of the participants in the State Contest you will be interested to learn that 135 units (concerns) reported for March; since January 1st, 58 of these have not had a lost time accident 24 have had only one accident and 53 have had too or more. In all

there are reported 305 accidents with a lost time record 13,298 days. This 13,298 days carried two penalties for severe accidents one of which was a fatality.

We are glad to report that Fred Grindle of Bar Harbor is back at work. Fred had a long and tough lay-off as a result of his accident, last August, almost eight months, and Fred allows that it seems more like eight years.

In April, we had a commercial employee who got some material in his eyes, and lost a week. No, he was not wearing goggles; a member of the Hydraulic Maintenance Crew received an injury to one of his ears when a piece of dislodged concrete fell from above and struck him on the head. He is back at work after a couple of weeks at home and at the hospital.

Report all Accidents Promptly

Once in a while an accident does not get reported promptly. If the injured employee is taken or sent to a doctor a report must be sent in and there is no excuse for delay. Our management wants to know about accidents as soon as possible, so if there is any reason to suspect that an injury may need the attention of a physician, or the management, report it at once on the regular form and you will have done your part of the job. This is the only way we can keep track of our accidents and give them the attention which they deserve. If you are in any doubt about it, make out your report and send it in, and you will surely be right.

Ellsworth

Lincoln A. Gardner

The dangers of working for your self: Recently one of our line-men, Colby Foss, had an unfortunate accident while splitting wood at his home. He split his middle toe which later had to be amputated. Colby is back at work about as well as ever. Asked about his accident, Colby says, "It didn't hurt a bit."

Ellsworth's Main Street is still being enlarged. Construction is already under way toward building a new Super A. & P. Market. Emmons Shea, a local contractor, has finished digging the cellar and work is beginning on the main part of the building. Last Friday morning saw the Grand Opening of a new Five and Ten Cent store. Mrs. Bernice Downey has opened a variety store featuring "Things hard to find".

Miss Altha Lake and Miss Kathryn Carson attended the recent sales meeting at Bangor.

Ellsworth had its share of the heavy rains April 13 and 14. We suffered no serious damage along the river although during this 24 hour deluge we had 4.53 inches of rainfall. Several small bridges were over-flowed in this vicinity but it did not impair the traffic to a great extent.

We are looking forward to another busy summer season. The telephone has begun to ring for reconnections at summer cottages.

A man should never be ashamed to say he has been in the wrong, which is but saying, in other words, that he is wiser today than he was yesterday.

Ralph G. Fickett

On April 10th, 1912, Mr. Fickett started work with the Bar Harbor and Union River Power Company and continued over as a full time employee of the Bangor Hydro after our company acquired the properties. His official service as a full time employee of the Hydro dates from April 1st, 1913. Mr. Fickett has always been in our service department and in that capacity has helped wire many of the handsome summer homes on Mt. Desert and the nearby islands.

Walter Reed

On August 12, 1913, Mr. Reed became actively associated with the Bangor Hydro. He started in the water department at Old Town and later transferred to the Milford station where today he is assistant operator.

Edward M. Burns

November 24th, 1911 is the date from which Mr. Burns counts his years of service with the company. Except for his period of service in the army during the last world war, his work with the company has kept him at the car barn where he is now employed as pitman.

Frank H. Spencer

Mr. Spencer dates his employment with the Hydro back to Jan. 10th, 1913 when he started his first of several years in track work, then later to Veazie and now on Hydraulic Maintenance.

Howard C. Fletcher

When the Ellsworth Power House was still in swaddling clothes, Mr. Fletcher became one of the Hydro employees at the station. It was on Sept. 8th, 1909 that he first checked in. Today he is Superintendent of this modern and greatly enlarged-capacity plant. Mr. Fletcher has seen more years of service at the Ellsworth station than has any other employee in the company service.

Thomas Davies

Mr. Davies, car operator, on local lines has been making many friends for himself and the Hydro since he started as a motorman on June 7th, 1899. Except for a very brief period he has been in the railway department during his entire service as inspector, operator of freight cars and of snow-plows, the rotary plow in particular and that when drifts piled ten to twenty feet high on the Charleston Division.

Standing, Mike Nelligan and Cap Fickett. Seated, Jim Lacey, Bill Hersey, Allie Doane, Bill Long, Davey Rice, Bill Jennings, Arthur Norwood, Mike Addison, Bing Usher and Ambrose Eisnor, in the game or merely spectators

William F. Kincaid

A new motorman came on the Old Town division of the Railway on Sept. 14, 1907. It was Mr. Kincaid. After putting in practically all of his years of loyal service with the Hydro in taking the best of care of our passengers on the Old Town line, Mr. Kincaid retired from active service on December 19th, 1939.

Louis E. Grant

Starting as conductor with the company on October 18th, 1904 Mr. Grant held that position until early in 1917 when he became inspector in the railway department. In 1922, Mr. Grant became Manager of our collection department and, in that capacity, he and his assistants handle all delinquent accounts.

David F. Rice

When you can account for 39 years steady service on the local street car lines the public is sure to know you. They do know Mr. Rice and most favorably. He started with the company as a conductor on April 22, 1901 and became an operator when the one man cars were introduced. Mr. Rice has been treasurer of the Employee Relief Association for many years



Car House

Charles W. Brown

In the street railway business as in all other branches of industry, there have been many changes within the last 25 or 30 years.

We have four men here in our crew who are members of the Quarter Century Club, and whose services total over 140 years.

These men, along with a few more who will soon be eligible for membership to the Club have had many experiences and witnessed many changes.

John Morrill, our oldest employee in point of service, has rounded our 43 years of service, the first 10 years on the cars and since then John has served in the capacity of stockkeeper here in the car barn.

C. Wallace Puffer joined the Company in 1897 as a conductor on the Brewer Division. In 1916 Mr. Puffer took the job of pitman in the car barn, and later inspector which job he now holds.

Charles Brown has a record of 33 years of continuous service in the car barn. Brownie does all the wheel repair work, and also the electric welding for this and other departments, such as water wheel repairs in the various power houses. In the winter Charles has his usual snow plow work and in years past has seen much service on the Rotary Plow when the Charleston line was in operation.

Edward Burns the fourth member of this veterans organization joined the force in 1911. In 1916, Ed. went to the Mexican Border, with the Second Maine Infantry, and later went to France and served eighteen months in the World War.

While in action Ed. was wounded by a machine gun bullet in the hip. On returning after the Armistice he returned to the car barn as pitman.

Of interest to our readers who live in Brewer, or are acquainted in the city across the river, we would like to acquaint you with some of the changes in the operation of our railroad on that particular division. Previous to the year 1900 before the road was widened out at Cemetery Hill there was a wooden trestle constructed out over the steep bank on the river side, on which the cars were run. Later, while the

ledge was being blasted back and the road widened out, passengers were transferred from one car to the other over the lower road, through the old ship yard and what is now the yards of the Tide Water Oil Company.

It was not an uncommon sight in those days to see the passengers help push a car over the hills when the power was bad.

The late Edson Cummings our former Assistant Superintendent is reported to have been the last person across the Bangor-Brewer bridge before it went out in the flood of 1902.

In 1897 Charlie Brown had a brother killed in South Brewer by a car operated by Capt. Higgins.

Mr. Johnson our Superintendent had a thrilling experience some years ago, on a car coming down State Street. For some reason the car decided to come straight down the hill, instead of making the turn at Oak Street. After descending about two thirds the way down, the car came to a stop and was put back on the rails at the foot of the hill. We sincerely believe none of our present operators have the desire to try this novel experiment of making a short cut.

During the fire of 1911, wires and poles were down and everything in general was tied up for a while, but through good management, and cooperation of all employees, the damages were repaired in record time, and passenger service once again resumed.

After talking for a while with any of the older employees and members of the Quarter Century Club, and listening to their accounts of the past, one comes to the conclusion that Time and Progress surely and steadily marches on.

Well, to get down to the present order of things, we see that Harold Withee has gone in for big game hunting. With his trusty 22 rifle, Harold shot a rat weighing 43 pounds. This rat is to be stuffed and mounted in the hall of fame with the News Hawk's big fish that we've all read about.

Shorty Swett of the Line Department recently took a female part in the play presented by Home Makers Club in the Congregational Church at South Brewer. From all reports Shorty did a fine job and played the part to perfection. We are giving out this information as a sort of an advertisement to Clubs and Church-

es, seeking first class talent. Shorty is available for all social engagements and will guarantee to warm the hearts of all with his fine female impersonations.

We all hope we'll have some real spring weather now. This last storm was certainly one of the worst of the winter. We found it necessary to put all the plows into action as the snow was so wet and heavy as to cause very bad traveling. Mr. Johnson personally operated the Hampden plow in the absence of Ernest Gordon, who was at his camp for the weekend and could not be reached.

Charlie Brown had a minor accident on Central Street. The plow which he was operating hit a catch basin and bumped off the rail throwing him against the brake wheel resulting in a very sore set of ribs, but fortunately no broken bones.

We are looking forward to seeing the fine new White Buses that have been ordered and are to be put in operation on the Hampden Division. These Whites are the regular Transit type Bus, quite different from the regular long distance buses seen in this locality and we are all sure to be proud of this fine new equipment.

Ever since last month when the News Hawk informed us of his intentions of getting a picture of Tom, our four-legged mascot, we have noticed a great change in Tom's personal appearance. The old boy has been keeping himself unusually clean, and seems to be putting on a noticeable air of importance. This change is either a result of his sudden popularity or else Tom has taken a new lease on life since becoming acquainted with Lilly, his new lady friend. Anyway the results are very noticeable.

