

11-1928

## Bangor Hydro Electric News: November 1928, Volume 1, No.12 -- General Office Personnel Issue

Bangor Hydro Electric Company

Follow this and additional works at: [http://digicom.bpl.lib.me.us/bangorhydro\\_news](http://digicom.bpl.lib.me.us/bangorhydro_news)

---

### Recommended Citation

Bangor Hydro Electric Company, "Bangor Hydro Electric News: November 1928, Volume 1, No.12 -- General Office Personnel Issue" (1928). *Bangor Hydro Electric News*. 45.  
[http://digicom.bpl.lib.me.us/bangorhydro\\_news/45](http://digicom.bpl.lib.me.us/bangorhydro_news/45)

This Text is brought to you for free and open access by the Bangor Hydro Electric Company at Bangor Community: Digital Commons@bpl. It has been accepted for inclusion in Bangor Hydro Electric News by an authorized administrator of Bangor Community: Digital Commons@bpl. For more information, please contact [ccoombs@bpl.lib.me.us](mailto:ccoombs@bpl.lib.me.us).

# THE BANGOR HYDRO - NEWS - ELECTRIC

Vol. 1, No. 12

November, 1928

Bangor, Maine

MR. SPRAGUE  
ASST. TREASURER

MR. MANN  
OFFICE MANAGER

MR. JENNISON  
ASST. HYDRAULIC ENG.

MR. LEONARD  
HYDRAULIC ENG.

MR. COSSEBOOM  
FIELD ENGINEER

MR. DEARBORN  
REAL ESTATE MGR.

MISS STETSON  
SEC. TO PRESIDENT

MR. MOOR  
ASST. FIELD ENG.

MR. DOLE  
TREASURER

MR. BROWN  
OPERATING ENG.

MR. SHUMWAY  
GENERAL COUNSEL

MR. LIBBY  
PURCHASING AGT.

MR. BILLIMAN  
VICE PRES.  
GEN. MANAGER

MR. TUPPER  
ASST. PUR. AGENT

MR. COFFIN  
PLANNING ENG.

MR. DEAVIEL  
SUPT. BANGOR DIST.

MR. GRANT  
MGR. COLLECTION DEPT.

MR. WDAY  
MGR. BANGOR STONE

MR. BALDWIN  
MASTER MECHANIC

MR. JOHNSON  
SUPT. OF TRANSPORTATION

MISS FOGG  
TELEPHONE OPERATOR

MR. DAGGETT  
ASST. GEN. MANAGER

MR. MASKELL  
VICE PRES.  
COML. MGR.

MR. VERBOST  
ASST. OPERATING ENG.

MR. GRAHAM  
PRESIDENT

## GENERAL OFFICE PERSONNEL



# BANGOR HYDRO-ELECTRIC NEWS

PUBLISHED EVERY MONTH  
FOR AND BY EMPLOYEES OF

THE BANGOR HYDRO-ELECTRIC COMPANY

Vol. 1 Bangor, Maine, November, 1928 No. 12

Chief Ed., G. M. Stetson Mng. Ed., H. C. Dearborn News Ed., P. A. Mann

## General Office Personnel

The Editors are pleased to present with this issue of the News Thumbnail Sketches and Photographs of the General Office Personnel of the Company.

**EDWARD M. GRAHAM, PRESIDENT**, was born in Quincy, Massachusetts, in 1889, the youngest of eleven children. He attended the Quincy public schools and went to Worcester Academy, from which he graduated in 1906. Mr. Graham began his electric railway experience as a clerk in the power station of the Bay State Street Railway. At the age of twenty-two he was appointed Superintendent of the Portland & Brunswick Street Railway, continuing in that capacity until it became the Brunswick & Yarmouth Street Railway, of which he was elected President.

Later he became Assistant to the General Manager of both the Lewiston, Augusta & Waterville Street Railway and the Cumberland County Power & Light Company, at that time two of the largest electric corporations in the State.

In 1913 he was appointed Assistant to the President of the Bangor Railway & Electric Company, of which his father, John R. Graham, was the President. In December 1915 he be-

came Vice-President and General Manager of the Bangor Railway & Electric Company, continuing in that capacity until he succeeded Mr. E. C. Ryder as President, February 8th, 1921.

During Mr. Graham's administration as President and General Manager the Bangor Railway & Electric Company and a number of associated subsidiary companies were merged into the Bangor Hydro-Electric Company, and the combined properties have thrived as few similar properties have done. He relinquished the General Managership, April 6th, 1928, a short time after undertaking the tremendous task of reorganizing the Eastern Manufacturing Company.

Mr. Graham is now President of the Bangor Hydro-Electric Company, President of the Eastern Manufacturing Company, and Director of a number of other corporations, besides being exceedingly active in matters pertaining to civic welfare and the upbuilding of the State of Maine.

## Harrington Leads Commercial Sales for Month of October

The Harrington District, showing \$1.89 in commercial sales per residential meter, leads the merchandising offices for the month of October.

Millinocket still remains well out in front in the total for the year, with an enviable figure of \$17.02, with Ellsworth and Eastport in second and third places respectively.

Bar Harbor has jumped from seventh place to fifth, with Bangor and Machias moving down one point in the standing.

In New Business Ellsworth leads for the month, and continues to lead for the year, with Millinocket in second place.



