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Bangor Hydro Electric News: June 1938: Volume 7, No.7, Eastport Issue

Bangor Hydro Electric Company

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THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 7 No. 7 June 1938 Bangor, Maine

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

EASTPORT THE MOST EASTERN CITY
IN THE UNITED STATES



MABEE'S WHARF CAMPOBELLO ISLAND IN BACKGROUND

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VETERANS SERVICE LIST

We list below the names of those employees of more than five years of service, whose employment anniversaries come during the month of June, 1938:

		Years of Service
GROSE, ALBERT E.	Manager, Old Town	June 1, 1907- 31
Brown, Charles A.	Welder, Car House, Bangor	" 25, 1907- 31
Spencer, Frank H.	Repairman, Hydraulic Maintenance	" 1, 1912- 26
Holmes, James B.	Lineman, Ellsworth	" 15, 1915- 23
Mansur, Charles E.	Serviceman, Commercial Dept. Bangor	" 3, 1917- 21
Cole, Alta E.	Bookkeeper, General Office, Bangor	" 17, 1918- 20
Gordon, Ernest B.	Welding Crew, Track, Bangor	" 2, 1919- 19
Logan, Horace J.	Manager, Eastport	" 1, 1921- 17
Bridges, Rex P.	Car Operator, Bangor	" 15, 1921- 17
Legace', James	Lineman, Old Town	" 15, 1923- 15
Madden, Michael	Trackman, Bangor	" 27, 1923- 15
Haskell, Robert N.	Vice Pres. & General Manager	" 15, 1925- 13
Noyes, Sarah E.	Stenographer, General Office, Bangor	" 7, 1926- 12
Junkins, Aubrey W.	Electrical Foreman, Bangor	" 17, 1926- 12
Webster, Earle R.	Asst. General Manager	" 27, 1927- 11
Marsh, Samuel J.	Electrician, Bangor	" 11, 1928- 10
Perkins, Horace E.	Operator, Veazie Station	" 27, 1928- 10
Dudley, Kenneth R.	Engineer, General Office, Bangor	" 1, 1929- 9
White, Leroy D.	Operator, Stillwater Station	" 1, 1930- 8
Grindle, Warren V.	Manager, Orono	" 10, 1930- 8
Boober, Wynona L.	Stenographer, Bangor	" 25, 1929- 8
Burnett, Marion E.	Clerk, General Office, Bangor	" 16, 1931- 7



MAIN STREET, EASTPORT

EASTPORT AND PASSAMAQUODDY

From Kilby History of Eastport and Passamaquoddy.

At the close of the sixteenth century, the northernmost coast of the American Continent was known to the nations of Europe, having been visited for purposes of discovery, fishing and fur trading. But all acquaintance with the interior, rivers and bays was imperfect.

There is no account of anyone visiting the shores of eastern Maine earlier than 1602, when Bartholomew Gosnold, an English navigator is supposed to have sailed into the Bay of Fundy. The following year Martin Pring in the "Speedwell" accompanied by the "Discoverer" touched on the

eastern coast but returned home in August 1603.

King Henry IV of France, in 1603, granted to the Sieur de Monts all of the American territory known as "Acadia". This territory included the Bay of Fundy and Passamaquoddy. The next year, De Monts, in exploring the Bay of Fundy entered the waters of Passamaquoddy, ascended the Schoodic to a small island where he started a settlement and built a fortification.

The winter of that year was so severe that thirty-six of the seventy people with him died before spring, so that, when the survivors of his party had recovered their strength, De Monts sailed away in search of a warmer climate.

In April 1606, King James I of England issued a charter of the

same vast territory as the grant that had been given to De Monts; however, not until 1613 is there any record of another ship entering the Passamaquoddy Bay when one Captain Argel crossing the Bay of Fundy to Port Royal entered the Bay and destroyed the remains of De Mont's settlement.

James I, now claiming the great territory of "Acadia" granted to Sir William Alexander in 1624 all of the lands and islands from Cape Sable to St. Mary's Bay. This tract was renamed Nova Scotia or New Scotland. However the French King still claimed possession and made a new grant to one Le Tour, who caused a state of war to continue until 1654 when the English laid complete claim to the whole territory, though it was not until February 10, 1763

Continued on next page.



EASTPORT OFFICE PERSONNEL

Harry Logan, Marianne Varney, Jennie Cassidy, Horace Logan

that France renounced to Great Britain all of Nova Scotia and the island of the Bay of Fundy.

There is an account of the inhabitants scattered along the coast of eastern Maine in 1688 which includes "At Passamaquoddy, St. Robin, his wife, and son, Letrell, John Minns, wife and four children, Lambert, Jolly Cive, his servant Zorza and Lena his servant." Probably the first white settlers of Passamaquoddy or Moose Island.

In 1764 Governor Bernard of Massachusetts caused a survey of the Bay of Passamaquoddy to be made and the next year Governor Wilmot of Nova Scotia did the same. In 1765 Governor Bernard obtained a grant from the Governor of Nova Scotia to certain lands and islands, including Moose Island, lying between the Cobscook and Schoodic Rivers.

In 1776 there is a record of men and Indians of the Passamaquoddy tribe who were favorable to the Americans going to Massachusetts to fight in the War of Independence.

In the next year, 1777, the eastern coast underwent a revision and the inhabitants of Moose Island declared themselves American and became with the mainland of Maine a part of the State of Massachusetts.

Hostilities coming to an end by acknowledgment of the independence of the United States the eastern boundary was established by a treaty in 1783 as follows: "By a line to be drawn along the middle of the river, St. Croix, from its mouth in the Bay of Fundy, to its source and from its source, directly north of the Highlands, which divide the rivers that fall into the Atlantic

Ocean, from those that fall into the river St. Lawrence, comprehending all the islands within twenty leagues of any part of the shores of the United States, and lying south of a line to be drawn due east from the point where the aforesaid boundary touched the Bay of Fundy, excepting such island as there were, or theretofore had been, within the limits of the province of Nova Scotia."

A great controversy arose as to which of the rivers rising from the Bay of Fundy was the true St. Croix.

In 1785 Nova Scotia still claimed Moose Island and in 1786 the residents sent a petition to the Governor of Massachusetts describing their trouble and asking for immediate steps to be taken to give them full possession of their rights. This petition was

Continued on next page.



EASTPORT LINE CREW

Ernest Scott, Lawrence Cushing, Clarence Cushing, Bertram Bowker

sent to the President of the United States and Generals Knox and Lincoln were appointed to investigate the matter. They examined the three rivers, the Cobscook, the Schoodic or Passamaquoddy, and the Macacadava and decided that the latter was the true St. Croix. Not until a convention was held in May 1803 between Great Britain and the United States was the boundary line fixed and the Schoodic River decided on as the St. Croix and Moose Island definitely placed under the jurisdiction of the United States.

Permission was granted in 1807, the first of its kind ever passed in the State. There are a primary school, grammar school and a high school. In recent years a summer Art School has been established by the Grand Central School of Art of New York.

In 1794 a public meeting house

was built and religious instruction was given there until 1814 by missionaries and traveling preachers. There are now seven churches in Eastport.

A bridge connecting Moose Island with the mainland at Perry was built in 1820. A second bridge, connecting the island with the mainland at Pleasant Point by Carlow's Island was built in 1832.

Fort Sullivan was built in 1808 and a company of United States troops were first stationed there the same year. The old fort has been demolished but some of the old barracks and the original powder house are still points of interest to tourists.

The outbreak of war between the United States and Great Britain on April 1st, 1812, was an unexpected shock to the people of Eastport, and many families imm-

ediately removed to places less exposed to danger. The inhabitants on both sides of the boundary line, feeling that the war would be a cause of bitterness if help was given to either Government, determined to live on amicable terms and to discourage all plundering and pillage.

In 1813 communication by vessel became dangerous and resort was made to small boats, which by keeping close to the shore by day and stopping by night made trips to Boston and Portland. In this way fish were exported and clothing and food-stuffs brought in to the otherwise isolated inhabitants.

American privateers were numerous in the Bay of Fundy. In retaliation for the preying of these vessels on the commerce of St. John, N. B. it was threatened

Continued on next page.



SITE OF THE FIRST PUBLIC MEETING HOUSE BUILT IN 1794

that Eastport would be burned.

The British proclamation of a blockade of the whole of the American coast from Passamaquoddy to the Mississippi, suddenly converted the island of Passamaquoddy Bay into places of the great business of smuggling.

On the 11th of July, 1814, a fleet of ships sailed in the harbor of Eastport, which proved to be British ships of war. The Americans could not fire on the British fleet, because they could not tip the guns down, as the balls would roll out.