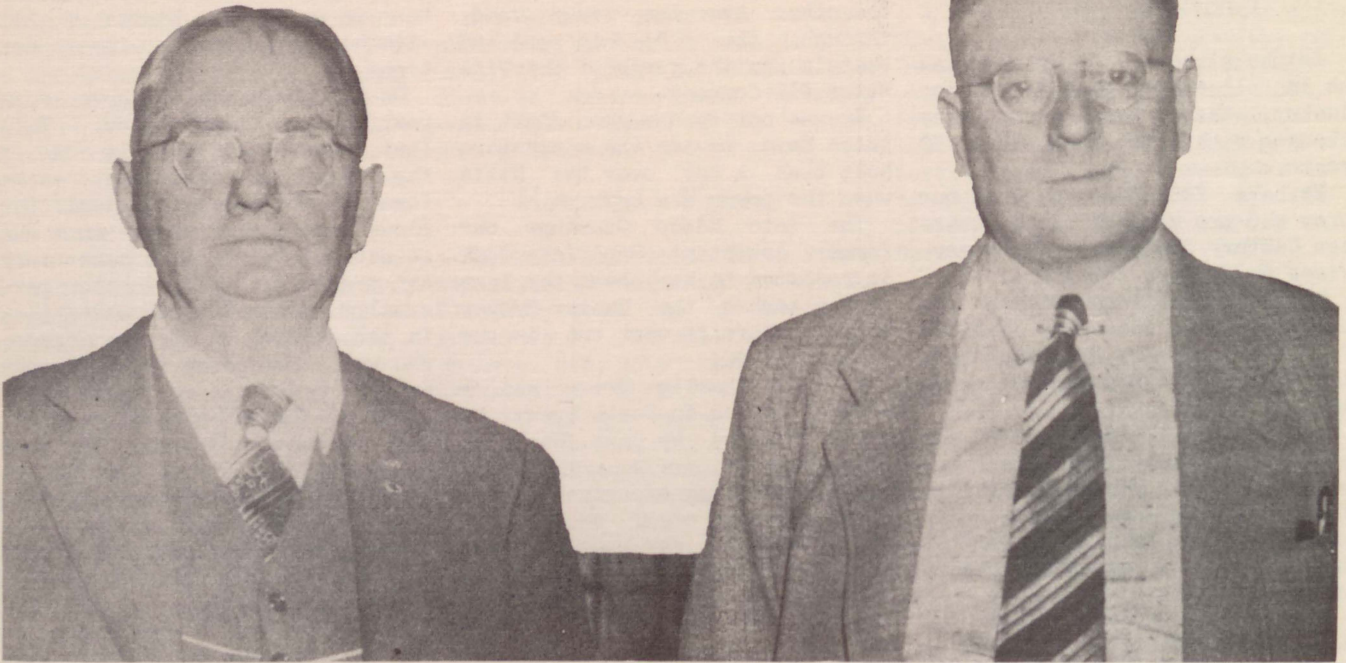
Eastport

Horace J. Logan

Marianne Varney has returned to work after having spent two weeks vacation at Williamsburg, Virginia.

Joe Kingsbury and his line crew spent a couple of days with us recently, helping the Eastport linemen repair the damage done in the recent storm.

Recent callers at this office were Mr. Cosseboom, Mr. Webster Mr. Dearborn, Milton Vose, Herbert Hammons and Mr. Libby.



Mortimer D. Wentworth

Harold M. Wentworth

When the Quarter Century Club holds a Father and Son banquet, Mr. Wentworth and his son, Harold M. will be the guests of honor for today they are the only father and son in the club. Mr. Wentworth started with the company on October 7th, 1898 as a motorman then later at the carbarn on night duty. His first duties at the Veazie station were as night foreman and in 1911 he became station operator which position he holds today.

Father and Son
of the
Quarter Century
Club

When Mr. Wentworth started with the company on December 10th. 1911 he was starting on a career with the Hydro that has provided a varied experience. Finally Mr. Wentworth became station operator at Veazie which position he now holds. He is the younger half of the only father and son combination in the Quarter Century Club, his father Mortimer D. Wentworth having started with the company on October 7th, 1898.

Fred Libby

Vernon E. Cushing

Elmer W. Cole

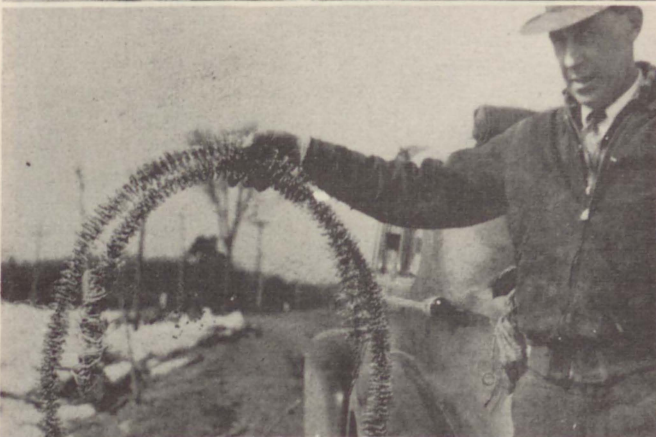
Mr. Libby, our purchasing agent started his career with the Hydro as motorman in 1901 on the Bangor Hampden Winterport Railway. Then as conductor on this line and on the Old Town Division. For many summers Mr. Libby managed Riverside Park for the company and winters served as inspector in West Market Sq. Later Mr. Libby became stock clerk in the general office and then assistant purchasing agent and later purchasing agent and collection manager combined. When these departments split. Mr. Libby assumed his present position.

It was in 1908, that Mr. Cushing went to work for the Eastport Electric Company as an operator at their Pembroke station and remained in that capacity for many years after the Hydro had acquired the Pennamaquan Power Company, the expanded successor of the Eastport Electric Company. It was in June 1927 that Mr. Cushing was advanced to the position of line foreman of the Washington County line crew and in May 1937 was advanced to the position of Manager of the Harrington Division. Mr. Cushing is a Trustee of the Quarter Century club.

Continuous service with the Hydro since March 26th, 1903 makes Mr. Cole a very eligible member of the Quarter Century Club. Prior to our company acquiring the Penobscot Central Railroad running from Bangor to Charleston Mr. Cole performed important functions on that line and carried over to the Hydro. He then became Chief Electrician of the Hydro and later the Superintendent of our meter department which position he now holds. Also Mr. Cole is a company First Aid Instructor He was a trustee of the Quarter Century Club.