### MONTH OF OCTOBER

District	Sales per Res. Meter
Harrington .....	\$1.89
Ellsworth .....	1.79
Millinocket .....	1.58
Eastport .....	1.27
Lincoln .....	1.27
Machias .....	.87
Bangor .....	.68
Bar Harbor .....	.60
Old Town .....	.42

### FOR THE YEAR

Millinocket .....	\$17.02
Ellsworth .....	11.92
Eastport .....	11.05
Harrington .....	9.21
Bar Harbor .....	8.41
Machias .....	8.15
Bangor .....	7.23
Lincoln .....	6.15
Old Town .....	4.53



### MONTH OF OCTOBER

District	Revenue per Res. Meter
Ellsworth .....	\$ .70
Bangor .....	.61
Bar Harbor .....	.48
Machias .....	.44
Lincoln .....	.41
Millinocket .....	.38
Old Town .....	.31

### FOR THE YEAR

Ellsworth .....	\$7.25
Millinocket .....	6.48
Machias .....	5.71
Lincoln .....	5.49
Bangor .....	3.54
Old Town .....	3.41
Bar Harbor .....	3.39



**FRANK SILLIMAN 3d, VICE PRESIDENT AND GENERAL MANAGER**, cut short his course in electrical engineering at the Sheffield Scientific School of Yale University in May, 1917, to enlist in the Field Artillery for World War service. With the Yale Battery of Field Artillery, he had in 1916 gone as far as Tobyhanna, Pennsylvania on the way to the Mexican Border. After graduation from Officers' Training School, he was assigned to the Fifth Field Artillery of the First Division, with which organization he saw twenty-two months' foreign service and reached the grade of First Lieutenant.

His first connection with the Bangor Hydro organization was during the summers of 1911 and 1912 as an assistant to J. A. Leonard, who was at that time building the Veazie dam. In January 1920 he returned to Bangor and proceeded to acquire firsthand knowledge of the workings of an electric utility. Beginning as a day laborer at Veazie station, he was transferred to the car barn, where he gained an acquaintance with the operation of that part of the property. He served his apprenticeship at substation operation and meter testing and then spent a year or more in the Commercial Department. From the latter he was made successively assistant to the general manager, vice president, and general manager, which latter position he assumed April 6, 1928.

**SHERMAN N. SHUMWAY, GENERAL COUNSEL**, graduated from Bowdoin College with the A. B. degree in June 1917 just a few days before his enlistment in the 103d Infantry, 26th Division, for World War service. He was commissioned as 2nd Lieutenant in July 1917. He was successively promoted to 1st Lieutenant, Captain (Commanding Company H, 103d Infantry), Major (Commanding 2nd Battalion 103d Infantry), and Lieutenant Colonel. He was honorably discharged, April 28th, 1919, and received the degree of Master of Arts from Bowdoin College later in the same year.

Graduating from Harvard Law School in 1922 he practiced law as a member of the firm of Gower & Shumway in Skowhegan until October 1st, 1927, when he joined the Bangor Hydro-Electric staff as General Counsel. His most important work in this capacity has been the directing of the prosecution of the \$800,000 damage suit against the Foundation Company, arising from the loss of Brimmer's Bridge Dam in 1923. Mr. Shumway still retains his interest in military affairs, and holds a reserve commission as Lieutenant Colonel of the 386th Infantry.

#### **EUGENE M. DOLE, TREASURER.**

After nearly ten years of service in the Second National Bank of Bangor as clerk, Mr. Dole entered the employ of the Bangor Railway & Electric Company in September 1913 as a bookkeeper. Sometime afterwards he was made Chief Clerk of the Accounting Department. In 1918 he was elected Assistant Treasurer and in the year 1925 he was given the position of Treasurer.

#### **PHILIP L. SPRAGUE, ASSISTANT TREASURER.**

During November 1914 Mr. Sprague entered the employ of this Company as Freight Clerk and in a very short time was made Freight Agent in charge of the Freight Department at Bangor, where he worked until January 1918 when he was transferred to the General Office as bookkeeper for the Bangor Railway & Electric Company. He held this position until September 1925, when he was elected Assistant Treasurer. Mr. Sprague has charge of the Accounting Department. He was educated at the public schools in Brewer and from August 1918 to January 1919 he was a member of the Radio Division of the Air Service of the United States Army.

#### **HENRY W. DAGGETT, ASSISTANT GENERAL MANAGER AND CLAIM AGENT.**

entered the employ of the Penobscot Central Railroad, which later became the Charleston Division of our Railway Department, September 5, 1905, serving at different times as motorman and conductor, both in passenger and freight service. When we acquired the Penobscot Central in 1906, Daggett continued for a short time as motorman, but was soon transferred to the Front street freight office as clerk, working with Mr. Howard Brett. In 1910 he was promoted to the position of Assistant Superintendent, moving to the general offices with Mr. C. H. Johnson, Superintendent of the Railway Department. In 1921 he was made Assistant to the General Manager and in 1927 was made Assistant General Manager, General Freight Agent and Claim Agent, which positions he holds at the present time.