The leading ship sent a boat ashore and an officer, carrying an English flag, landed and continued to Fort Sullivan, where he announced that he carried written summons for the surrender of the fort, and island. The Commandant of the fort, understanding the futility of resistance and want-

ing to prevent the sacrifice of life, made no resistance and by nightfall of that day Fort Sullivan was in the possession of the British, and the streets filled with armed men, cannon and munitions.

Sr. Thomas Hardy, dearest friend of Lord Nelson, landed the first day of the capture and fixed his headquarters at "Bucknam House" south of Shackford's Cove. This house burned in 1833.

Under the occupation of the British, Fort Sullivan was strengthened and new defences and batteries erected. Education and religious instruction was encouraged, and the town's first theatre was fitted up in the "Old South School-House".

Martial law continued for four years, until June 30, 1819, when under the terms of the treaty of Ghent, personal and civil rights

were restored to the people of Eastport and Moose Island restored to the United States.

Eastport, on Moose Island, is situated in the Bay of Passamaquoddy between the mainland and the Canadian Islands of Campobello, Indian Island and Deer Island. Its surface is varied hills and valleys, its coast line extremely irregular. It is four and one-half miles long and one and one-fourth miles wide. It is the smallest city in the State. The town is situated on the easterly side of the island facing the harbor and presents beautiful views of islands and bays which have become the delight of painters as well as lovers of nature. Todd's Head is the most eastern point of land in the United States. The climate is variable, subject to sudden changes, but

Continued on next page.



POWDER HOUSE, ALL THAT REMAINS OF FORT SULLIVAN

healthful, there is no disease peculiar to this part of the country.

The earliest settlers of Eastport were mostly fishermen from Massachusetts who came to Moose Island at the close of the Revolutionary War for the purpose of fishing.

The first road was laid in Eastport in 1798, this road is now probably High Street.

About twelve years elapsed before a framed house was erected in the town. The third of these houses to be built is still standing. It is on Boynton St.

Great attention has been paid to education. Primary instruction has been, from the first settlement, a matter of profound consideration. The inhabitants of the mainland objected to the raising of money for schools on Moose Island, owing to its scat-

tered population, but an application was made to the General Court for power to raise money by the residents of Moose Island for the support of schools, in addition to sums raised by the town.

A spirit of enterprise prevailed immediately and soon a new moral and social character rose up in the town.

The business section of Eastport has three times been destroyed by fire, in 1839, 1864, and 1886.

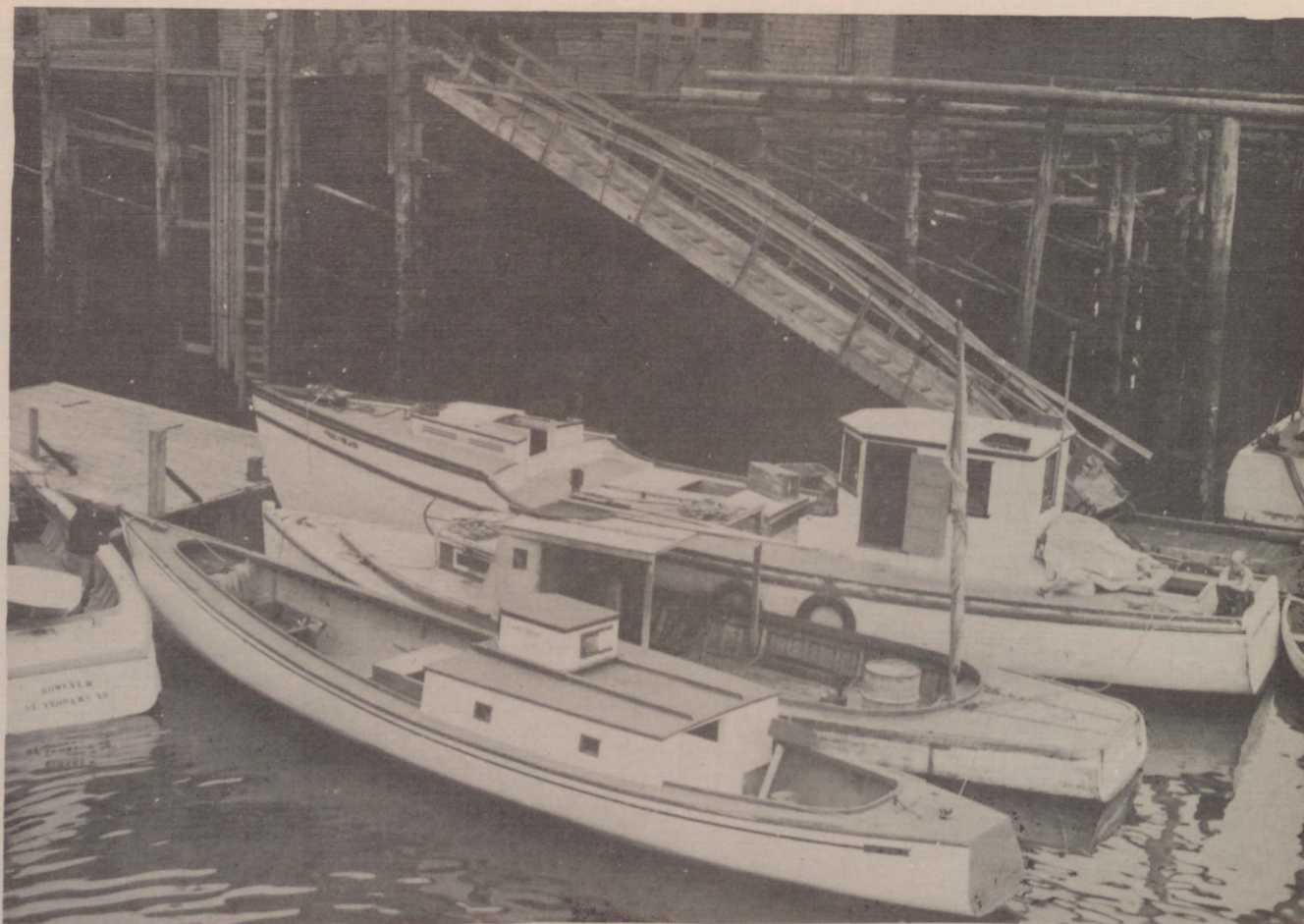
A municipal water line was first brought into the town in 1866 and the first electric light plant completed the first of July 1887. The railroad which brought communication with the mainland by land, the inhabitants until that time being entirely dependent for commerce and communication on boats and vessels, was built in 1898.

Since about 1877 the sardine canning industry has made Eastport the center of the fishing and canning industry of eastern Maine. In recent years it has declined to some extent, but with the return of prosperity to other parts of the country the residents are confident of its rehabilitation.

In 1925 Dexter P. Cooper first made known his dream of harnessing the tides of Passamaquoddy for electrical energy and in 1935 under the United States Engineering Department the first dams were begun, one connecting Dudley and Treat Island and one connecting Moose Island with Carlow's Island and Carlow's Island with the mainland at Pleasant Point.

A model village, known as Quoddy Village, on the northwest side of Moose Island overlooking beau-

Continued on next page.



WATER FRONT EASTPORT NOTE ANGLE OF SLIP AT THREE-QUARTER EBB TIDE

tiful St. Andrew's Bay, was built by the Government for the housing of its employees. This village and project has become a matter of national interest and attracts many tourists.

BRIEF SKETCHES EASTPORT EMPLOYEES

HORACE J. LOGAN was born in Eastport, Maine, July 8, 1897. He attended the Eastport public schools. He served in the A.E.F. with the California National Guards from June 1918 to August 1919.

Mr. Logan started to work for the Pennamaquan Power Company as meter reader in 1921, and came with the Bangor Hydro as lineman in 1924, was promoted to line foreman in 1928 and came to the Eastport office as Manager in 1930. He is married and has

three children, Stanley 14, James 12, and Edwin 7. Mr. Logan's hobbies are fishing and hunting.

MARIANNE VARNEY was born in Eastport, Maine, February 12, 1907. She attended the public school of this city, graduating from Shead Memorial High School in 1924, and began to work for the Pennamaquan Power Company in July 1924, and came to the Bangor Hydro as Cashier in September 1925.

JENNIE CASSIDY was born in Eastport in January 1914. She attended the public schools of this city and graduated from the Shead Memorial High School in the class of 1930. Miss Cassidy worked for the Booth Fisheries as seasonal worker, and started work with the Bangor Hydro in September 1935.

HARRY LOGAN, was born in Eastport October 20th, 1903, and at-

tended the public schools of this city. He worked for several years as clerk for B. N. Andrews, Druggist. During the operation of the Quoddy Project he worked at Quoddy Village as Electrician. Mr. Logan has worked for the Bangor Hydro-Electric Company at intervals as emergency linemen for some years, and came to work as salesman in June 1937. Mr. Logan is not married.