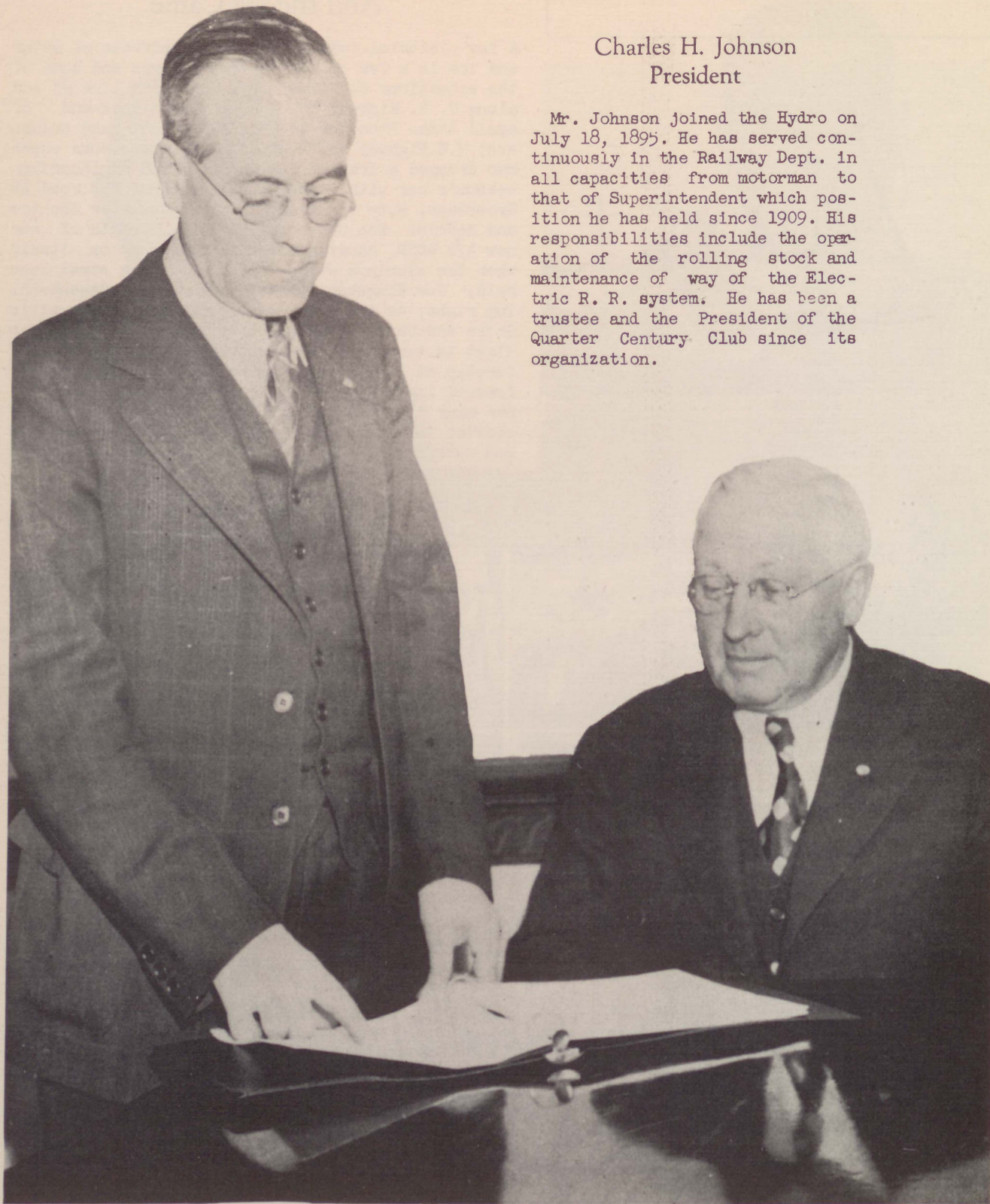
And the Ice Came

A few pictorial indications of the effects of water and ice in a few of our up-state towns and some of the situations our line crew met along Line #5 and along U. S. Highway No. 2 after that week-end of April 12th. From top to bottom in right hand column are; U.S. Highway No. 2 at Costigan where some super man dropped a tray of ice cubes; Field Engineer Cosseboom's car with canoe along side of the road at Greenbush. Note our lines in a tangle under the ice and debris; Ken Cosseboom holds a length of our new 4/0 ACSR showing how it telescoped on itself when the aluminum wires snapped but the steel core held; Joe Kingsbury surveys the job at Greenbush. Top right, is the town of Passadumkeag with Allie Grose and Chick Cosseboom waiting for the traffic light to turn green; An unhealthy situation in the forebay at Veazie; digging a post hole through six feet of ice before hitting terra firma. It called for many long days and nights of work to restore service to all of our customers in that district and much praise has been heard as to the way the job was handled.



Charles H. Johnson
President

Mr. Johnson joined the Hydro on July 18, 1895. He has served continuously in the Railway Dept. in all capacities from motorman to that of Superintendent which position he has held since 1909. His responsibilities include the operation of the rolling stock and maintenance of way of the Electric R. R. system. He has been a trustee and the President of the Quarter Century Club since its organization.



Preston A. Mann
Secretary

Running a regular job with the Hydro right along with his last years in High School, Mr. Mann

dates his years of service back to October 1st, 1908. These early days were spent as clerk on the construction job at Veazie. In 1910, Mr. Mann became assistant stock clerk at the car barn and later as motorman, conductor and clerk in the Street R. R.

Dept. At a later date he was Assistant Purchasing Agent, then Secretary to the President and in 1922 was made office manager in which capacity he now serves the company. He has served three years as Secretary of the Quarter Century Club.

Helen A. Dougherty
Treasurer

Just three months after our only other feminine member of the Quarter Century Club joined the Hydro, Miss Dougherty also started in capacity of clerk in the general office. That was on May 1st, 1911. When the collection department was moved to 31 Main St. she became cashier at that location. Miss Dougherty was later moved to the general office as cashier and she is now serving in that capacity. She has been treasurer of the Quarter Century Club since its organization.



John V. Morrill
Vice-President

Mr. Morrill, whose duties involve the receiving, warehousing

and issuing of the general stock of railway material, started with the Hydro as a spare conductor on April 28th, 1897. He graduated to a regular run and then in 1906 took charge of the railway stockroom at the car barn.

As Pictured Above

At left, Preston A. Mann, Secty.
Charles H. Johnson, Pres.
Helen A. Dougherty, Treas.
John V. Morrill, Vice-Pres.

Lincoln

Harry S. Allen

Just about the time that we News Scribes are due to send in our news, we begin to wonder what has happened worthy of mention since the last edition.

At the proper moment this month Mother Nature stepped in and has furnished us with plenty of story material for the entire book. At this writing, the waters have receded but the havoc it wrought still stands like a monument reared by the elements in defiance to man's puny effort to battle it.

Probably the hardest hit community was Costigan. Streets were easily traversed with boats and canoes. Cellars were filled with flood waters. Small bridges were washed out, the roads disrupted and traffic had to be routed through Howland.

The Sunset Cabins on the main highway were partially submerged. Had there been tourists staying there, they no doubt would have experienced rather an uncomfortable evening.

South Lincoln was a veritable island. Of the three ways to get into the town none were passable to a car. The only possible way to get in or out was to hike and keep to the high land.

Lincoln itself escaped without much damage. A few bad washouts on some of our streets and any number of plugged sewers seemed to be the only damages.

The ordinarily docile twin brooks at Lincoln Center on which a saw mill and laundry are situated certainly showed the world that they could create a flood all by themselves. The laundry was well laundered from all appearances.

A small building used by the mill as a storehouse was isolated from the mill and its cellar completely filled to the first floor.

One could not get within fifty feet of the ferry slip and the cable was in the water out in the middle. Huge ice cakes and other debris continually tugged at it but it stood the strain and weathered the battering.

Salmon Brook in Winn strained mightily at the bridge but failed in its attempt to undermine the road. Had it done so there would have been no way to get to the up-river towns.

Acres and acres of fields were turned into lakes all along the river from Lincoln to Mattawamkeag.

The worse washout occurred in Winn Village. Ordinarily a mere alder swamp with a tiny trickle of water flowing to the river it suddenly became a raging torrent fifty feet wide roaring and tumbling over the road in its madness to get to the sea. The writer went up through it Saturday morning. At that time it was up to the running boards. A half-hour later on the return trip it came in under the door. Understand it was even higher a little later.

The roadbed was thoroughly washed away and required any number of yards of crushed rock and stone to fill in the huge cavity.

Davis opines that with so many flood news and conditions to write about, that perhaps he and the rest of the crew can rest in peace this issue. That's what he thinks! To begin with he is nursing a sore right hand obtained by being introduced to the new night officer. Says he "If that was a gesture of friendship, me thinks a fellow better keep on the good side of said officer".

We intend to requisition a canoe or small boat to use in our basement. Every rain brings forth the water. Luckily all merchandise has been brought up in to the stockroom, leaving only McIntyre's test bench, the furnace and several cartons of old sales slips etc., for the high water to ravage. We would prefer an Old Town canoe please.

The line crew have their summer's work laid out for them. According to the blueprints they are to climb every pole in Howland. Poles to be replaced, straightened, and guyed. Wires to be tightened. Crossarms renewed and trees trimmed or cut down.

Thanks to serviceman Burleigh Carr of Millinocket for the lift he gave Lincoln this month. The local serviceman got bit by a La-Grippe bug and was unable to get around for a day or so.

An odor in the girls' office created an intensive hunt recently. It was only a mouse whose life had been snuffed out, by a trap a week earlier.

Hanscom has purchased six baby checks so will shortly need a farm of several acres. He plans to sell eggs both retain and

wholesale, and probably will employ several men. All these enterprises tend to create an atmosphere of prosperity to our town.

Willie McIntyre met himself coming around several corners this past month. The rain and mud slowed his meter reading schedule up somewhat so in order to get back on time he was forced to do the double quick.

People are funny in these small communities. They expect their meter to be read on the same day and date each month. If not read on time they do not like us. A great many of the older folks sit by their windows and watch for Billy so they can pay him on the spot. Some of them even note that he is ten or fifteen minutes early or late. S'funny world, ain't it?

"Oh, he only wants to play" remarked a local housewife whose pet dog had just removed the seat of McIntyre's breeches. "Yeah! quite Boisterous!" quote Willie.

In the spring a youngster's fancy turns to street light breaking. The boys are kept busy replacing the same bulbs every day. Our whole territory is infected so guess the winds must carry the contagious germs.

Hammons, Vose, Joslin, Morgan, Webster, Dearborn, Fernald, Foss, Grant, and Harper called at this office during the month of April.

Davis has an European map which enables him to follow the changing boundaries abroad. Now Allen has a map of the fishing waters and their contents of our own country. Both vie for a place on the wall to display their favorite hobby. The war map is on the back of the basement door, the only space left around the whole office. Allen is thinking seriously of sticking his fish map in the show windows or on the side of the manager's desk!

Jipson has installed a hot water coil in his parlor heater and from all reports has water to spare. Another winter he plans to keep the water heated in the lake and furnish free turkish baths to the P. W. A.

Sturgeon is busy laying a hardwood floor at his residence.

Manager Haskell is being forced to have all of his trousers taken in, due to his diet the former waist-line not being what she used to be.

Guess we've kidded the whole force excepting Miss Drew, our

Cashier, but my sub-reporters and grapevine men have been unable to glean a might of gossip about this lady. Perhaps some day we may be able to make her a headline.

Yes, we played a return match with the Bangor Bowling Team, and are here to say we are two games down with them. Scripture certainly turned in a nice job for his team-mates by winning that game in the last two boxes. We were leading them nineteen pins when he took the alley for his final roll. He not only gained the nineteen pins back, but also added nineteen more to that, leaving us just nineteen pins down. In our opinion he should have a clean collar.

Not satisfied yet and still believing that they are no better than us, we have challenged them to two more games. And this time

they had better bring along something besides Hodgdon's stinking pipe and his pet Mexican Jumping Beans.

If they trim us the first game up here, we intend to invite Mrs. Buker and her friends of the second floor to attend and cheer for us. Maybe that would anger the city ginks to such an extent that they might lose their eye. Oh well, it is all in fun, so come what will, we shall have a good time anyway.