#### **GLADYS M. STETSON, SECRETARY TO THE PRESIDENT.**

entered the employ of this company on September 10, 1923. Miss Stetson had previously been employed by Chandler & Company, furniture dealers of Bangor, as stenographer. Aside from her duties as secretary, Miss Stetson is also active in the Business & Professional Women's Club of Bangor, and in the social activities of the employees of this company, being in charge of the new recreational hall at 31 Main street.

**ROBERT N. HASKELL, VICE-PRESIDENT AND COMMERCIAL MANAGER**, graduated from the University of Maine in 1925 with the B. S. Degree. Starting as a draftsman in the Engineering Department, he was, within a year, made Field Engineer, in which capacity he supervised the building of the Washington County transmission line. He next conducted a number of special investigations, including an Unwired House Campaign covering our entire territory. He was given charge of the New Business Department where, among other things, he sold a number of ornamental street lighting systems. He has now risen to the position of Vice President and Commercial Manager, in which capacity he has charge of all commercial, merchandising and new business activities of the company.

#### **WILLIAM R. WRAY, MANAGER OF THE BANGOR STORE.**

entered the employ of this company February 1, 1911 as night telephone operator at the company's general office, which was located at that time at 31 Main street. When the general offices were moved to the sixth floor of the Graham Building in 1912, Mr. Wray continued as night operator. He was paymaster and clerk from 1913 until 1914, when he was transferred, as cashier for the Light Department, to the ground floor of the Graham Building. In April, 1917, Mr. Wray enlisted in the 56th Pioneer Infantry and shortly afterwards left for France. After the Armistice was signed, Mr. Wray was with the Army of Occupation at Coblenz, Germany. In August, 1920 he returned to the Bangor Hydro-Electric Company as an inside salesman for the Commercial Department, and on August 1, 1924 he was promoted to Commercial Manager. Upon the expansion of the Commercial Department in 1928, Mr. Wray became Manager of the Bangor store.

#### **CHARLES H. JOHNSON, SUPERINTENDENT OF TRANSPORTATION.**

has been continuously associated with the Railway Department of the Company since July 18, 1895. He has passed successively through the grades of motorman, conductor, inspector and assistant superintendent, until his promotion to Superintendent of Transportation, which position he has held continuously for the past 19 years. His duties include the operation of the rolling stock and the maintenance of way of the electric railway system operated by this company.

#### **ANNA L. FOGG, TELEPHONE OPERATOR.**

joined our forces October 15, 1928, taking the place of Mrs. Marjorie Barbour Stephens, who had operated the switchboard in the Graham Building for the past six years. Miss Fogg graduated from Bangor High school in 1925. Since that time she has been a local exchange operator in the Bangor office of the New England Telephone and Telegraph Company.



**JAMES A. LEONARD, HYDRAULIC ENGINEER**, received his technical education at Cornell University, specializing in Civil Engineering, Hydraulics and Architecture. Starting from college as an instrument man on railroad location work, he was engaged for several years as resident engineer in the construction of pulp and paper mills. In 1899, as resident engineer, he had charge of building one of the early hydro-electric plants on the Hudson River in Mechanicville, New York. He afterward went to Porto Rico where he made a survey and plans for a hydro-electric plant for the city of San Juan. Between other jobs he engineered a number of power developments in South Carolina, Georgia and Minnesota.

In 1903 he made the surveys and plans and in 1906 and 1907, as Chief Engineer, supervised the construction of the Ellsworth dam and power house for the Bar Harbor and Union River Power Company. After serving a year as assistant to the manager of the Ambursen Construction Company of Boston, he returned to Bangor and as chief engineer for the Bangor Power Company designed and constructed the present concrete dam and power house at Veazie. After two years with the Cumberland County Power & Light Company of Portland, for whom he designed and constructed the power house and dam at Hiram Falls on the Saco River, he went with the Central Maine Power Company as designing and constructing engineer. In this capacity he built the power house and dam at Skowhegan and the developments at Oakland, Rice Rips, Kennebec Water District pumping station, and the Union Gas Station on the Messalonskee. In 1925 he again joined the forces of the Bangor Hydro-Electric Company. Since that time he has redeveloped the Machias station, built the dam and power house at East Machias, completed two stages of the development of the West Enfield power site, and increased the capacity of Veazie by increasing the height of the flashboards.

As hydraulic engineer, he is responsible for the preparation of plans and construction of the hydraulic and structural part of hydro-electric developments, and for special investigations on subjects of a similar nature.

**ERNEST W. BROWN, OPERATING ENGINEER**, came with us September 4, 1928 from the Gould Electric Company of Presque Isle, of which he had been General Superintendent. He is a graduate of the I. C. S. and of the General Electric test course at Lynn and Schenectady, and was for fourteen years an electrical expert for the General Electric Company. Among his other duties, he is head of the newly created Power Production Department, in which capacity he is responsible for system operation and for the operation and maintenance of all power plants and substations.

**HAROLD W. COFFIN, PLANNING ENGINEER**, graduated from the U. of M. in 1916 with a B. S. Degree, and in 1922 received the Degree of Electrical Engineer from the same institution. He spent a year with the Cumberland County Power & Light Company of Portland as electrician and relay specialist, after which he served two years in the U. S. Army as 2nd Lieutenant of Coast Artillery. This included seven months' service in France. After another year with the Cumberland County Power & Light Company as resident engineer on hydro-electric construction, he spent two years as electrical engineer for the Maine Public Utilities Commission. He came with us in December, 1922, to make a power survey of Washington County. After serving about three years as Operating Engineer, he is now our Planning Engineer, whose duties include system planning and the laying out of new electrical construction.