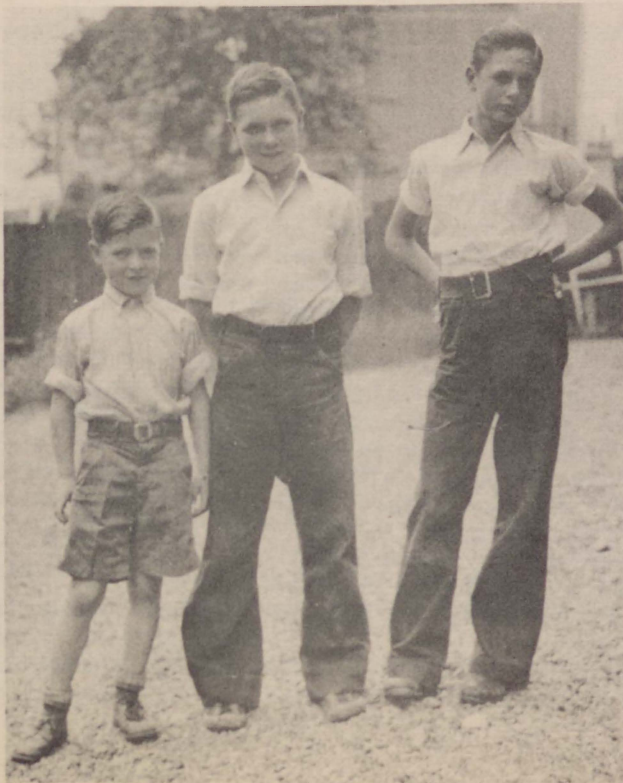
CLARENCE CUSHING was born in Pembroke, Maine, March 2, 1898. He worked in Parthers Saw Mill until he started work with the Pennamaquan Power Company, as operator in the Iron Works Plant in 1917. He is married and has seven children. His hobby is fishing.

ERNEST SCOTT, was born in Nova Scotia, October 24th, 1873, and came to Eastport in 1880. When a
Continued on next page.

CHILDREN OF EASTPORT EMPLOYEES

1. Norma (13), Laura (14), daughters of Clarence Cushing.
2. Elaine (9), daughter of Lawrence Cushing
3. Edwin (7), James (13), Stanley (14), sons of Horace Logan.
4. Patracia (28 mo.), daughter of Bertram Bowker.

1	2
3	4





UNITED STATES CUSTOM HOUSE AND POSTOFFICE, EASTPORT

boy he went to sea for several years, and later was engineer at Baltzer Boat Shop, this company now running a boat shop in Massachusetts. He went to work for the Eastport Light Company in 1899, and worked there until 1907 from 1907 to 1920 he worked as a farmer. He began work for the Pennamaquan Power Company in 1924 as lineman. He is a widower and has ten children living.

BERTRAM BOWKER was born in the city of Machias, December, 1910. He worked as a timber cruiser for the Prentiss and Carlisle Company for three years, and started work with this Company in 1930 as a lineman. He was transferred to the Bangor line crew and from there to Harrington and then to Eastport. He is married and had one child, Patricia Louise.

LAWRENCE CUSHING was born in Pembroke on July 25th, 1904, and

started work for the Bangor Hydro in 1926 as operator and meter reader. He is married and has one child, Elaine age nine years.

EASTPORT DIVISION NEWS

J. Cassidy

The Cooking School recently held in Eastport was a success, there being a very large crowd attending. Miss Bennett and Miss Callaghan gave an interesting demonstration on the use of the Electric Range and Refrigerator. Mr. Roop attended, having the trailer here and called on a few prospective customers with our salesman, Mr. Harry Logan. Milton Vose also attended.

Mr. Sprague was a recent visitor at this office; also Mr. Webster, Mr. Dearborn, Mr. Hammons and Mr. Hall.

Mr. Dearborn and Mr. Cole held a First Aid meeting for the mem-

bers of the office and linemen, this past week. Demonstrations of Artificial Respiration were shown and a very interesting talk on First Aid given by Mr. Cole. Mr. Dearborn explained the Insurance Plan to the members present. We hope they will call again soon as these meetings are very interesting as well as instructive to all.

A new extension has just been completed by the linemen, on the Little Falls Road in Pembroke. This will add two new Domestic Customers, Mr. Blanchard of Eastport who has a summer home there and Mr. Reynolds of Pembroke.

MACHIAS NEWS

Vera McEacharn

We are now quite well settled in our new location and after several days of cleaning and moving—
Continued on next page.



LIBRARY EASTPORT

ing around, we once more begin to take on the appearance of a Bangor Hydro Store. Our furniture is being refinished and soon we hope the last trace of the fire will have vanished.

Mr. Webster, Mr. Dearborn, Mr. Hammons, Mr. Sprague and Mr. Blake have all visited us during the past month.

Our linemen have started work on a six pole extension at Machiasport, serving four customers.

HARRINGTON DIVISION NEWS

Theolyn Stanley

The Marshville Extension has been completed and the customers along the line are very pleased with the lights.

Mr. Sprague, Mr. Webster, Mr. Harper, Mr. Hammons, Mr. Dearborn and Mr. Cole of the Bangor Office were recent callers at the Harrington store.

Mr. Joe Kingsbury and crew of Bangor have enjoyed a week's stay in the Harrington Division building extensions.

Mr. Cushing, Manager, and Mr. Lowell Vose, Meter Reader of the Harrington Division recently enjoyed a fishing trip; they got fine results - bringing home 38 beautiful trout, one swollen eye and several mosquito bites.

Mr. Alline, President of the Presque Isle Electric Light Company, and Ed. Hall, Representative of General Electric Supply were recent visitors at our office.

Although the weather has seemed very cold here, summer must be coming as the Artists and Writers have arrived for their annual stay at Ripley and Ray's Point.

If all the autos were placed end to end it would be a Sunday afternoon.

BAR HARBOR NEWS

Everett Salisbury

An item of great interest in this division this month, is the work being completed at Burn's and Young's corners.

A carrier current outfit is being installed which, when in operation will be radio controlled from the Ellsworth station.

These will be the only switches Controlled by carrier current in the New England States at the present time.

Mr. Brown and Mr. Coffin have supervised the work assisted by Mr. Harper and Aubrey Junkins and his crew. The line work has been done by Foreman Fred Grindle and linemen Hazelton and Church of our division.

George Tyler has been in town inspecting lines and poles jointly. Continued on next page.



ADMINISTRATION BUILDING, QUODDY VILLAGE

ly owned with the Telephone Company.

Bill Thompson was on Cranberry Island one day recently repairing one of our Commercial refrigerators.

Here's a little advice to Lloyd Buzzell. You can't dig clams at high water. Next time you had better consult the almanac.

Thursday, June 16, a large attendance of company employees members of the local Fire Department, Police Department and others attended the First Aid Instruction and Demonstration held at the fire house, Bar Harbor, by Mr. Cole, First Aid Instructor, and Mr. Dearborn Safety Director. This was a very enthusiastic meeting, and it is felt that all those in attendance are receiving a great deal of valuable knowledge