While on this subject why not have bowling teams in all departments where the facilities are available. Think it over boys and girls and another year we could have a regular schedule of meets. I would elect Stubbs as general manager, and let him work out dates and teams etc. Let's give it a thought, and let's have opinions in the next issue. Any-

thing like that creates a friendly rivalry amongst ourselves, and also would get everyone better acquainted throughout the entire organization. It's surprising how few of the Bangor branch employees are known by the outside divisions. Am told by several, that at the annual outing they feel like total strangers. In my estimation Bowling would be one form of meeting some of the other fellow's department.

Take the first floor at the main office, for instance. There is enough material there to make a darn good team. Imagine that Mr. Haskell and Mr. Webster could each throw a mean ball.

Another team has a fine nucleus on the second floor. Another on the third and so on, throughout the entire company. Bowling is fun, let's bowl!!!

Lincoln B.H.+E. -vs- Bangor B.H.+E.

Sturgeon	95	107	100	302	Stubbs	100	77	96	273
Handcom	77	84	73	234	Ribbons	91	97	83	271
McIntyre	86	100	94	280	Hodgdon	101	87	89	277
Allen	77	83	91	251	Jordon	78	89	87	254
L Davis	105	102	99	306	Scripture	114	89	114	317
$\frac{4}{10} \frac{4}{10} \frac{4}{10} 1373$					$\frac{4}{10} \frac{4}{10} \frac{4}{10} 1392$				

Executive Dept.

Faustina A. Emery

Mr. Webster and Mr. Dearborn got in their "tour of the towns" between snowstorms and found three weeks in April when it was possible to visit the remote sections of Eastern Maine. And, they apparently did not get stuck in the mud, something unusual on this trip, but from all we can find out, there were other experiences almost as good. For instance, April is a tough time to cross the Penobscot River at or near Lincoln and Chester whether the ice is in or out; but between the two, it is much more difficult when it is in and one has to go partly by ice and partly by boat. They got over and back and the only one who got in the water was the boatman but he was res-

cued. They have more respect for Uncle Tom's "Little Eva" now, they say.

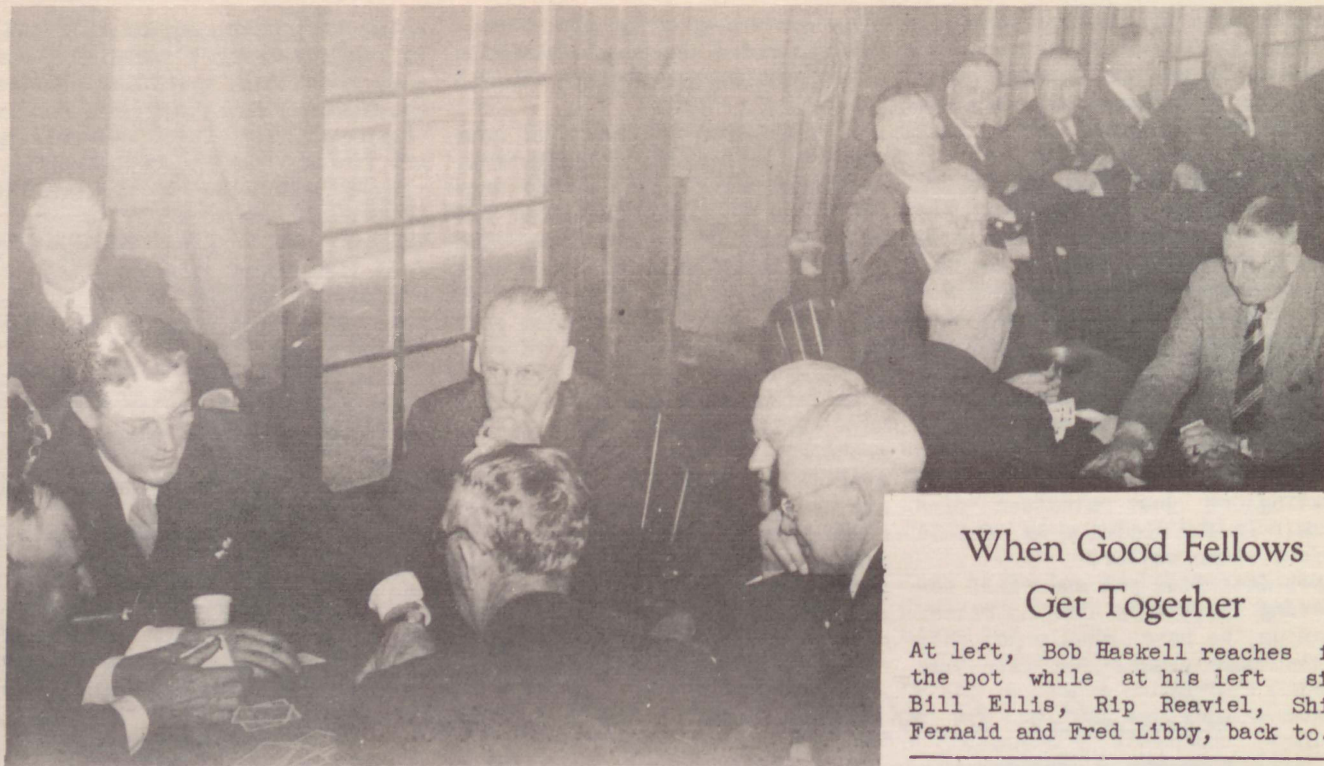
Then, too, it is not so far from Cutler to Bangor when everything goes right, but when the weather gets bad and the sea is rough, the roads rougher, and the motor in the automobile won't pull - well, probably it is too far to try and make it after supper; especially when there is more work that can be done on the morrow. However, we hope now all automobile troubles are remedied by the new car we have seen Mr. Webster driving around.

Well, Mr. Johnson's social worries are over for another year - until new candidates are initiated into the Quarter Century Club. According to Mr. Johnson and other Club members we have talked to, the outing at the Canoe Club in Hampden was bigger and better than ever. We say they couldn't have picked a better town.

We have recently learned that Mr. Albert E. Whitehill is not only busily engaged with his duties as editor of the "news" but he is also enmeshed in the problems of moving from the East Side to the West Side of this fair city. From what we have heard of the preparations, we would say it seemed to be a serious operation.

Mr. Whitehill is not the only one engaged in moving, for Mr. Clyde Hodgdon will soon change his address from 38 East Street to a house he recently purchased at 28 North Street. We might add that he formerly lived at 60 West Street.

Your scribe officially opened the golf season (for herself) by playing nine holes of golf at the Meadowbrook Golf Course, Sunday, April 28th. Despite it being quite damp underfoot, it was a perfect day for golf and the game was greatly enjoyed.



When Good Fellows Get Together

At left, Bob Haskell reaches for the pot while at his left sits Bill Ellis, Rip Reaviel, Shine Fernald and Fred Libby, back to.

Sylvia B. Austin

One of the two women members of the Bangor Hydro Quarter Century Club, Miss Austin began her career with the company on February 1st, 1911 as clerk in the Bar Harbor office. Miss Austin has now for many years held the responsible position of cashier of the Bar Harbor Office. She is now a Trustee of the Quarter Century Club.

Michael J. Nelligan

Mr. Nelligan, who retired May 1st., 1938 started his career in the Hydro on July 1st., 1901. He knows every inch of track in the Old Town Division for he started in as trackman and continued on through until he held the position as Foreman of that Division, which position he held at the time of his retirement.

C. Wallace Puffer

It was on Feb. 16th, 1906 that Wallace Puffer joined the Hydro as a conductor on the Brewer Division, continuing until 1916 when he became pitman at the car barn. In 1919 he became car inspector, which position he holds at the present time. In addition, Mr. Puffer is assistant to Master Mechanic William Ellis.

James Lacey

Our track Foreman of local and Hampden lines, Mr. Lacey, joined the Hydro in 1904, starting on the Charleston line. He has worked on the tracks of all divisions and helped construct the Old Town line. Mr. Lacey came to the Bangor division in 1919 and became the foreman in 1920. His experience includes railway construction in other parts of the State. Some people cover their tracks. Mr. Lacey just keeps his clean and smooth.

Frank Usher

On October 1st., 1906, Mr. Usher started with the Hydro as P.B. X. operator at nights at the General office of the company at 31 Main St. Later he joined the line department when it was located at the present Park Street substation site. When the line department moved to the new service building on Main St., Mr. Usher remained in service at the Substation where he is now located.

Fred G Carey

At the time of his retirement on June 1st., 1938, Mr. Cary was Superintendent of the Milford Power House, having started as an assistant operator at the same

station on May 17th., 1907. He was foreman during the time that Mr. Kittredge was in charge and later became Superintendent. He served longer in that capacity than has any station superintendent with the company. Mr. Cary was vice-president of the Quarter-Century Club for the first year of its activities.

Alvah L. Abbott

Mr. Abbott dates his employment in the power business from 1902 when he joined the Bar Harbor Electric Light Company as a groundman, then repair man, and as lineman. He then became foreman of the Bar Harbor and Union River Power Company later to become the Assistant Manager. Both of these companies are now co-ordinated parts of the Bangor Hydro system and Mr. Abbott is now Superintendent of lines in the Bar Harbor Division.

Frank A. Randall

It was on July 1st., 1912 that Mr. Randall joined the Hydro in line work but after a few weeks he became an Assistant Station Operator. Several years passed before he reached the switchboard and became a full-fledged operator, which position he still continues to hold. "27 years more service" is Mr. Randall's goal.