**ELWOOD W. JENNISON, ASSISTANT HYDRAULIC ENGINEER**, received his B. S. Degree from the University of Maine in 1913. For three years after his graduation he was instructor in Mechanical Engineering at the University, but in 1916 he entered the Bangor Railway & Electric Company organization as an assistant on the valuation survey. In the spring 1917 he was given an assignment as Assistant Engineer under Phifer Smith. In this position he had charge of system operation.

From February 1918 to March 1919 Mr. Jennison worked in the drafting room of the Steam Engineering Department at the Portsmouth, New Hampshire, Navy yard. After the war he returned to his former position in Bangor and in November 1921 became Engineer of Maintenance of Way of the Bangor Hydro-Electric Company, in which position he inaugurated the system of thermit welding our rail joints in concrete and developed our present type of roadbed structure in permanent roadways. On January 1, 1927, he became Assistant Hydraulic Engineer. In that capacity he has done much of the structural design for the West Enfield power development and drawn plans for a number of similar projects.

**HARVARD E. MOOR, ASSISTANT FIELD ENGINEER**, graduated from Colby College in 1918 and from the Massachusetts Institute of Technology in 1922, receiving from the former a Bachelor of Arts Degree and from the latter the degree of Bachelor of Science. Since August 7, 1922, he has held various positions in the Engineering Department, being at present assistant to Mr. Cosseboom in the line construction department.

**KENNETH COSSEBOOM, FIELD ENGINEER**, automatically became a member of our organization when we acquired the Washington County Light and Power Company at Machias, September 11, 1922. He is an I. C. S. graduate in Electrical Engineering, with previous experience on inside wiring. Mr. Cosseboom served four years with the Canadian Expeditionary forces in the World War, rising from the ranks to a Lieutenant's Commission. From Machias he was promoted to the manazership of the Old Town Division. When later the Bangor Division was created and Old Town made a district of that division, Cosseboom was promoted to Manager of the Bangor Division. Owing to his excellent record as a line builder, he was transferred to the office of Field Engineer when Mr. Haskell became Vice President, and in that capacity he now has charge of the construction and reconstruction of the company's overhead transmission and distribution lines.

**EARLE R. WEBSTER, ASSISTANT OPERATING ENGINEER**, came with this company June 27, 1927, immediately after his graduation from the U. of M. where he received the B. S. Degree. He has worked as draftsman and as Assistant Operating Engineer with Mr. Coffin, and is now assisting Mr. Brown in the same capacity.

**A. F. REAVIEL, SUPERINTENDENT OF LINES**, entered the company's employ March 9, 1903 as a car cleaner at the old wooden car house on Main street. In 1905 he was transferred to the old Bangor, Orono & Old Town Railway car house near the junction of Otis and State streets. In 1906 Mr. Reaviel transferred to the Light Department, where he went to work as a lineman. After about nine years in this department he was promoted to Assistant Superintendent and also had charge of the Meter Department. He played an important part in the rebuilding of the lines destroyed in the Bangor fire in 1911 and in erecting the switchboard and other equipment in the new substation which was built immediately after the fire. After about five years as Assistant Superintendent he was promoted to Superintendent of Lines for the Bangor District, which position he now holds.

**LOUIS E. GRANT, COLLECTION MANAGER**. On October 18, 1904, Mr. L. E. Grant entered the employ of this Company as a conductor. He held this position until early in 1917 after which he acted as Inspector in the Railway Department. In the year 1922 Mr. Grant was made a Collection Manager and had charge of the collection of the accounts, and he is also in charge of the department for the disposal of obsolete material.



**FRED H. LIBBY, PURCHASING AGENT**, originally joined this organization in 1901 as motorman for the Bangor, Hampden & Winterport Railway. Except for a short period beginning in 1911, when he was a department manager in the Besse System store in Bangor, he has remained continuously with the organization. He served as conductor on the Hampden Division and later on the Old Town Division. When Riverside Park was opened at Hampden, Mr. Libby was made manager of the park during the summer, also acting as inspector in West Market Square in the winter.

After the park was closed, Mr. Libby acted as stock clerk in the general office, later becoming assistant purchasing agent under Walter Sawtelle. On the death of the latter, Mr. Libby was made purchasing agent and was also given the management of the commercial and collection departments. These positions he held until the increase of the company's business necessitated the separation of these departments. Mr. Libby then became purchasing agent, which position he holds at the present time.

**GEORGE L. T. TUPPER, ASSISTANT PURCHASING AGENT**, is a native of Quincy, Massachusetts. After working for ten years in the home office of the New England Mutual Life Insurance Company in Boston, he entered the Army Transport Service during the World War as a quartermaster on the U. S. Army transport "Sewall's Point". This vessel was engaged in carrying supplies from the United States to various French ports. After the war he accepted a position with the Great Northern Paper Company as Superintendent of Storehouses and Storehouse Clerks. April 15, 1923 he left the Great Northern to join the Bangor Hydro organization as Assistant Purchasing Agent, which position he has held since that date.