COOKING SCHOOL BAR HARBOR

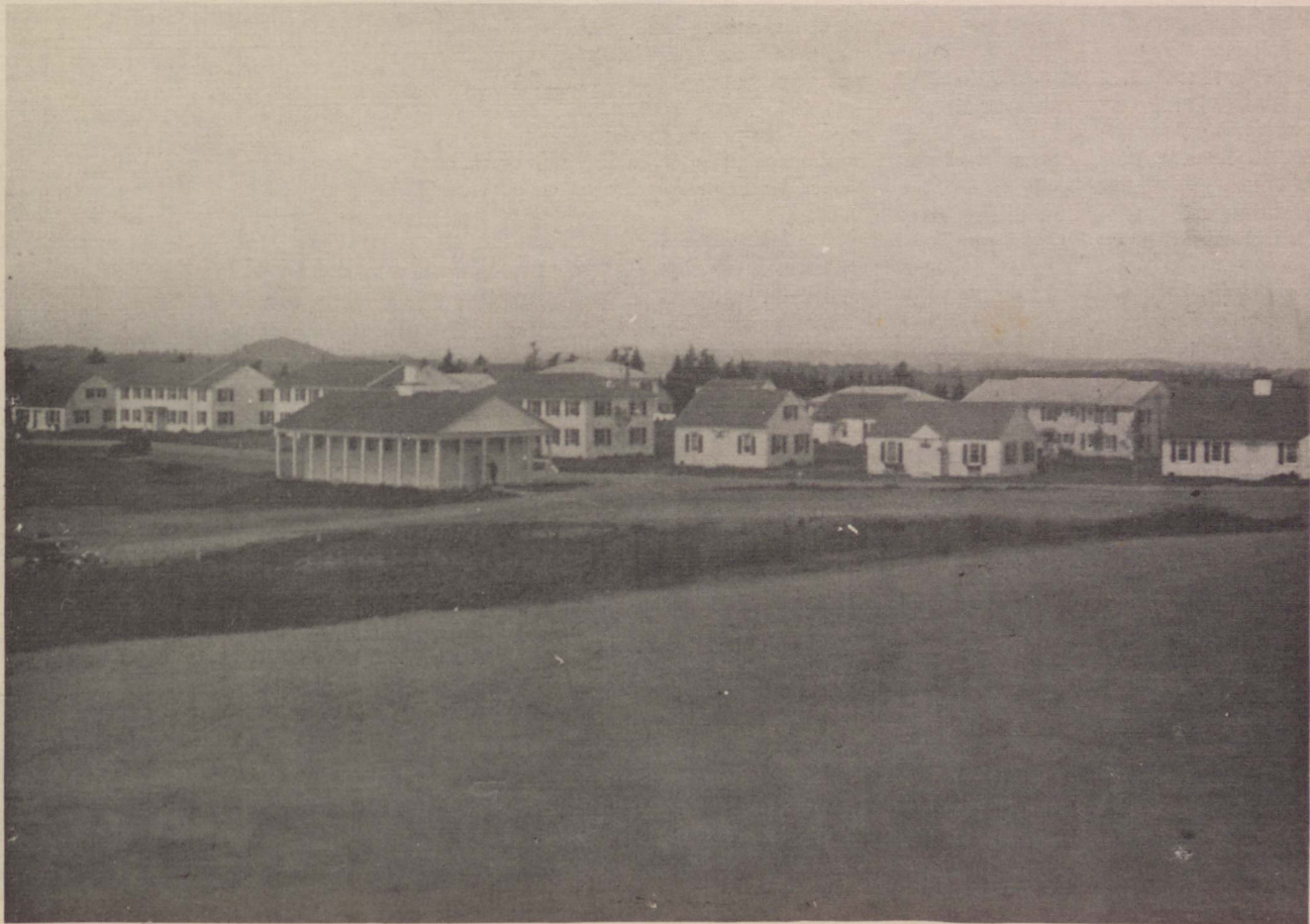
Miss Virginia Bennett of the Landers, Frary and Clark Co, and Miss Frances Callaghan of the Bangor Hydro Stores gave an interesting demonstration of hot and cold electric cookery before an audience of nearly 200 women at the Masonic Hall recently.

Enticing desserts and salads were prepared by Miss Callaghan, demonstrating the value of the electric refrigerator. Miss Bennett using the new model Universal Range, then prepared a roast, vegetable plate, biscuit, chop suey, cake and many other appetizing articles which were later given to members of the audience. Questions were asked by the ladies and answered by both of the demonstrators

The names of the ladies present

were drawn and an electric casserole given to Mrs. Maude E. Bray; an oven roaster to Mrs. Roy Hamor the various foods that were prepared were given as follows: Vegetable Salad, Mrs. L. A. Austin; Pie, Mrs. Mary Brickel; Steak, Mrs. David Peterson; Fruit Rice Ring, Mrs. Howard McFarland; Vegetable Plate, Mrs. Phillip Dorr; Chop Suey, Mrs. Marietta James; Pickled Beans, Mrs. Ella Hargreave; Tea Cake, Mrs. C. A. Liscomb; Refrigerator Pie, Mrs. J.M. Milliken; Tea Cake, Mrs. E. H. Page; Biscuit and cheese, Mrs. Mark Morrison, and Lamb Roast, Mrs. W. F. Burton.

The cooking school was arranged by the Bangor Hydro-Electric Company, and was free to all ladies of the Island.



CROSS-SECTION QUODDY VILLAGE EASTPORT

ELLSWORTH NEWS

Alfreda Strout

Blaine Holmes and his crew have just completed a new substation at Sargentville, and also have been busy in the past month building short line extension to our summer customers.

Recently Mr. E. W. Brown has installed a switch at the power house which controls a Burke switch on Mt. Desert Island. The switch operates over a 33000 volt line. He is also installing a telephone operating over the same line and tells us that later he will have television established on this line so that we can see the location of the troublesome tree or the broken pole.

Mr. Fernetta Lincoln has joined the office force at Ellsworth for the summer season.

On sunny days, out-of-state number plates are quite numerous in the square. Our summer season has started, for which we are very grateful. Shorts, slacks, and other Florida equipment parade the streets.

MILLINOCKET DIVISION NEWS

R. A. Fernald

Hall C. Dearborn, Safety Director, and Elmer W. Cole, Meter Superintendent, were with us June 13th, giving a review of First Aid. Mr. Dearborn mentioned the highlights of the new insurance which could be purchased through the Company.

Philip Sprague, Assistant treasurer, made an overnight stop with us during the early part of the week.

Kenneth Cosseboom, along with

H. C. Dearborn were in this district during the early part of the month making a general inspection of new line extensions, and checking pole locations at the Bangor and Aroostook Railroad yards.

The Millinocket and Lincoln line crews worked jointly on the changing of insulators on the 44,000 line recently.

John Herbert, Lineman, wishes to announce that the fishing is now at its best in the Katahdin Region. Also, the writer tried out the fishing last Sunday and was very successful in landing his quota of trout. The two largest measured from 16" to 17" in length.

Archie Foss, Salesman, has sold a combination General Electric
Continued on next page.



TODDY HEAD EASTPORT, SHOWING U.S. GEODETIC SURVEY MARKER

dishwasher and sink to Walter Bryenton of East Millinocket. To our knowledge, this is the first one in this district and which we hope is only the beginning.

Ed. Hall, H. E. Hammons, and the General Electric range representative made a short stop with us last week.

SECOND FLOOR NEWS General Files

The second floor has gone rustic with a bang. Bid Jameson has planted not only one garden but four (or perhaps it is five), and one has to have a guide and a compass to get around his farm, which is situated on the side of a hill, with miles and miles of rock walls around, between and about it. The list of vegetables that are planted in the soil out there would make an A. & P. Saturday Special Ad. look like just

nothing at all.

Preston Mann has a good size garden also, and between these two gardens, we would not be surprised to hear that Brewer's main contribution to fame lies in vegetables.

Ralph Hatch, Charles Inman and Atwell Blaisdell have taken to farming also, and in our mind's eye we can see the wonderful flowers and vegetables we are in hopes they will obtain from these gardens - and pass around.

Kenneth Dudley and Gordan Briggs still stick to their athletic achievements, being tops in the soft ball baseball sport.

Florence Steeves has made several trips lately to the Rangeley Region, and has reported a wonderful time on every trip. She also attended a wedding recently.

Vacations have not started as yet, but we imagine they will soon, and then there will be many

and varied stories for the Hydro-News.

ACCOUNTING DEPARTMENT NEWS Madeline Spencer

Mrs. Avis Mayer is vacationing at her camp at Lucerne. During her absence, Mrs. Kenneth Dudley is working on the switchboard.

Maverick Whitney is also having her vacation of one week.

Mr. O. S. Townsend has surprised us all by staying home two weekends in a row. How come Buster?

Kindness will not permit the calling of names, but upon special request we can furnish you with the very latest thing in poultry. This is a very exclusive brand, ciming from Bar Harbor and the price, we believe, should be very reasonable.

Last week several of the girls attended an evening show at Lake-wood. Again through kindness, we
Continued on next page.



WEST QUODDY HEAD LIGHT, THE MOST EASTERN POINT IN THE UNITED STATES

This lighthouse is one of the most up-to-date and best equipped in the service, and we should say from observation that it is one of the best manned

do not print a very funny incident that occurred over there.

ELECTRICAL DEPARTMENT NEWS

W. C. Harper

This department has been busy the past month with construction work on the new generator at the Ellsworth Plant, and at this writing we have just finished installing the carrier frequency control apparatus which allows the operator at Ellsworth to control the section switches at Burn's Corner and at Young's Corner on Mt. Desert Island. With this control he is able to open or close any one or all of four 33,000 volt switches, by merely pressing a lever on his telephone set, and the operating mechanisms at these remote stations report back automatically that the required switching has been accomplished. All this is done by

sending radio impulses over the 33,000 volt transmission line. Calling and talking is also possible over the line by the same apparatus.

The crew is now busy installing conduits for the new generator at Ellsworth.

ENGINEERING DEPT. NEWS

W. S. Hartery

On Monday, June 6th, work was started on the installation of the carrier current control of the airbreak switches at Burns' and Young's Corner from the Ellsworth Station. We are making every effort to have this job completed and in operation by June 15th.