First Aid

Elmer W. Cole

Just a thought about seasonal first aid. It won't be long now before the water invites and then of course we will forget to remember how hot that sun was last season, and also that we can get a very severe sun-burn on an overcast day.

The very best way to prevent sunburn, is to massage all the exposed parts with Olive Oil and use reasonable judgment about the length of exposure.

If we are out on the water on an overcast day, we should remember that we can get a very severe burn from the reflection of the sun, off the water, and use due care as though we were in the direct rays of the sun.

Avoid cramps by allowing two or three hours after meals before going into the water.

Electrical Dept.

William C. Harper

Our friend, Merritt Lancaster, is still at home convalescing from his operation for appendicitis, but he expects to be with us again about May 6th.

Along about April 4th, Pop Nel-

son decided that Merritt must be lonesome so Pop went to the Hospital and gave up his appendix. He is coming along nicely, and expects to be back at work about May 6th.

The flood has come and gone without too much damage, except for a few poles carried away by ice above Old Town.

Old Man Winter gave us a parting slap when it snowed eight or ten inches, the wind blew 50 miles an hour. The Electric Department got off easy with very little trouble, but we understand Eastport had a little fun for a day or two.

Well, Bill Bagley is in town, so here's where we have to sign off.

Harrington

Theolyn G. Stanley

The Harrington crew has been very busy building an extension to Mr. A. J. Grant's Tourist Camps on the new #1 Highway in Cherryfield.

The Community was shocked and saddened to learn of Dr. Guy L. Burritt's death which occurred very suddenly at his home in Harrington yesterday, April 30th. Dr. Burritt was a World War Veteran; member of several Lodges, and was very active in town af-

fairs. He will be greatly missed and sympathy is extended to his bereaved wife and family.

Mr. Cushing, Manager, recently attended the Retail Development League meeting in Bangor, also the Annual Meeting of the Quarter Century Club of which he is a member.

FISHING is underway again and several large Atlantic Salmon have been taken from Pleasant River, Columbia Falls.

Machias

Fernette M. Lincoln

Recent callers from out of town this month were: Mr. Hammons, Milton Vose, Mr. Webster, Mr. Dearborn, Mr. Perkins and Mr. Harper.

The winter seemed to return to the eastern part of Maine on Apr. 22nd, but we are glad to say it did not stay long.

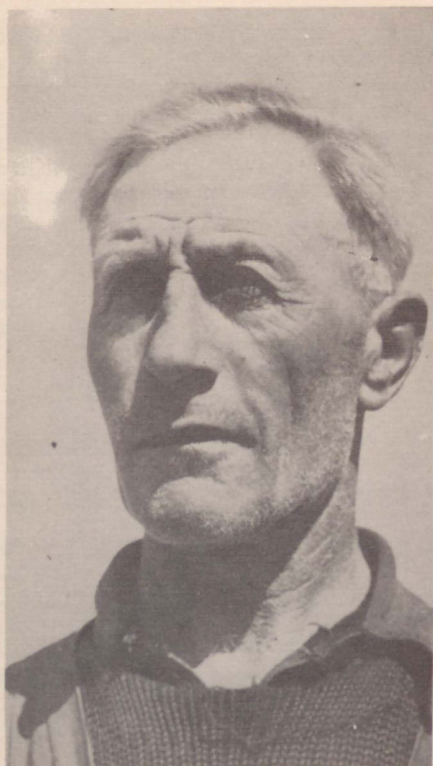
Mr. Vose and Mr. Parker went to Bangor Tuesday, April 23rd. Mr. Vose stayed all night with Milton Vose, and returned Wednesday morning.

Mr. Crane, our serviceman has been installing two commercial refrigerators recently, one at Whitneyville and one at Lubec. He also just installed a commercial bake oven at a restaurant in Machias.

The Ladies Enjoy

a sociable afternoon of cards and refreshments when eighty-four members of the Farm Bureau met in mid-April at 31 Main St. with our new electric kitchen in background.





Philip L. Sprague —→

It was back in the days when the freight department was an essential part of our transportation system particularly into the Charleston area, that Mr. Sprague started with the company as clerk in that department. That was on November 9th, 1914. He later became freight agent and in 1918 was transferred to the general office as bookkeeper. After a brief hitch in the army, Mr. Sprague came back to the company as bookkeeper and in 1925 was appointed Assistant Treasurer in which capacity he serves the company today.



← Michael Addison

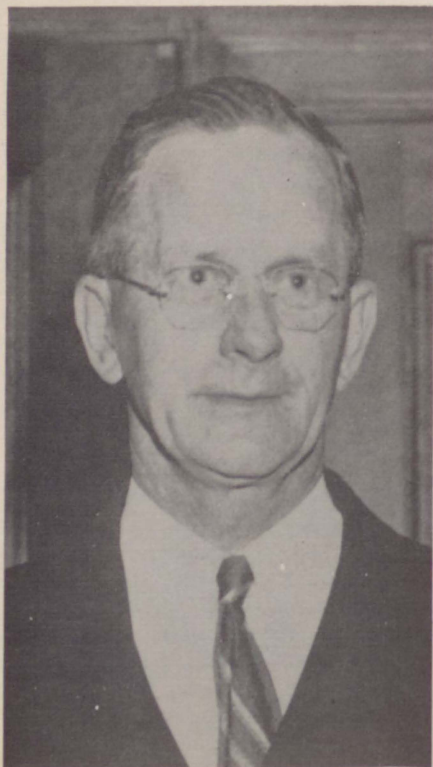
Dating his service with the Hydro back to May 19th., 1914, Mr. Addison has always been in the R. R. track department. Another date that Mr. Addison always remembers is May 8th. 1912 when he was shot up in the air by 14 sticks of dynamite. He never works on May 8th

Fourth Annual Meeting
of the

Welcome

to

Our Eight New Members

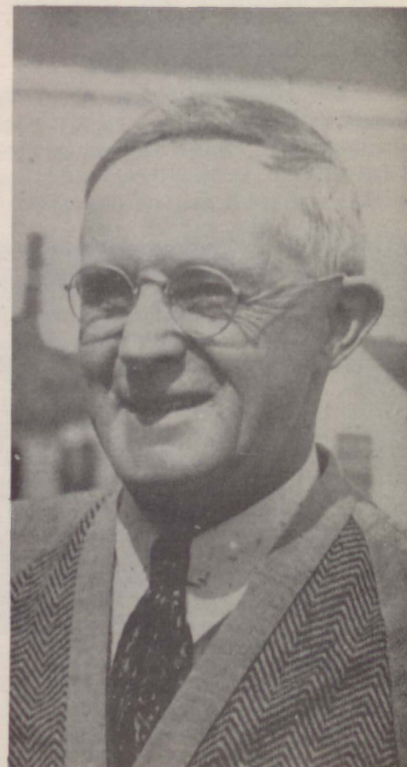


← William E. Jennings

It was on July 1st, 1914 that Mr. Jennings came to the Hydro as a car operator in our railway department and he has served faithfully in that capacity to the present date.

Roy L. Bragdon —→

On May 8th, 1914, Mr. Bragdon started his connection with the Hydro. He first drove horses for the company and also read meters and at a later date helped build the Sedgwick and Southwest Harbor lines. He now keeps stock at Ellsworth and does service work as well.





Arthur L. Norwood—→

Bar Harbor is where Mr. Norwood first became associated with the Bangor Hydro. That was on December 2nd, 1914. He started out as meter reader and helper around the office and continued there until November 4th, 1923, when he was transferred to the general office at Bangor as addressograph operator which position he now holds. In all, Mr. Norwood is responsible for the accuracy of close to 40,000 addressograph plates covering customers, employees and stockholders, as well as the mailing list of the Bangor Hydro News.



← Hadley Pyle

Our street car operators don't provide much material for sketching their business experiences with the Hydro. Mr. Pyle has been a loyal and efficient operator in our railway department since he started with the Hydro on March 3rd, 1915.

Conduskeag Canoe Club

April 23, 1940

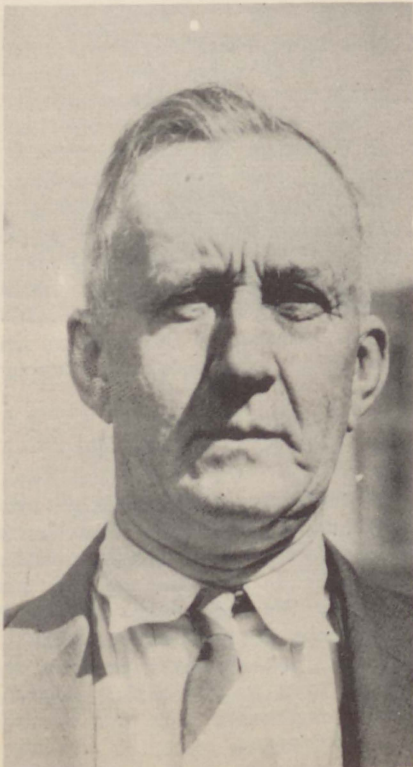
Bangor Hydro
Quarter Century Club

Edson W. Bartlett —→

November 13th, 1914 brought Mr. Bartlett to the Bangor Hydro in the position of street car conductor in which capacity he served until he became car operator. On April 4th, 1939, Mr. Bartlett was transferred to the post of substation operator at the Park Street station in Bangor.

← George W. Tyler

Starting as lineman with the company on April 29th, 1914. Mr. Tyler was later foreman of construction until 1927 when he was transferred to the engineering department where he is now assistant field engineer.