**HALL C. DEARBORN, REAL ESTATE MANAGER**, was a loyal son of the Class of 1902 of Colby College. After spending several years in the U. S. Customs Service, he entered the lumber business in Bangor, in which business his father had previously been engaged. During the World War he had charge of the Government Employment Agency in Bangor, through which all of the labor was supplied for lumbering operations in the Maine woods. After the war he went with E. B. Draper Company as Employment Manager. From 1922 until 1925 Mr. Dearborn was engaged on an economic survey of the State of Maine under the direction of the State Board of Assessors in Augusta.

He came to this company January 21, 1925, as Real Estate Manager, having supervision of the maintenance and upkeep of all of the company's buildings excepting the power plants and substations. His duties also include the securing of deeds and easements to land for transmission rights-of-way and

other purposes, as the company's business requires, as well as searching the titles of all deeds.

**PRESTON A. MANN, OFFICE MANAGER**, began his career with this company in 1907, working at the time as clerk on construction at Veazie in spare time while finishing his high school course. In 1910 he graduated from Bangor High school and went to work assisting John Morrill in the stockroom at the car barn. For a time he worked in the Railway Department as motorman, conductor and clerk in Superintendent Johnson's office.

For a year he assisted J. A. Leonard in making a survey of the power site at Hiram Falls for the Cumberland County Power and Light Company, after which he returned to Bangor and served as stock clerk and stenographer on the Veazie dam construction job. He then served for a second time as clerk in Mr. Johnson's office, was transferred to the main office, and was for a time assistant purchasing agent under R. A. Haddon. In 1920 he spent a year on the west coast as assistant chief clerk in the chief engineer's department of the Los Angeles Railway Corporation. Returning to Bangor in 1921 he was secretary to the president and in 1922 was made office manager, which position he still holds. In this capacity he has charge of the stenographers, the general files and all matters pertaining to insurance.

**JOHN V. MORRILL, STOCK-KEEPER**, has been with this company continuously since April 28, 1897. Beginning as spare conductor, he graduated to a regular run which he held until 1906, when he was put in charge of the railway stockroom at the car barn. As time went on the stock of line material was added to the railway stock and Mr. Morrill had charge of both. He now has charge of the receiving, warehousing and issuing of our general stock of line and railway material and is looking forward to the construction of a modern storehouse for all this material in the not distant future.

### Bar Harbor News

Sylvia Austin, Reporter

Mr. J. C. Pedder of Northeast Harbor has returned from a three weeks' vacation trip, spent in New York and Philadelphia.

Mr. Fred Grindle has been in Northeast Harbor during Mr. Pedder's absence.

Mr. Kenneth Stetson, who has been ill at his home in Bangor for several weeks has returned.

Mr. Ackley Willey and his crew have nearly finished at Cranberry Island. This month we expect to have about seventy-five customers connected on the two islands and forty street lights installed for the town.

The Bar Harbor Line Crew were in Bluehill Sunday, November 4th, assisting the Ellsworth crew in repairing transmission lines.



### Twenty-Six Years of Service

**MR. AUSTIN A. HATHORNE** was employed by this company on July 14, 1902. He has worked for twenty-six years at Veazie power house. His present duties are assisting operator M. D. Wentworth in the operation of the equipment at Veazie Station.

### Notice

Transportation Pass No. 72, issued to Earle E. Parkhurst, Sales Manager, has been lost. Should this pass be presented for fare, operator will take up and deliver to the Superintendent of Transportation.

### Notice

Transportation Pass No. 65 issued to Charles W. Smith has been lost. Should this pass be presented by any person for fare, operator will take up and return to the Superintendent of Transportation.

### Roundy-Smith Wedding

On Sunday, November 11th, Mr. Forest Smith and Miss Ruby Roundy were married at St. Stephen, New Brunswick. The ceremony was performed by Rev. C. R. McLennan.

Mr. Smith is employed by this Company as a meter reader. Miss Roundy is employed by the New England Telephone and Telegraph Company, Bangor.

Employees of the Bangor Hydro-Electric Company extend their congratulations to Mr. and Mrs. Smith.





## Exploring The East Machias River

On one of those fine sunshiny days that the weather man sometimes gives us in late October, the Manager got a tickling in his feet and in his bosom an irresistible desire to get out and commune with nature, to forsake the cares of business and lead the simple life for a while. Of course, this isn't at all what the official records show. Those cold, hard, unromantic annals simply stated that it was desirable that an investigation of the water resources of the East Machias River should be made.

After a careful scrutiny of the personnel of the Company to select some brave and fearless man who could face without flinching the many perils to be encountered, the Chief of Washington County was added to the party. As it was desired to bring back some pictures, showing the big game that would undoubtedly be captured, and to display the character of the country traversed, a photographer was needed. Whereupon a call was sent out for volunteers, but the adventurous spirit and the artistic temperament do not seem to be compatible and no volunteers appeared, so the photographer had to be hunted from the hiding place to which he had scuttled, upon hearing the call, and drafted for service.

The party met at Machias, where the fire arms, blankets, provisions, scientific instruments, canoes and miscellaneous duffle were loaded on two automobiles, and proceeded to the outlet of Crawford Lake, about thirty miles north of Machias. There two noted guides were added to the party. Just before reaching the Lake great excitement was created when a large black bear appeared by the side of the road.