The work at Ellsworth has progressed to the point where the electrical construction has begun. This work is being done under the supervision of Mr. Hudson.

Nelson and Marsh of the Electrical Department are in Ellsworth laying the conduit for No. 3 Generator and are being kept on the jump keeping ahead of the concrete work.

On Tuesday, June 7th, the balance of the waterwheel of the new No. 3 Unit at Ellsworth arrived and was unloaded and delivered to the Ellsworth Station, under the supervision of Mr. Brown. No. 3 generator is expected to arrive in Ellsworth the first of next week. Very satisfactory progress is being made on all of this Ellsworth work.

At Veazie Station, Wyman & Simpson, Inc., are making good progress in connection with the new power house now that the water has gone down. They have completed their coffer and on June 7th pumps were set in to pump the

Continued on next page.

same dry.

Mr. Gamble and his crew are making good progress in moving the stone retaining walls on the west side of the station to give us more clearance for moving machinery into the new power house.

The crushing, washing, and screening plant of the Great Northern Paper Company at Matteseunk was to be put in full operation on June 6th.

Wyman & Simpson, Inc., have a crew of men driving sheet steel piling at our runaround dam at Howland. On June 2nd they had installed 14 sections of piling and were making good progress.

All these activities have kept Mr. Brown very busy and we have had but an occasional glimpse of him around the office for the past few weeks.

MILFORD STATION SUPT RETIRES



FRED CARY

MILFORD OLDTOWN NEWS
F.A. Randall

F. G. Cary, Superintendent, who on May 7th, had seen thirty-one years service with the Company has decided to call it a day. His resignation took effect June 1st. We shall all miss Mr. Cary very much here at the Plant and

all wish him many more years of health and happiness.

Mr. A. E. Grose, Manager of this division, has been appointed to succeed Mr. Cary as Superintendent of the Milford Station and we understand that he will assume the duties of this office in addition to his regular work. Congratulations, Allie, and a warm welcome to our shore!!

Aside from above noted changes, everything seems to be running along about as usual at this season of the year. Plenty of water and all equipment in fairly good condition--not quite enough load, but fairly good most of the time.

House cleaning in full swing and fish stories galore. Here's a sample:--On Monday morning, May 30th, a party composed of Asst. Operator Cunningham, Meter reader Barnjum, Ray Curran, Principal of the Old Town Junior High, Sherman Thompson, Manager of the A. & P. store at Winterport, and Mr. Leonard, Manager First National store at Belfast, left here bright and early en route to West Lake, loaded to the gunwales with an assortment of grub, fishing tackle, fly dope, and whathaveyou, and we landlubbers lay below and watched, listened, waited and wondered what the harvest would be. And, on their return late in the afternoon they reported having had a very enjoyable trip, good weather, excellent roads, plenty gas and by gosh!! somewhere, sometime, somehow during the day they had captured a fish. If you don't believe it, throw a glance at the accompanying snapshot.

Operator Lawrence, from the Medway station, his wife, and two children and Miss Ryan, a friend, were callers here on their way down river for a weekend outing May 27th.

Mr. and Mrs. Harold Barnjum of Old Town and Mr. and Mrs. Hamilton of Greenbush dropped in for a talkfest Sunday evening, May 29th. Mr. Hamilton is proprietor of the filling station and overnight camp outfit at Greenbush.

Howard Fletcher, Superintendent his son Joe and Rex Grover, operators at the Ellsworth station, made us a short call June 5th.

Leo Porter, clerk at the Bangor stockroom, was a caller Monday,

June 6th.

Bill Harper called on us at midnight, June 7th, repaired oil ring and stoned commutator of rotary converter.

Al Sawyer is spending most of his weekends of late at his camp on Pushaw stream; says he finds plenty to do in the way of repairs and improvements and also enjoys the fish dinners out there.

We are pleased to report the opening of the Whitehouse Inn by Mrs. Carrie Osgood at her beautiful home on lower Main Street, Milford. We believe that this place will be conducted in a first-class manner and that it is bound to become a very popular resort for regular tourists and many others who like to step out once in a while for-- say, a nice chicken dinner on Sunday.

Mr. T. S. Wadsworth, Publisher Penobscot Times, dropped in for a nice smoke talk Sunday evening, June 12th.

Speaking about bright spots in an old man's life--this morning, June 13th, we were honored by a call from a sweet girl graduate, Miss Mable Mayhew, eldest daughter of Operator Mayhew, who will be graduated from the University of Maine today. Miss Mayhew was accompanied by her brother, Walter, and three friends, Mr. and John Kimball, and Mr. William Schaffer, who drove all the way from Boston to be present on this auspicious occasion.

Elmer Cole was here for a first aid meeting Tuesday, June 14th.

Finis.

LINCOLN DIVISION NEWS
H.V. Haskell

As a result of the Cooking School held May 18th, Mrs. Merle Clay, Lee Street, has purchased a new electric range.

We have also had several interesting inquiries concerning refrigerators and mixers, so are hoping for a busy season.

Our building is being painted cream color with green trim. The work is being done by Mr. Hilburn Haskell.

Miss Gwendolyn Haskell, daughter of our Manager, graduated from the Mattanawcook Academy, June 9, 1938. She was one of the most popular members of the class, and had a part in the Pageant, which

Continued on next page.



MISS GWENDOLYN HASKELL

furnished a very interesting part of the graduating exercises. She hopes to attend the University of Maine this Fall.

Mr. Harvey Hanscom, our salesman, and his oldest boy, Richard, recently went on a fishing trip. They returned home with a nice 2 pound trout. They were the only ones to have any fishing luck.

Mr. Davis our line foreman, has purchased a new Chevrolet car.

Mr. Sturgeon is painting his house. Between times, he and Mr. Davis are planting a joint garden.

We congratulate Mr. Vose on his recent marriage and wish both the bride and groom much happiness.

Recent visitors in this division were: Mr. Ed. Hall and representative from General Electric Supply Corporation; Mr. Vose and Mr. Hammons; Mr. Dearborn and Mr. Cole for the Safety Meeting and First Aid Instruction; Mr. Archie Foss, Mr. and Mrs. Fernald from Millinocket, accompanied by their dog "Woof".

Mr. P. L. Sprague has been here auditing the books.

We are now having a Small Appliance Contest. The leaders are Mr. McIntyre, and Mr. Davis. Our goal \$1,000.00 in volume before August 18th.

There are four nice prizes if we reach the total, also a dinner chicken for the winners, and some thing else for the losers. Naturally we would all like chicken.

Mr. McIntyre is going in for soft ball in a big way. He reports that he has lost seven pounds since he began to play. This is helpful as well as amusing.

MAIN STREET OBSERVER

H.S.Allen

A few changes in the service crew have been made. Mr. Mansur has been assigned to range duty at night, every other week, with Mr. Arnold taking it over for the other week. Mr. King who handles it during the day resides so far away that the Telephone Company can't reach him, so he is unable to be on call after hours.

Mr. Tracey has found just the thing for Charlie to use on emergency jobs. It resembles a sort of a scooter but is powered by a small gasoline engine. It has handlebars, seat, a tool box for parts etc. The machine will do twenty-five miles an hour, and will give good mileage, something like forty or fifty miles to a gallon.

Charlie's only worry now is whether he will be required to take a special test to procure a license to drive the bike.

If the machine is bought he intends to keep it on his piazza where it will be handy to grab and answer his rush calls during the evening hours.

Marley says he hopes the tarred streets will be dry before Charlie gets it.

Ashmore is unusually disturbed these days owing to the fact that he has to be on duty the Fourth of July. It so happens that that is the date of his wedding Anniversary. We think that it is not only cheaper but safer to stay at home on that day, John!!!

Bill Starr has two hobbies, one is astronomy, the other is studying birds.

At night he is able to point out and call by name, give the diameter of and the population of all the stars and planets that peep forth at us.

During the day he studies birds and their habits through a spy-glass. As yet he is unable to distinguish between a dove and a

canary but give him time says he and he will be able to explain why a "Filly-lu Bird" flies backwards to keep the wind out of his eyes.

Roger Wood is all excited about his farm down at Frankfort. He is learning to be a carpenter, plumber, mason, painter and road builder. At present he has a red nose and a sore back but will get used to it before the summer is gone.

G. Oliver White is getting in shape for the annual sand lot games. Not being a fisherman, he has decided to take up the same as a professional.

In keeping with his new job, Mr. Nichols has purchased a new car. The swivel chair and the Ford did not give him much of a change in riding qualities.

We hear that Mr. Young can short circuit the switch key on his car to get the engine running but cannot steer it without unlocking the steering wheel. How about it Earle?