Cards & Conversation

At table in center, Art Welch, with back to camera and at his left, Mort Wentworth. Facing camera is Harold Wentworth and at his left sits Frank Spencer.

Ambrose Eisnor

Back in the days when a street car had a conductor and motorman, Mr. Eisnor took up his post as a motorman. That was on April 6th, 1911. Mr. Eisnor then became one of our ablest car operators and as recently as April 6th of this year he went to the Bangor substation to break in as station operator, which position he now fills regularly. Mr. Eisnor has many times given pleasure to the readers of the Hydro News with his tall tales of hunting and fishing experiences.

Albert E. Grose

After two years in electrical work, Mr. Grose joined the Hydro on June 1st, 1907 and worked on the construction of the Milford-South Brewer transmission line, in fact, he shaved the first pole for this important line. He then became lineman in the Old Town Division and later station operator at Milford. When the company acquired the Lincoln Light & Power Line, Mr. Grose went to Lincoln then back to Old Town as line foreman. From that, Mr. Grose has steadily moved ahead until now he is Manager of the Old Town Division and Superintendent of the Milford station.

Eugene M. Dole

A new bookkeeper came to work for the Hydro on Sept. 18, 1913. He was Mr. Dole our present treasurer. He brought with him about ten years experience in the 2nd. National Bank of Bangor, located then on broad Street. At that time there was no post of assistant treasurer. There was a chief clerk in the accounting department. About 1916 Mr. Dole was advanced to that position and in 1918 the post of assistant treasurer was created and Mr. Dole became the first to occupy the position. In 1925, on Sept. 1st. he became Treasurer.

Leroy G. Vose

After experience in several different firms in the electrical business, Mr. Vose became associated with the Machias Electric Light Company which later became the Pennamaquan Power Company of which Mr. Vose became Supervising Manager. This company later being acquired by the Bangor Hydro, Mr. Vose came to the Hydro. He first was manager of our Eastport property and later manager of all Washington County and when that was divided into three divisions Mr. Vose became manager of the Machias Division which position he holds today.

Ralph A. Fernald

After several years of service with the Bar Harbor and Union River Power Company, Mr. Fernald became officially connected with the Hydro on March 1st, 1912. He started with the line department and remained in the department until about 1926 when he became assistant manager of the Lincoln division. In 1926 when he held position of Construction Foreman of our Washington County transmission line, he knew every inch of the territory particularly from Machias to Eastport. Mr. Fernald later became District superintendent of the Harrington division, later manager of the Lincoln division and still later manager of the Millinocket division which position he now holds. He has served as Vice-Pres. and Trustee of the Quarter Century Club.

Arthur C. Welch

On October 10th, 1911, Mr. Welch started with the Hydro. He is justly proud of almost continuous service in that he had lost but very few days right up to his retirement on September 1st, 1939. His work has always been at the Veazie station at which plant he was an operator at the time of his retirement.

Editors Note:

Mr. Ambrose Eisnor and Mr. Wilbur Watson wish to notify their many friends that they are in no way connected with, or responsible for, the articles that appear in these columns.

Here are the pictures we promised to have for you. We had a very difficult time to get these snaps as Tom claims the daylight hurts his eyes, but Lilly just loves to be snapped.



Tom



Lilly

T.P.P.A SPORTSMEN SHOW A BIG

A large crowd witnessed the finest exhibition ever put on the stage in this State, in the Auditorium on March 33. The highlights of this show were as follows:

ACT #1.

Poacher Bowden while giving a remarkable exhibition of sharpshooting in the dark, accidentally shot two of the spectators, who thinking it was a part of the show, displayed rare good humor.

ACT #2

Dead Shot Eisnor, while throwing his flies here, there, and anywhere, finally placed a hook in the seat of his own pants. This ended his little act of fly casting, without any of the crowd loosing their eyes or snags in their socks.

ACT #3

Speed Bille while throwing knives at an unwilling and nervous victim, became tired, so took a little nip of Old Doc Emerson's Herb Tea, which snapped him back to life, with the result that he became a bit too lively and with a wild swing threw an overhand curve with his double edged knife which nearly clipped off the poor victim's nose. However, Speed grabbed the nose and with a piece of adhesive tape stuck it back on. Great Fun.

ACT #4

Cornpopper Handy took the stage in the next act dressed as Robin Hood, with his bow and arrows. Dave Murray held an apple in his teeth about 50 feet away. Taking careful aim, Cornpopper shot an arrow through Davy's mouth, splitting his tongue and also the apple. This was truly a remarkable shot, and Cornpopper was given a big hand by the crowd.

ACT #5

Whiz Bang Currier came on next with his oriental street dance, and believe us when we say that this act took the prize. He outwiggled, outshimmied the best Hoochie-Coochie that ever did a fan dance. Dressed only in a colored piece of cloth, he went to town and HOW!!!

ACT #6

The old fashioned songs and hymns by our nightingale Joe Ekholm, were applauded with cries and sighs. The Three Misketeers with Tom the car barn cat, were recalled time and time again, for their vocal efforts. Lew "High Water" Davis did remarkably well in his role of "Master of Ceremonies", as the crowd realized he was too fast on the draw for them to cope with.

This ended the big show and the crowd cheered themselves hoarse for T.P.P.A.

PERSONAL PLEASE.

Mr. Harry Allen:

Mr. Vaughn Davis:

Mr. Herbert Hammons:

We are informing you gentlemen that you are wrong about Mr. Ambrose Eisnor being the News-Hawk or any other kind of bird. Mr. Eisnor is indeed a very capable and humorous gent, but after all, he is just an amateur. We have decided to give you a clue to our identity, not because you demand it, but just to let you see what high grade literature you are reading in these columns.

We were formerly employed by the New York Metropolitan News, at the sum of \$250.00 per week for supplying gags and ideas for their funny column. We expect to set you on your heels with this information about us.

PERSONAL PLEASE.

Mr. Wilby Watson:

In the last issue you informed us that you didn't know why you read our columns. We don't know why you do either, unless you are human after all, and like the rest of our readers, turn to this page first, for the big news and gossip.

This plan of a social get-together of our Scribes and Editors by our car barn scribe Walter Brown, hits us as a fine idea. We would like to suggest that it be a little club supper at the Pekin Restaurant some evening, with the T.P.P.A. invited as our guests. We are sure that our President Mr. P. Bowden will not only give us a splendid speech, but will insist upon paying all expenses of said supper.

FOR SALE

An old 18 foot canoe. This bargain went through the civil war, and has a few broken ribs, but Joe Ekholm says that it is as good as new. He will sell this canoe for cash at a big sacrifice.

QUIZ OF THE WEEK.

#1. Where did Big Boy Phillips

get that Ladies garter last night???

#2. Who is the operator that is called Bottle Top??
TROUBLE!! TROUBLE!!

Leo "Chesty" Sawyer is in a heap of trouble. Here Tis:

I've a letter in my pocket, I don't want my wife to see, If she finds it I'll have trouble she will spoil the day for me. I can't burn it and I wouldn't care to throw the thing away. So here I am upon the steps of my little home alack, I was told to mail her letter, and here I've brought the dang thing back.

SUCCESS!! SUCCESS!!

The power and prestige of our T.P.P.A. was amply demonstrated last week by our General Manager, Cornpopper Handy. Catching a record number of white perch at Graham Lake, he started for home with double the amount of fish that the law allows. The fish were tied on his auto in plain view of any wardens he might meet Was he molested? He was not!! The wardens he met waved their hands and smiled at him, as they recognized his rank and authority in the association. After this remarkable demonstration, we are sure that more of you boys will want to join this superior organization.

Our President Ivory P. Bowden in behalf of the T.P.P.A. accepts with thanks, Uncle Tom Davies invitation to make his camp their headquarters this summer, but says that the Association will bring their own bait.

Mr. Walter E. Hersey is one of our best friends and brother employees, so we are asking our readers to vote for him in the Republican Nomination for County Commissioner in the Primaries, June 17th, 1940 (Thank you).

CONFOUNDUS SEZ:

Doing business without advertising, is like winking at a girl in the dark. You know what you are doing, but no one else does.

They used to count the notches on their guns, now they count the dents in their trolley fenders.

FLASH!! FLASH!!

Dead Shot Eisor caught two fish on one hook at Rocky Pond

yesterday. A large pickerel was landed on the ice, and when it was cut open a 7 inch trout was found in its stomach. This clearly proves that a pickerel is faster than a trout, and Eisor is faster than both.

Guy "Busy" Webster observes that one of our car card advertisements says "The mouth of the Amazon River is 50 miles wide". He claims he knows of some mouths that are wider than that.

Our Star Reporter tells us that our rural brother, Joe Ekholm, intends to start a Bull Frog Farm up in Alton this summer. He claims that with a private pond and free frog feed, that he will be independent in a few years with plenty of frog skins in his wallet.

Pop Godsoe has stopped smoking those terrific cigars of his, due to the publicity he has been receiving. We do not believe this yarn as we think the real reason is that they are too much for him. We have been interested in this experiment because we wanted to see who the winner would be, Pop or the cigars.

ATTENTION MR. WATSON

There was a man in our town, And he was wondrous wise, He knew the "why" of everything, That happened neath the skies,

His comments were so clever, His comebacks were so pithy, Beside him, poor Confucious, Was nothing short of Sisay.

The News-Hawk came along one day With Wilby's wit was taken, So he worried him with "Easter eggs", And "Bringing Home the Bacon".

Now, Wilby's on the hunt for Hawk And vows he's gonna match him, BUT remember son, to pluck your bird.