The Manager, with that presence of mind in emergencies which has placed him where he is, remained in the car and ordered the Chief to dismount with the machine gun and the photographer to unlimber his camera. But as the tree behind which the Chief had set up the gun was too large to see around, and as

the photographer found it difficult to sight his camera while doing a hundred yard dash to the rear, the bear remained unharmed and unphotographed. In the meantime the guides had deployed and taken a position on the flank of the ferocious animal, but just as they were about to fire it was discovered that the bear was securely chained to a tree. With only this little fact to start from it was deduced that possibly the bear was a tame one belonging to a nearby farmer, and the expedition was ordered to proceed.

An examination of the dam at the foot of Crawford Lake was made and the character of the shores investigated, after which the canoes were unloaded and launched on the wild waters of East Machias River, and the adventurous journey begun.

The leading canoe contained a guide, the Manager and the photographer, and the other canoe followed with the Chief and another guide. The canoes were small, heavily laden and the water swift and full of rocks, some visible and some lurking treacherously just below the surface. The little crafts swept rapidly along, sometimes in the middle of the channel and sometimes detouring to avoid a large rock and sometimes scraping over a hidden reef. The photographer is not what is generally called a prayerful man, but he shut his eyes, gripped the

gunwales of the canoe and repeated "Now I lay me" many times. It was afterwards found that, so hard had he clung to the gunwales, the imprint of his fingers was plainly visible.

The guide to allay his fears told of the much worse conditions further down the river, of many thrilling escapes and of canoes wrecked on hidden rocks, but said he had never had but one accident himself and that was not serious for he had escaped with his life. The photographer inquired as to what became of his companion, and the guide, after some hesitation, said he wasn't sure, for he couldn't find him after the accident and thought he might have been drowned, otherwise nothing serious happened. With his fears thus greatly allayed, the photographer settled down to enjoy the scenery.

At noon of the first day a landing was made on a rocky point and the Chief produced with a great deal of pride a gadget called a grub stake. This consisted of an iron stake or bar about three feet long fitted with three or four sliding shelves. The stake was driven in the ground and a fire kindled around it, and soon the savory odors from frying bacon and eggs filled the air. There may be something in the universe which tastes better than bacon and eggs cooked in the open after a hard morning's work, but the writer doesn't remember anything. A competition to see who could eat the most bacon and eggs in the shortest possible time was easily won by the Manager.

After lunch the trip was resumed and a sharp lookout was kept for game, for all hoped to have some birds or a duck or two for supper. The reputation of our Manager as a crack shot must have preceded us for although many ducks were seen they were very wild and refused in a very ungentelemanly way to remain within gun shot.

By sundown the expedition had reached the head of Round Lake, where a very comfortable sporting camp was found, and preparations for spending the night were made.

A fine supper of steak and potatoes was prepared by the guides, the







absorption of which put everyone in good humor and the toils of the day were forgotten.

The next morning the trip was resumed and after paddling some hours, one of the brighter members of the party said it was quite remarkable that the further downstream we went the smaller the river became, and that instead of the water flowing downstream as it had at first, it was now flowing upstream. This seemed important enough to make a note of and a council of war was called. After much discussion, it was finally decided that no well behaved river got smaller toward its mouth, nor did it reverse the direction of flow without giving due notice, and the canoes were turned about and headed back in the direction from which they had come. It then transpired that we had inadvertently left the main river and had been following a small creek into the wilds of the interior.

Shortly after regaining the river, the guide made the statement that we were approaching the worst rapids on the stream. This was the one where he had his slight accident (upon which nothing important occurred—except the loss of one man.)

Now the photographer was not afraid, not at all, but being a bright and fertile young man and devoted to his art, it occurred to him that it would be a wonderful thing if he unselfishly let the others have all the thrills of shooting these ferocious rapids, while he went ashore and walked down to the foot of the rapids and made a photograph of the descent.

He was accordingly put ashore and made his way to the desired spot, where he bravely, at the risk of his life, waded in water fully four inches deep and prepared to take the pictures of the others as they came through the rapid water. The pictures would have undoubtedly been very fine, had not the photographer in his excitement forgotten to focus the camera and it happened to be set on six feet when it should have been at one hundred feet. The result was highly successful as a futurist might view it, but as a

photograph it seemed to be lacking in form and detail.

A long hard paddle followed the entrance into the still water below the rapids. When the party entered Hadley Lake it encountered a head wind and the Manager and Chief showed their skill with the paddle and helped out for the whole length of the lake. The guides had been talking about stopping at the "Town Landing" at Hadley for the night, and the other members of the party pictured in their minds a long pier jutting out into the lake, brilliantly lighted, with perchance a restaurant and maybe a dance hall. After a long, weary paddle, however, we arrived after dark at a flat, muddy beach with a few old wrecked boats scattered about, and one single, lonely glim of a light in the far distance.

The next morning, the last of our trip, proved wet and dismal but the trip was resumed and we had the pleasure of sitting in three inches of cold water, with our rubber coats covering our legs and forming nice little basins which collected the rain. It was found possible, by only making the slightest effort, to dump the water from our laps into our shoes. It didn't require any trick at all, but the sensation of having the water in our shoes didn't really pay for the effort.