George Baughman's new fly, the "Black Beauty" is a salmon killer. If you doubt it, ask me!! The feathered lure furnished lots of fun at Moosehead one Sunday this month.

Bill Thompson is busy, in his spare time, helping the neighbors rebuild and repair their seagoing crafts. Anything that floats is, of course, of great interest to Bill even to an ice cream soda.

Someone in this department could relieve my mind if they would please inform me the facts about the "missing hat". For a whole week I went hatless being unable to locate mine. Then of a sudden, it appeared on my hook tagged, spiked, and none the worse for wear. Now then - who's who and why?

We learned a lot about monkeys this month. A lady who owns one refused to have any electric appliances in her home. To her, this pet is as valuable as a child, and she takes no chances on it being hurt in any way. Ah me!!

Joe Davies attended the annual school picnic given by the Brewer Legion recently.

Arnold has been quite busy in stalling ranges and water heaters this month.

Continued on next page.



GROUP WHO WITNESSED INITIAL TESTS CARRIER CURRENT CONTROL

H.W. Coffin, W.C. Harper, E.W. Brown, E.M. Graham, P.F. Kruse, W.A. Bagley, G.E. Field Engineer

Thompson has made several installations of Kelvinators to add to the load. Returning from Lincoln this month, he nearly had an accident. One of the front tires blew out, and Bill crossed a ditch, and landed in a cemetery. Luckily he was unhurt. Said he was busy dodging tombstones for several seconds.

Winnie is playing golf.

Frances is cooking as usual.

Old man weather has been pretty good to us this month. Raincoats and hip boots have been put aside for another season.

Our old friend and former employee, now associated with the Universal Electric Company, Milton Vose, has been saved from the fate of being a bachelor, and is at this writing, on his one and only honeymoon. Luch, and a long and happy married life, Vose.

That's all.

The Dionne Influence

"How's the wife, George?"

"Not so well, old boy. She's just had quinsy."

"Gosh! How many is that you've got now?"

BANGOR HYDRO ELECTRIC PIONEERS AGAIN

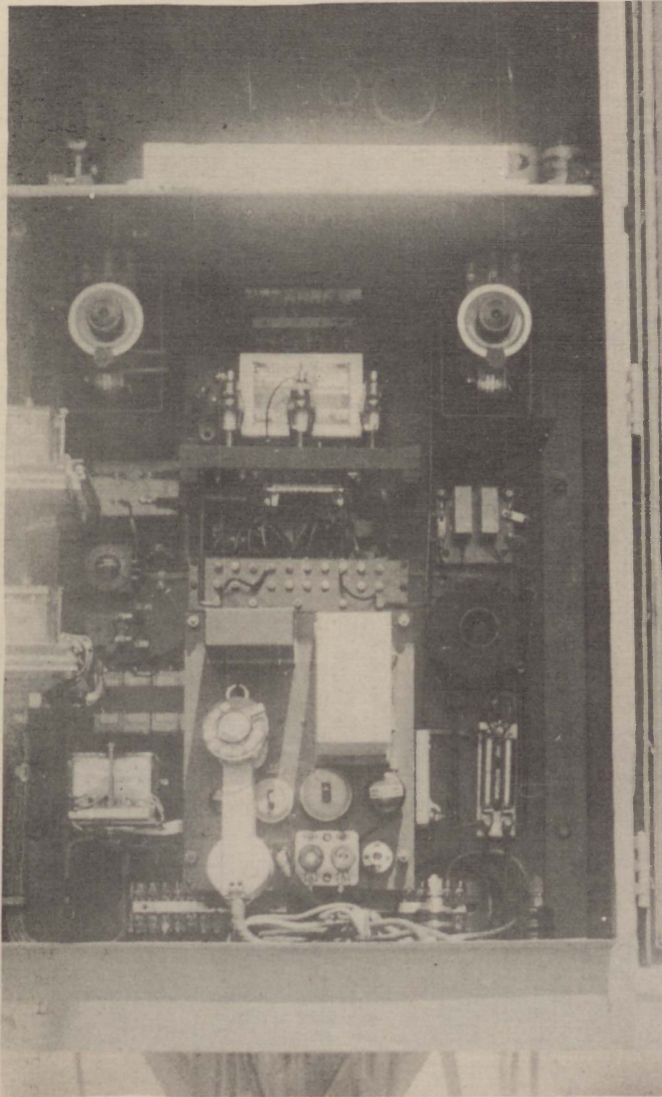
An automobile crashes a power line pole, a dynamite blast disrupts wires, a severe wind storm carries a heavy branch across the wires and electric service may be temporarily interrupted on the entire Island of Mt. Desert. One man's guess used to be as good as another's, as to which one of the thirty-five miles of transmission line on the Island was the actual seat of trouble. To locate that spot has, in the past, been the great time-consuming element in the important job of restoring complete Electric service.

Members of the Bar Harbor Chamber of Commerce on Monday were recently privileged to watch a demonstration of new electrical equipment just installed on Mt. Desert Island by the Bangor Hydro Electric Company. This new equipment reduces the average time required to locate a damaged section of line from an hour and a half, even under the most favorable conditions, to less than five minutes under almost any

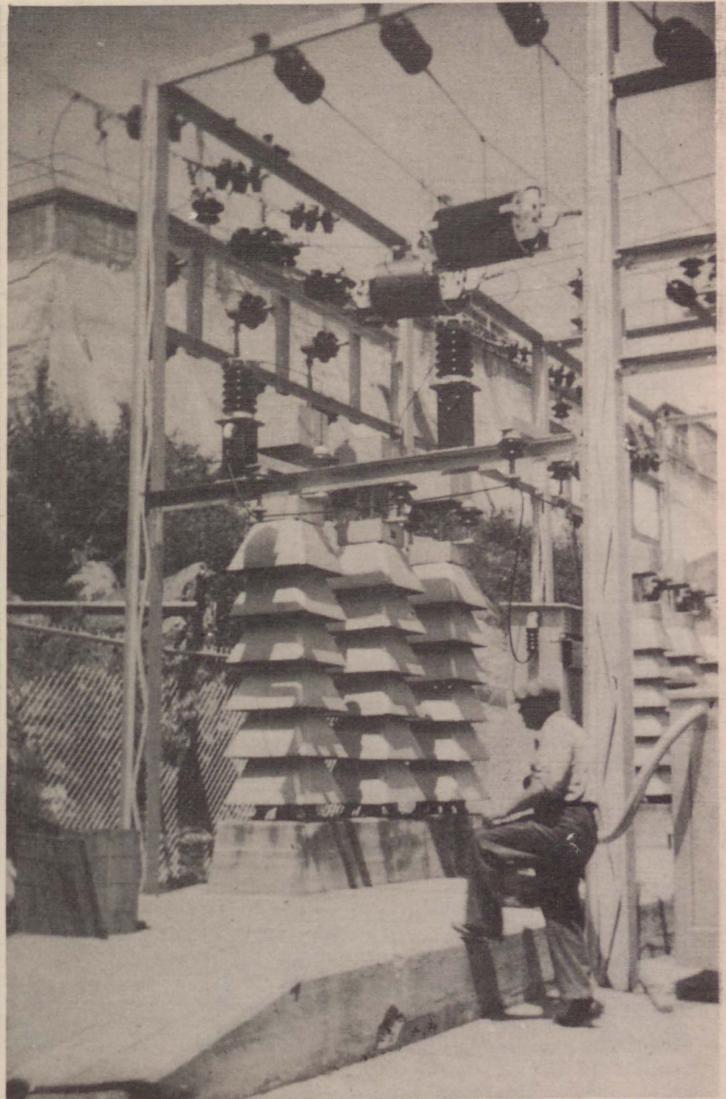
condition. With the damaged section promptly located and isolated, service can then be restored immediately to all other sections not directly affected and repair work on the troubled area starts at once. The only exception is in case the trouble occurs between Burns' Corner and Ellsworth which section is the main transmission line to the entire island.

The Chamber of Commerce members went out into the woods near the Eagle Lake Road. There they were amazed to see high voltage switches open and close apparently without the control of any human agency. The control, however, was human and was exercised by an operator back at the Ellsworth Power House. At the same time, over these same high tension wires the operator at Ellsworth carried on a telephone conversation with patrolmen at Burns' Corner and at Young's Corner, and at the same time, difficult as it is to believe, these same wires were being used for the transmission of power at high voltage.