At first you have to CATCH HIM.

Ivory "Poacher" Bowden carries a big dried up rabbits foot in the back of his shirt. This relic of the grave-yard, is not to bring him luck, but in case he ever becomes lost in the woods, he will have the makin's of a fance stew. Poacher is not only far sighted, but is one of the best tellers of smokey stories in this State.

We looked up the pretty little brook that was pictured in our last issue, sent in by Mr. Eisor. We found that it was out in Hermon, and was full of fish all right, but not Trout. Just a bunch of chubs and suckers swimming around. Somebody is fabricating about this brook being full of big trout.

Ralph "One Shot" Avery is considerably upset over the idea of wearing a new Bus Driver's uniform. He claims his big frame will not look so hot in one of those outfits.

Our little sparrow who hangs out in the waiting room, tells us that Dead Shot Eisor made the remark that just as soon as he had a little extra time on his hands, he is going to hang all those scribes who are ganging up on him.

If you boys hear a clinking, clanking, snapping noise, behind you, do not think it is somebodys old tractor, it is just Windy Hodgman trying to give his new store teeth a workout.

Our old friend Freddie Mason has a large locomotive headlight bolted to the top of his desk. This blinder uses a bulb of 2000 watts. Ed "Rainy" Day says that Freddie would require a larger light than this, before he could see him.

We are glad to hear that Mr. Eisor has been promoted to a sub station position. We are also sorry to have him leave the Hampden line, as we will miss him mornings on the way to our office and his stories of his home in Old New Brunswick. Good Luck, Eisor.

EXPOSED!! EXPOSED!!

A cousin of Tommie "Handsome" McLeod from the country sends us a little story of Tommie's boyhood that is very interesting. Little Tommie was out in the barn yard feeding the horses, when one of them took a dislike to him and nipped his hand. This made Tommie so doggone mad, that he grabbed the horse by the ears and BIT his head off. We think it only fair to our readers to warn them that although Tommie seems mild and gentle, underneath his hide, he has a visious and ferocious temper.

We may be talking out of turn, but it seems to us that if these wresting matches are going to continue on our Trolley Cars, our operators should be required to take up Boxing Lessons, so they will have at least a sporting hunting wise guys.

We spied one of the new demonstrator buses rolling down the hills of Hampden this morning. We identified three of the passengers as Mr. Charles H. Johnson Mr. William Ellis and Mr. Earle Webster.

Archie "Whiz Bang" Currier wishes us to inform the world in general, that he and Poacher Bowden have broken up friendship for good. He yelps that his reputation and character are becoming ruined by this publicity, as he cannot stand this gossip and still look his friends in the eye

DO YOU ITCH? TWITCH? OR YOUR CORNS ACHE?

Our pal, Rip Van Aken, wishes to announce in our news, that he has perfected a new boon to suffering humanity. This is a new salve, and he guarantees it will take away the stubbornest corn or itch that you ever had, or have. The price of this salve is only \$1.00 and two bottle caps, for a large box.

(Well folks we bit on this one, and bought a box. It took away our corn all right, but took our toe along with it. We are truthfully endorsing this "take away" salve to our many friends.)

This is ALL for this issue. Watch out that we don't catch you doing some scandalous or outrageous divilment.

Meter Dept.

Elmer W. Cole

Does anyone remember the picture? It was known as Flying Lizzie? We never found out how fast it would travel, as we did not have a continuous straight stretch of track long enough to attain FULL SPEED.

Well do we remember on the night that we changed over the track on Harlow Street from the Graham Building to Cumberland St.

one of our Officials and a friend desired to take a short ride while we were waiting for the Track Crew to get some track all ready for bonding. The friend was placed in front where the two gentlemen are sitting and the "Official" handled the reins and tended the trolley. The way the ties shifted under the car seemed to upset the passenger somewhat, also on the sharp curves the flanges would rise and then drop to the head of the rail quite often causing the passenger to think we were going to jump the iron, in fact we virtually did.

At the outer end of the journey the passenger decided that he would ride home on the rear instead of the front and remarked, "All I want is, please get me home alive and safe".

Believe it or not, our Clair saw a "Fifty Foot Snake" recently and we somehow think it was lucky for him that he was on the second floor.

Mercury goes up but doesn't come down, if you doubt it, ask our Clair.

Our new addition to the Meter Laboratory is completed and we are now in the precess of moving. It's quite some job, but after all when it is completed, we will be mighty proud of our Meter Laboratory, and will welcome inspection from one and all.

"Come up and see us sometime" is our motto.

Our annual Hop, Skip and Jump is on. Seasonal customers from now on also the annual game of move instead of clean house. Within the last few weeks we have had customers move to a new location and back to the former the same day.

Second Floor

Catherine A. Buker

Spring is here!! Hard to believe perhaps, but it is. Just take a peek at the girls' dressing room on the third floor of the general office building any day, and you would have no doubt of it.

First - the array of suit boxes bags, and hat containers would give you the first inkling, and then some of the new spring hats being worn would certainly convince even the most skeptic per-

son alive. They are all colors (the hats), all shapes and all sizes, from a little bit of a one really only a half a bonnet (my grandmother had one something like it once - I can just remember it) with ribbons arranged all large many-colored felt ones. Really no place for Dagwood, if some of Blondie's very conservative hats bother him.

Some of the girls of the office went to Boston over the Holiday weekend to select their spring outfits. Alice Hackett from the second floor was one of these lucky girls, who braved the worst storm of the season to make the trip, and came home with a selection of new clothes that makes us all jealous.

With a little warm weather now the style show will be in full swing.

Speaking of clothes - reminds us. You perhaps all know that the Quarter Century Club members had their annual meeting and get-together last week, and the girls in the office are not the only ones who in this season of the year are thinking of looking right up-to-date.

One member of the Quarter Century Club, seemed to have a touch of the same spring fever that has taken hold of all of us, and from all reports he certainly made a hit with his new outfit. He did look nice. He spends the busy day very close to this scribe, (It isn't our Office Manager).

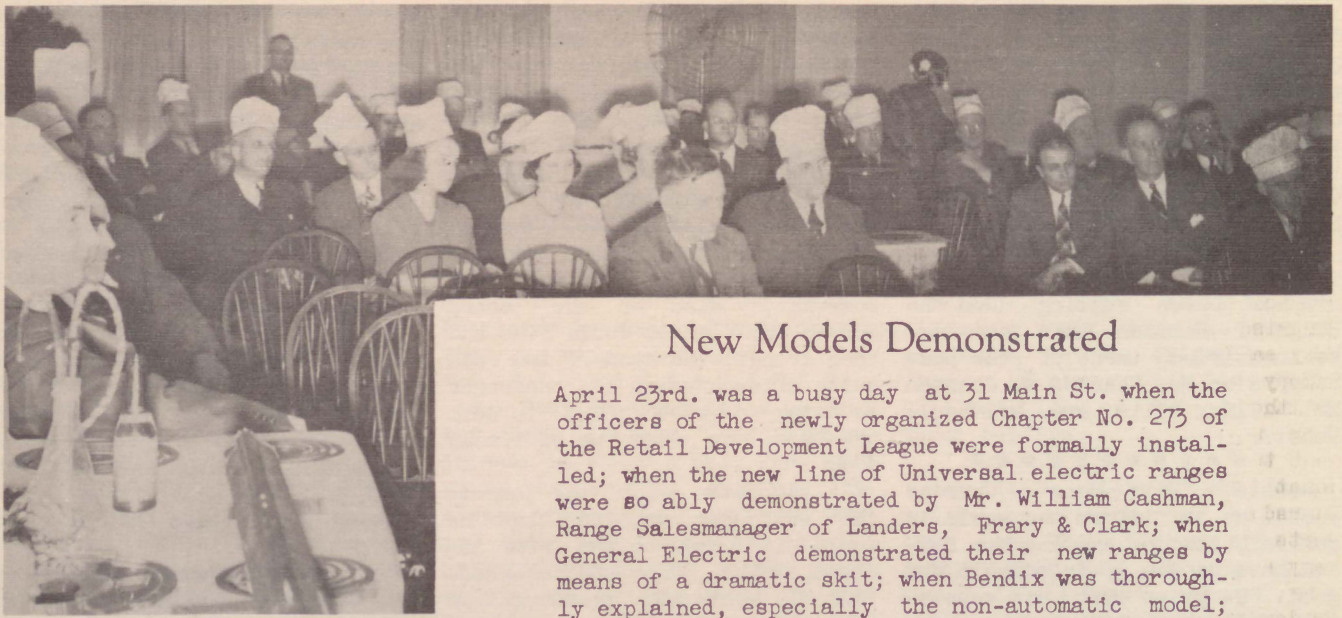
Now that the lakes are opening up again, fishing will be discussed pro and con, for the next few months. Winfield Stubbs last weekend scouted around and found one lake that could be used for fishing, and he reported a pretty big catch.

No news about Florence Steeves in this issue, she will be featured in the next issue -Orange Blossoms n'everything.

Mr. Gordon Briggs is at the present time on his vacation.

Mrs. Lois Barstow also of the Legal Department spent the week in Bangor last week and seemed to enjoy it.