On this day our second disaster occurred. Being so near civilization by this time, and not expecting to see any game, the guns and ammunition had been left behind. In some way advance information of this had gotten aboard and the ducks, taking advantage of our unpreparedness, got in our way in such numbers that we had to stop repeatedly to avoid running over them, and it was almost impossible to paddle, owing to the number of ducks alighting on the shoulders of the guides.

We finally reached the city of East Machias without further incident except that one of the guides was bitten by a rabbit as he stepped ashore, having no gun with him with which to defend himself.

As this is strictly a scientific account of the power possibilities of the East Machias, everything has had to be sacrificed for the sake of the river, and it is hoped that the reader will pardon the absence of the interesting details that might have been added in a less abstruse article.

### Linemen's Banquet

The Linemen's Relief Association, composed of the linemen located at the Park street substation at Bangor on November 2nd met for a get-together and supper at 6 P. M.

The supper consisted of baked beans, Parker House rolls, which were contributed by Mrs. Merle Usher, also oyster stew, cucumber pickles, doughnuts, cheese, cake and cigarettes. The cake was contributed by Mrs. Albert Nason.

The supper committee was composed of Reynold Goode, Frank Usher and Ernest Mazerall.

Invited guests at this supper were Mr. Frank Silliman 3d, Vice President and General Manager; Mr. Kenneth Cosseboom, Field Engineer; and Mr. Preston A. Mann, Office Manager.

After all had enjoyed the fine supper served by the committee a meeting was called to order by Mr. Ernest Smith to decide the date for the next supper. During the meeting Mr. Silliman was called upon to speak and also Mr. Cosseboom and Mr. Reaviel.





## Railway Department

C. H. Johnson, Reporter

Mr. E. A. Lucas, Car Operator, has been off duty for the past three weeks due to illness.

The track work on the Hampden line made necessary by the new concrete highway has been completed.

Mr. Fred Avery has returned from a week's hunting trip in the vicinity of Lee.

Mr. Arnold, Mr. Harper and Mr. Percy Davis have returned from a week's hunting trip at Niatous.

Mr. Ambrose Eisonor has returned from a few days' hunting trip.

Up to the present we have not heard of any game being obtained by these experienced hunters.

## Accounting Department

George Drake, Reporter

Miss Ruth Pickard has recently joined this department as a stenographer. Miss Millie Snow is also a new-comer in the Billing Department.

Bowling season for the girls is about to start. The girls in the Accounting Room have gathered together the same team they had last year. As this team has bowlers other than Bangor Hydro employees they have taken as their name "The Outlaws". Bowlers from the Company on this team are Alice Grant, Captain, Helen Jackson and Leona Morrison, with Lucille Goodspeed as sub.

Alta Edgecomb has been spending some time in the Lincoln office this month.

E. H. Stockwell was out for several days this month on account of sickness.

Miss Drew, a new employee in the Lincoln office, was in this Department for two weeks recently, receiving instruction in various phases of her work.

Hazel French was in Boston for a week during the month of October, this being the last week of her vacation.

## Meter Reader Department

E. E. Fields, Reporter

Mr. Atwell Blaisdell who began work with this Company as a meter reader October 10, 1927, was transferred to the Commercial Department as a salesman, October 22nd. We wish him success in his new position.

Mr. Carlisle Johnson was employed by the Company on October 18th as a meter reader.

Mr. Forest Smith, we understand, has shot his quota of deer for the season. We are in hopes that there will be enough in this one deer to supply all requirements for deer meat for the entire general offices.

## News From Old Town District

Mrs. O'Connor, Reporter

October 28th the linemen from the various districts cooperated with the linemen from Old Town in transferring the wires on Brewer and Lincoln Line, from Eddington Bend to Milford. This job was completed in record time, the work being finished and the men ready for home at 4:15 p. m.

Our line foreman and his wife, Mr. and Mrs. Phil Herbert, have just returned from a very successful hunting trip having captured two deer and a raccoon. Mr. Herbert reports that game is very plentiful in the region where he found his.

Electricians Junkins and Cole, who have been at the Milford Plant for the past two weeks, overhauling and repairing No. 1 generator, have completed the job. The unit is now in operation and running as good as new.

The repair job on the west end of the Milford dam at the entrance of the Nekonegan Canal was finished Oct. 31st. Four steel cement gates were put in to replace the old wooden headgates that have always been used to regulate the flow of water to the mill of the Chapman Fibre Company. An electric gate hoist was also installed which is a decided improvement in itself, as by its use one man is able to raise or lower the gates in a few minutes, whereas, by the old method of using chain falls, it would take a crew nearly a whole day for the operation.

The old cement work was reinforced and made water-tight, making it possible at any time to shut the water out entirely, a matter of no little importance to the different parties interested in the efficient and economical use of the water.

An iron fence was built around the easterly (river) side of the bulkhead, adding to the appearance and safety of the place.

The work was done under the direction of Mr. Leonard, Hydraulic Engineer with Mr. Cary, Supt. of the Milford Station in charge.

Assistant Operator Copp recently purchased a new radio with which he is almost satisfied. He will no doubt be entirely so when he has fully overcome the desire to argue the point with the speaker.

Superintendent Fred Cary says that his vacation was all wet this year with one rainstorm after another. He is glad it is over and he is back on the job again. He declares he will never believe anything he reads in the Farmers' Almanac again, not even the jokes.