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TRANSMITTER AND RECEIVER
YOUNGS CORNER



CARRIER CURRENT EQUIPMENT
ELLSWORTH STATION

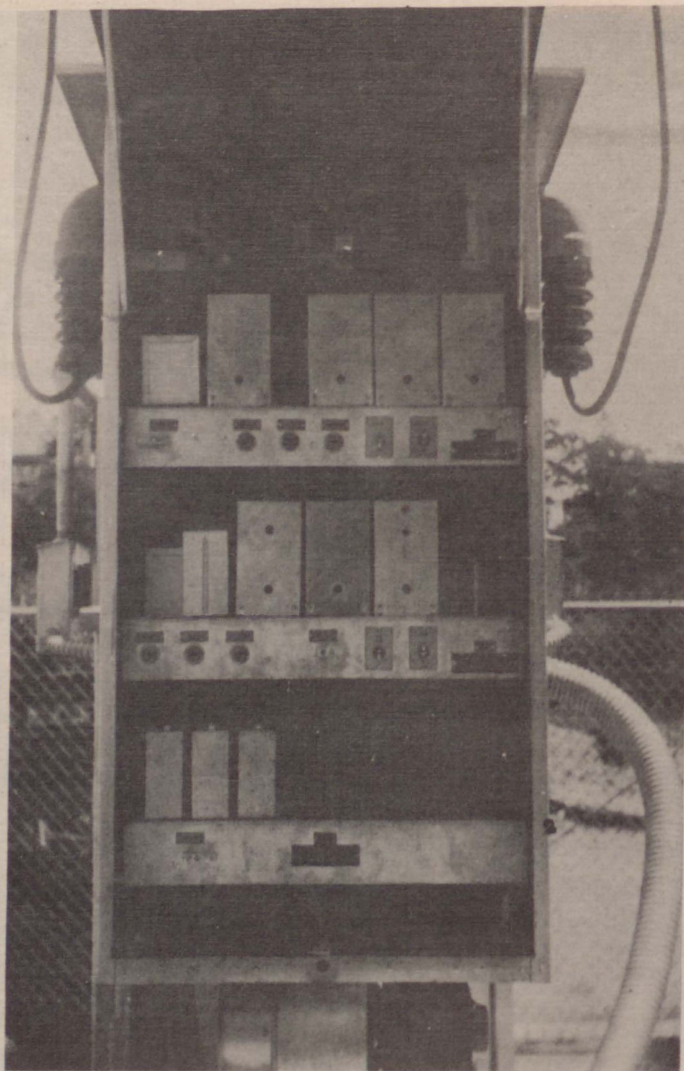
Technically speaking this new installation is a General Electric carrier current switch control and telephone equipment. This equipment is the first of its kind to be installed in the State of Maine and embodies improvements and advances over the only other similar installation in all of New England.

This new electrically controlled trouble finder does not operate automatically when trouble occurs but is put into action at the will of the Ellsworth operator. It enables him, day or night

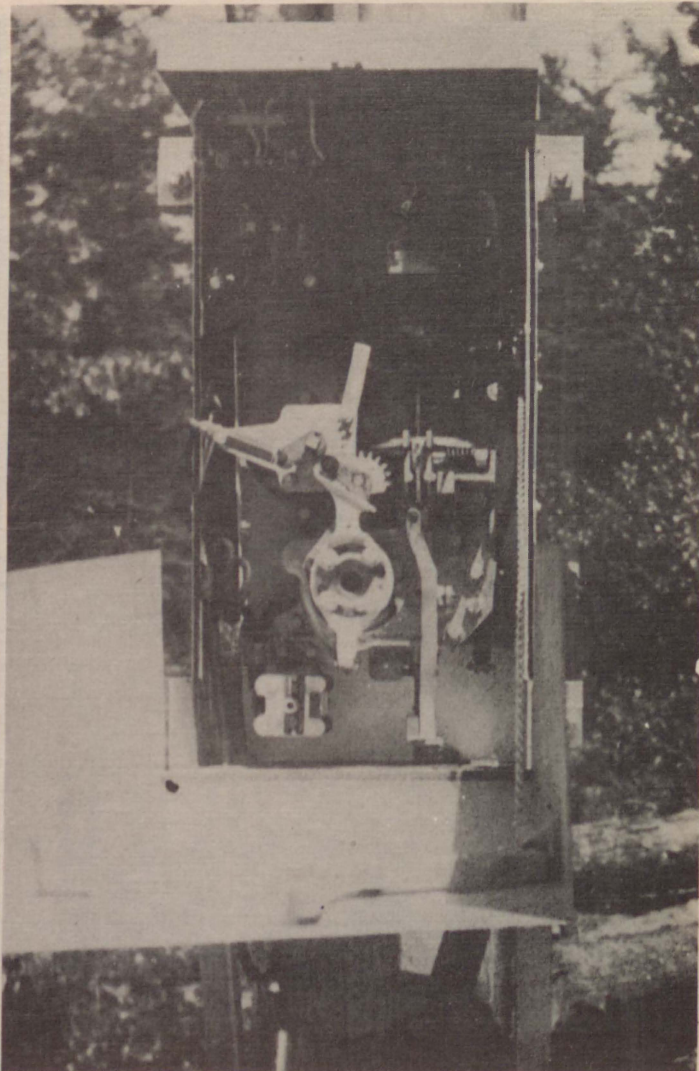
immediately to open and close the high voltage switches at the switching stations in the 33,000 volt transmission line ten or fifteen miles from the power house, and in so doing to test each separate section carrying power to the different parts of the Island and then, what is all important, to direct a repair crew right to the one section that is out of commission.

This process of elimination in locating trouble as now handled at the power house relieves the repair crew of the time formerly

required to make the rounds of all switching stations before locating the troubled area. A death blow is thus dealt to the further costly element of the added time involved due to severe weather or storms, to impaired telephone communications or to difficult travel conditions. This new equipment can not do the impossible in removing the source of trouble, but it gives excellent promise of improving the continuity of electric service to Bar Harbor and to Mt. Desert Island.



SENDING AND RECEIVING APPARATUS
ELLSWORTH STATION



SWITCH OPERATING MECHANISM
YOUNGS CORNER

It is the intention of the Bangor-Hydro Electric Company to add further installations of this new equipment as conditions dictate and in keeping with the company policy of maintaining its service to the public at the highest possible degree of efficiency.

RELIEF MEETING

Minutes of the Relief Meeting of the Bangor Hydro-Electric Company held at the principal office of the Company, No. 33 State St.,

Bangor, Maine, May 20th, 1938.

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

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

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

Fred Mason, 33 days cont. sickness, March 24, to April 25, 1938 inclusive; Ayer & Company, basket of fruit for Miss Rideout; John

Hodgman, 12 days sickness, April 26 to May 7, 1938, inclusive; Albertina Bartlett 10½ days sickness April 27, noon, to May 7th, 1938 inclusive; Philip Herbert, 20½ days sickness, March 4, noon, to March 24, 1938, inclusive; John L. Hodgman, 7 days cont. sickness, May 8 to May 14, 1938, inclusive.

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

Elgin E. Field, Secretary

Published by NATIONAL ASSOCIATION OF MANUFACTURERS

11 West 42nd Street, New York, N. Y.

PATTERN OF AMERICAN PROGRESS

IN the following simple story is to be found the pattern for the vast progress that our country has made over the past 150 years—progress toward better living with increasingly more of the comforts and luxuries of life for everyone.

This is the story of one individual business—a flour mill. But the truths herein revealed are basic and apply equally to almost any progressive American business.*

These are turbulent days when many false prophets gain converts by offering something for nothing; when thoughtless, shallow thinkers preach of some fundamental conflict between the best interests of workers, investors and management; when new economic cure-alls are offered at every hand.

The answer to these and many others is to be found in this one simple tale.

* * * * *

About a century ago, a miller and his helper sat before a rough board table in the candlelight. They had worked since early dawn, grinding slowly away at 10 bushels of wheat.

"Some day, John, I shall have a big house with two rooms—one for cooking and eating and another for sleeping," said the miller to his helper. "And you, John, will have a warm cabin of your own, and a floor of boards and perhaps even a bed with a real cotton mattress instead of your straw pallet."

"But how can we?" asked John. "Today we ground 10 bushels. The farmer's share is nine bushels. Even if you gave *all* the rest to me, today and every day, I should only have a hovel a little better than my corner here in the mill."

"If we only had the money for a bigger and better mill," said the miller, "we could grind more and finer flour, sell it at a price more people could pay and make more profits. We need *ten* stones and a *big* wheel to turn them—not one stone and this little wheel."

The helper was practical. "But how can we get money for a big mill," he asked. "I can barely exist now. I couldn't save a penny. And you haven't enough—although you do have a horse to ride."

Then the miller said: "I shall save a little, then I shall plan a big mill and see if I can interest some others who have saved some money. True, these others will

want a share but in our new mill we will grind so much fine flour that all of us will be better off!"