We wish to take this opportunity to extend to Ralph Drinkwater in the Engineering Department on the second floor, our most sincere sympathy upon the death of his father, Mr. William J. Drinkwater, of Veazie



New Models Demonstrated

April 23rd. was a busy day at 31 Main St. when the officers of the newly organized Chapter No. 273 of the Retail Development League were formally installed; when the new line of Universal electric ranges were so ably demonstrated by Mr. William Cashman, Range Salesmanager of Landers, Frary & Clark; when General Electric demonstrated their new ranges by means of a dramatic skit; when Bendix was thoroughly explained, especially the non-automatic model; and when we had the pleasure of being host to our friends from Rice & Tyler Co.



Millinocket

Ellen M. Barnes

The Millinocket Line Crew with the assistance of the Lincoln linemen recently changed a 25 KVA and a 37½ KVA transformer on Main Street to 50 KVA's.

These transformers were re-ed as changed over in last months issue of the News, but since this work had not been completed and the fact was brought to your writer's attention, correction and apology is made herewith.

B. A. Carr, Serviceman, spent a few days doing service work in Lincoln this month, while Mr. Harry Allen stayed at home humoring a sore hand and a bad cold. Glad to hear that you are back on the job and feeling better, Mr.

Allen.

Mr. Carr says that after the heavy rain, the cellars in Lincoln weren't a bit better place in which to work that those in Millinocket, but that the long drive over the rutted highway every morning and night was very invigorating.

Speaking of cellars, we had an indoor swimming pool in the basement of our store for a few days. The water backed up after the storm and filled the cellar up to the second stair of the stairway. In taking stock this month, we had quite a search afoot for a carton of 60 watts that had been hung up to dry. All's well that ends well.

Mr. Alton Grant and Mr. Edgecomb have been working in town, splicing the underground ornamental cable on Main Street that was

broken by the W.P.A. on their recent storm sewer project.

Mr. William Harper spent a few days in town, checking trouble at our substation and hunting out radio disturbances.

Manager Fernald attended the Managers' and the Quarter Century Club meetings in Bangor recently.

Mr. Smith, serviceman for the Seegar Refrigerator Company, worked with our servicemen for a few days installing new panels on the commercial refrigerator case at the Monhigan Market.

Visitors to our office this month were M. A. Perkins, Danny Webster, Hall Dearborn, H. E. Hammons, and Milton Vose. And from we can gather, we understand that the weather is always much better in Bangor.

Accounting Dept.

Madelene A. Spencer

The employees of this Department extend congratulations to Mr. Philip L. Sprague for the way he rode the goat on the night of April 23rd. The fact that Mr. Louis Grant and the above mentioned Mr. Sprague could not remember for sure, just what they had to eat that night, does not surprise us. If they ate what they said they did, a lapse of memory was the natural thing.

Although most of us spent the long weekend at home, several went to Boston. Ruth, Alice and Janet left on an early train on Thursday afternoon. From all reports we gather that it was a very successful trip.

Mr. and Mrs. Sprague left early Friday morning by train. They reported a fine time also.

Marguerite Smith and Rosemary Danforth drove through. They saw shows, etc., and we think they spent most of their time buying pretty things to wear, because every day they appear in something new.

Rosemary drove home Sunday in the storm and made very good time. We all wondered if she would make it. She did, and that's my way of saying "I told you so" - women were always better drivers than men.

Bar Harbor

Everett J. Salisbury

Barbara L. Keene

Mr. and Mrs. Gerard L. Austin returned Monday from their vacation, which they spent in Boston, Philadelphia, and Washington.

Miss Lillian Perry recently returned from her vacation which she spent in Seal Harbor and Boston.

Miss Henrietta F. MacLean recently joined our office staff.

We are all very glad to have Fred Grindle back on the job with us after several months' absence due to illness.

The annual cooking school session will be held here on May 6. As usual a good attendance is anticipated.

Miss Sylvia Austin, Mr. Alvah Abbott, and Ralph Fickett, our Quarter Century Club members, were among those who attended the annual meeting of the Club in Bangor last week.

Mr. Robert N. Haskell, Vice President and General Manager, visited the Company's local property Tuesday, April 30th. Other visitors have been Mr. Webster, Mr. Hammons, Mr. Vose and Mr. Dearborn during April.



Service Building

Henry F. Ryder

Well I guess that Spring has finally put in its appearance as the Christmas trees have been removed from the flower beds in front of the Service Building and the grass around the building has had its Spring combing and is showing green again.

Elmer Cole's enlarged quarters are about finished and we hope that he will get some of his supplies in his new room soon, so we will be able to straighten the upper stockroom.

Berry is being pursued by automobile salesmen and Bullard is beginning to itch for the ice to leave the lakes so that he can wet a line.

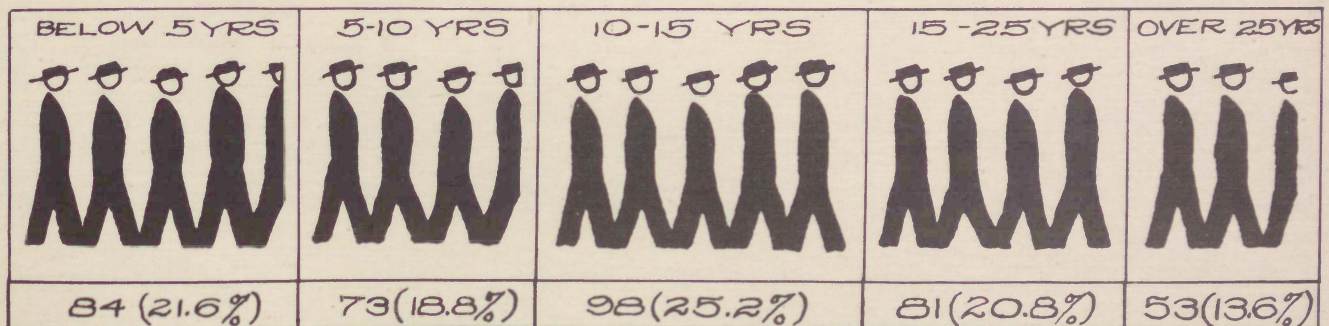
Welcome

We are very glad to welcome Mr. Philip A. Christie to the Bangor Hydro Family. On April 15th. Mr. Christie joined our legal department and has his office with Mr. Murchie and Mr. Briggs.

A native of Presque Isle and a graduate of P. I. High, he later attended Bowdoin, Class of 1936 and Harvard Law, 1939. From July 1939 until coming with the Hydro, Mr. Christie was associated with Mr. Charles P. Connors, Bangor, attorney.

In highschool and college days, Mr. Christie kept in trim at base ball and basketball but now feels that advancing years make golf and softball more advisable.

HOW LONG WE HAVE WORKED FOR THE COMPANY



EACH FIGURE REPRESENTS ABOUT 20 EMPLOYEES
THE AVERAGE LENGTH OF SERVICE OF ALL
EMPLOYEES IS 13½ YEARS

Veterans Service List

Hydro Employees honored this month by Anniversaries of service of five years or more

Employee	Position	Date.	Years.
*Lacey, James J.	Track Foreman	May 5, 1904	- 36
*Dougherty, Helen A.	Cashier, Bangor	" 1, 1911	- 29
*Long, William M.	Lineman, Bangor	" 2, 1911	- 29
*Bragdon, Roy L.	Lineman, Ellsworth	" 8, 1914	- 26
*Addison, Michael	Trackman, Bangor	" 19, 1914	- 26
Emery, George I.	Lineman, Bangor	" 1, 1917	- 23
Poulin, Joseph S.	Car Operator, Bangor	" 11, 1917	- 23
Hatch, Ralph W.	Utility Man, General Office, Bangor	" 18, 1920	- 20
Jennison, Elwood W.	Hydraulic Engineer, Bangor	" 2, 1919	- 21
Wentworth, Harry O.	Truck Driver, Track Dept., Bangor	" 27, 1919	- 21
Wood, Everett C.	Trackman, Bangor	" 1, 1921	- 19
Grindle, Frederick M.	Line Foreman, Bar Harbor	" 5, 1921	- 19
Kingsbury, Joel L.	Line Foreman, Bangor	" 23, 1921	- 19
Avery, Ralph L.	Car Operator, Bangor	" 11, 1922	- 18
Kingsbury, Arthur L.	Lineman, Bangor	" 1, 1923	- 17
Marsh, Fred D.	Operator Veazie Station	" 27, 1923	- 17
Fields, Sibyl E.	Cashier, Ellsworth	" 6, 1924	- 16
Hoyt, Percy C.	Lineman, Machias	" 1, 1925	- 15
Hammons, Herbert E.	Commercial Engineer, Bangor	" 24, 1926	- 14
Foster, Franklin H.	Asst. Stock Clerk., Service Building, Bangor	" 2, 1927	- 13
Littlefield, Frank E.	Electrician, Bangor	" 17, 1927	- 13
Carter, Roy J.	Lineman, Ellsworth	" 7, 1928	- 12
Grover, Rexford R.	Operator, Ellsworth Station	" 12, 1930	- 10
Wyman, Ivan L.	Lineman, Lincoln	" 19, 1930	- 10
Vose, Lowell W.	Meter Reader, Harrington	" 21, 1930	- 10
Chadeayne, Wilbur D.	Salesman, Bangor	" 11, 1931	- 9
Buck, Ivan A.	Lineman and Meter Reader, Millinocket	" 1, 1930	- 8
Clark, Marsden E.	Repairman, Hydraulic Maintenance	" 1, 1934	- 6
Hale, Edith L.	Clerk, Ellsworth Office	" 7, 1934	- 6
Mayer, Avis D.	P. B. X. Operator, Gen. Office Bldg., Bangor	" 14, 1934	- 6

*Member of the Bangor Hydro Quarter Century Club