* * * * *

And so it came to pass—the new mill was built. Instead of grinding wheat on shares for the farmers, the new mill bought and paid for all the wheat and sold all the flour. The new mill earned not just one bushel a day but ten. The "money partners" charged two bushels of the mill's earnings for the use of their capital. The miller, for his good management received one whole bushel and, since it was now a big mill, John, the helper and a number of other helpers divided the remaining seven bushels.

In due time the "money partners" had more capital; they didn't spend all their profits. They kept putting part of them back in the business. As a result, more jobs were made, more grain was ground and the company grew bigger and stronger.

And thus the miller had more money also. He bought a fine house of *four* rooms, and a buggy to ride in. He worked now only from daylight to dusk and had a suit of store clothes and meat on his table twice a week.

What of John, the miller's helper?

He had a house with two rooms—and a suit of Sunday clothes and good food and, yes, a *horse*, too. Not a very young horse but his horse was far better than using his own tired feet, and the two rooms were better than his musty corner of the mill. All the other helpers had as much as John. And no one had to work as hard any more because there was a new-fangled thing called "automatic machinery" coming into use. Why, in 12 hours a day a man could produce enough flour now that he could have all day Sunday to himself.

* * * * *

One day a slick fellow came along with a bright idea. "Raise the price of flour," he said to the miller. "Then you will get more money for the same work. It will be far easier than this slower way of growing by improving your mill and your product."

The miller unwisely listened. The price of flour was raised. The customers grumbled and many of them looked about for another flour to buy, for by that time the products of competing mills were to be found on the shelf of the little local store. And instead of making more money, the mill made less; the miller's suit wore thin, the men with the money looked for other businesses in which to put their savings. John, the helper saw the new helpers standing idle and soon there were fewer helpers than before.

*The major portion of the above story appeared in a booklet "What's Back of Our Jobs?", published by General Mills, Inc. Permission to reprint is hereby gratefully acknowledged.

Said the miller: "I've learned my lesson. We will *lower* the price; we will make finer flour; we will win back our old customers and find more." And so the business passed its first threat.

* * * * *

As the years wore on, John, the helper, succeeded the old miller. Then John grew old, too. But the work grew easier. Machinery did many of the hard jobs now and the lowliest helper could have a four room house. This new helper could have many things which the old miller himself would have called extravagant.

John, now the miller, one day heard of a scheme. It was supposed to be a way to make money faster. And John, who in his younger years had only wanted a warm cabin, now wanted a castle. The scheme was something like this: Cut down the share of the "money partners"; charge more for your work as a manager. Thus John in his weakness forgot himself.

In a little while the "money partners" complained. "You aren't being fair to us," they said. "It's alright to use our savings to make improvements, to put in new machinery and to improve the goods, but unless we can trust you to give us a reasonable share of the profits—when there are any profits—we will find another miller. We must all grow together—'money partners', millers, helpers."

John never again forgot this lesson.

* * * * *

In the years that followed, John's sons and his helpers' sons, and the sons of the "money partners" and many newcomers carried on the business. There was a new contraption called the automobile now. The man who was now the head miller had one and here and there a miller's helper could be heard to say *he* expected to own a car someday.

These younger men often smiled now at how their fathers had worked from sun to sun for a bare existence. Progress had made the miller's helpers very well off. Only sixty hours a week. Money for moving picture shows. Fresh fruit on the table. The children with new store clothes. What luxury! What ease!

What would the next generation have? With all this progress the day might come when a miller's helper would actually ride to work in his own car. And could have a bathtub in his house and send his children to college.

* * * * *

There came a day when a strange thing called "depression" interrupted progress. It was the panic of 1907. Men became scared and did many foolish things. Still, with all the mistakes, all the human weaknesses, progress kept on. The day *did* arrive when miller's helpers drove their cars to work and owned radio sets and you couldn't tell a helper on the street from a full fledged miller. And then another depression. A bad one. Not so much progress.

Rich men, poor men, young and old were seized with the same fear of having to go back to the dreary old days. There were schemers and slickers and all manner of quacks who had remedies for sale. All were short cuts to "progress." All sounded easier than the long way of steady improvement.

Of course the young miller's helpers listened. Everybody did. Older and more experienced heads had followed quacks and schemers before—and they, too, were listening now.

"Demand a bigger share for yourself—take what you want away from someone who has it—from *anyone* who has it." These were the words of the phony advisers to the 1936 "money partners", the 1936 millers, the 1936 helpers, the 1936 customers, even!

One day a very old man sat down with a group of worried young miller's helpers.

"My sons," said the old man, "I want you to look at this little piece of paper. Every company furnishes such a report at regular periods. It is called a 'balance sheet.' To you this may look like a lot of big figures—but let's look closely—"

"Ninety years ago the balance sheet of that first small mill totaled only a few hundred dollars. It supported a dozen struggling men. Forty years ago it totaled a few hundred thousand dollars and supported a few hundred men. Judged by your standards today those few hundred were relatively poor but they were many times richer than their fathers. Today the least one of you has luxuries and conveniences that the most prosperous did not have—even twenty-five years ago.

"Today there are 7200 of you who—as employees—represent the miller's helpers of that by-gone day. Nearly 9000 'money partners' have poured their savings into your company to strengthen it. Let us divide the company into 7200 parts and see just what each one of you has behind his job.

"For each job, the 'money partners' have invested a total of \$8251.39. (*Editor's note*—The average figure for all manufacturing industry is \$4,840.) The greatest part of this is in land, plants, machinery, raw materials and supplies.

"If you could save \$8251.39 you could back your own job with your own capital. But you do not have to wait until you have capital. By denying themselves part of *their* share of the profits, to build up their own capital, the 'money partners' have really done *your* saving for you.

"And when they have been able to put ten times as much capital behind you, you will smile at the days when a miller's helper had only a second-hand car and a second-hand house.

* * * * *

"Nor is that all, my sons," the old man continued. "There is much more behind your jobs. Plants and tools and machines only help you to *produce* goods. Because its credit is good your company borrows extra money—at times as much as \$8400 for each of you. With this extra money it lays in supplies of grain and materials so that you can have steady work—so that you can keep on turning out more and more goods.

"And long ago men learned that it is not enough just to buy materials and produce goods. Customers must be found. Stores must be persuaded to put your goods in stock. Then actual customers must be found and persuaded to go to the stores and ask for your goods. And unless your company kept hard at work hunting customers, soon the goods you make would choke the warehouses and pile up in stores and there would be no money coming in.

"Thus your company has a plan of selling and advertising that replenishes the capital, brings in the money to buy more supplies, and replaces the wages long since paid to you for your part in producing the goods.

* * * * *

"My sons, nothing is ever as good as it should be. You yearn for more and better things just as that old miller and his ragged helper yearned nearly a century ago. Your grandchildren will know the same pangs in the next century. It is out of these ambitions that all progress must come. Go on struggling. It will pay you.

"But I beg you, my sons, to heed the sure lessons those behind you learned. You have duties as well as rights. You produce products that are necessities to you and millions of your fellow men. You owe it to them—and to yourselves to pass on a share of your gains in better values to your customers. Fail in this and your customers will drift away. You have 'partners' who will share with you—fellow-employees, the management, the 'money partners' who entrust you with their property. Fail *them* and *your* progress stops, too.

OUR ALBUM

THIS MONTH WE PRESENT THE EMPLOYEES OF MILLINOCKET, MEDWAY, LINCOLN AND HOWLAND - STANFORD



RALPH FERNALD	Millinocket
DORIS BUCK	"
BURLEIGH CARR	"
HENRY JONES	"
JOHN HERBERT	"



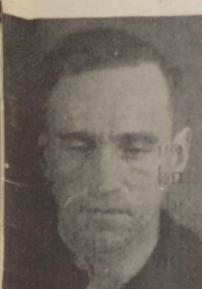
ARCHIE FOSS	Millinocket
THOMAS LAWRENCE	"
CHESTER CROWFORD	"
ELLEN BARNES	"
GEORGE LAWRENCE	Medway



ELLSWORTH HOBBS	Medway
RUDOLPH YORK	"
GUY BEATHAM	"
LLEWELLYN DAY	"
HERBERT HASKELL	Lincoln



VAUGHN DAVIS	Lincoln
LEROY MCINTYRE	"
EARL JIPSON	"
GERTRUDE DREW	"
IVAN WYMAN	"



LEROY STURGEON	Lincoln
PEARLY FISKE	"
HARVEY HANSCOM	"
EDGAR GARDNER	Howland - Stanford
THOMAS GRAHAM	" " "



GEORGE DAVIS	Howland - Stanford
FRANK CORRIVEAU	" "
CHARLES COSSEBOOM	" "
EUGENE GONYA	" "
PETER PELKEY	" "

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The
**SAFE
WAY**
Brings a
**HAPPIER
DAY**