Assistant Operator Eastman went on his annual hunting trip one afternoon recently with the usual results. Mr. Eastman would be satisfied with the one deer law if the state would guarantee that one.

## Harrington News

R. A. Fernald, Reporter

Mr. William Thompson installed a Counter Refrigerator in Columbia Falls this week.

Mr. Philip Reynolds, salesman in this district, gave a washing machine demonstration in the Harrington office, which met with great success.

Mr. Edward M. Graham, President, was a caller at the Harrington Office a few days ago.

Mr. Robert N. Haskell, vice president, was a recent caller here.

Mr. Kenneth Cosseboom, Mr. Hall Dearborn and Mr. Walter Cushman made a short call here a few days ago.

Mr. Herbert Hammons called at this office while on his way to Eastport.

Mr. A. L. Sawyer, meter reader in this district, has just returned from a vacation up in the Maine woods. He reports a very enjoyable time and a good trip.

He says that there are plenty of deer, but does not state the reason for not bringing in any game, but I was talking to Preston Mann a few days ago while in Bangor, and he seems to think it funny that "Al" did not bring back any game, for "Al" was a good shot—in bowling, and the boys miss the Ace at the Indoor Sports this winter.

But Al's hunting kit came back today and upon examination of it, he has every reason to be excused. I will mention one of them, a famous Marlin Safety rifle of the vintage of 1844. So Al's excused this year, but he says he will make them go some next year.

## Ellsworth News

Miss Sybel E. Fields, Cashier of the Ellsworth Branch, is having a vacation.

Fred Springer has been confined to the house for several days, threatened with pneumonia.

Miss Sylvia McDonald and Miss Virginia Campbell attended a Hot Point demonstration at the Bangor House Friday, November 2nd, 1928, remaining in the evening for the banquet served to the guests at the new Recreation Hall on Main street.

Mr. Parkhurst of the Commercial Department and Mr. Adams of the Veazie Station were recent visitors at the Ellsworth Office.



## Veterans Service List

We give below a list of those whose anniversaries come during the period from November 15th to December 15th together with the names of our veterans who complete over twenty years of service during these months:

	Years
Abbott, Alvah L., Assistant Manager, Bar Harbor, Dec. 1, 1902.....	26
Casper, Josef F., Janitor, November 26, 1909.....	19
Wentworth, Harold M., Operator, Veazie, December 10, 1911.....	17
Burns, Edward M., Repairman, Car House, November 24, 1911.....	17
Libby, Fred H., Purchasing Agent, December 2, 1912.....	16
Burns, Michael, Teamster, December 1, 1912.....	16
Norwood, Arthur L., Clerk, Bangor, December 2, 1914.....	14
Reed, Christopher, Operator, Milford, December 15, 1915.....	13
Ellis, William L., Asst. Master Mechanic, Car House, November 22, 1915	13
Earl, Frank H., Car Operator, November 24, 1916.....	12
Gray, Henry L., Troublemaker, Southwest Harbor, Dec. 1, 1917.....	11
Colby, Walter E., Lineman, Ellsworth, November 16, 1918.....	10
Humphrey, Fred L., Repairman, Car House, November 17, 1918.....	10
Saunders, Fred B., Machinist, Car House, December 2, 1918.....	10
Bryant, Charles F., Car Operator, November 18, 1918.....	10
Mansell, Edmund J., Car Operator, November 23, 1919.....	9
Turner, Frank C., Asst. Superintendent Veazie Station, December 10, 1919 .....	9
Paulin, Oscar J., Repairman, Veazie Station, December 15, 1919.....	9
Thompson, William T., Electrician, Commercial Dept., Bangor, November 26, 1919.....	9
Adams, Harold F., Asst. System Operator, Veazie Station, December 9, 1919 .....	9
Field, Elgin E., Meter Reader, Bangor, December 1, 1919.....	9
Pond, William A., Meter Sealer, Bangor, November 29, 1922.....	6



**Walter H. Cushman**

Walter H. Cushman, Assistant Manager of the Ellsworth Division, was born in Ellsworth, January 22nd, 1880, and entered the employ of the Company, then known as the Ellsworth Water Co., successor to the Ellsworth Illuminating Company, as an electrician, August 25th, 1902. This was previous to the building of the Power House. When the present structure was erected with but two wheels installed, Mr. Cushman remembers the people of the city remarking that this would furnish sufficient current for years to come. At that time the plant was of about 75 K.W. capacity and at the present time it has been increased to approximately 7500 K.W.

The Company sometime later changed its name to the Bar Harbor & Union River Power Company, Mr. Cushman still remaining in their employ; he has thus seen service with the present Bangor Hydro-Electric Company over a period of twenty-six years.

His constant attention to duty with an unlimited capacity for hard work, have made him a great favorite with his men, while his rare courtesy and unusual efficiency in all branches of his work have made him a most valuable asset to his community.

## Veazie Station News

Frank Turner, Reporter

Asst. Operator Ralph Shorey, while raising one of the Tainter gates last week saw a small mink run along the raft in front of the racks. Shorey cracked him on the head with a pick pole and killed him. The next day he sold the hide for \$13.00.

Operator Harold Wentworth has appeared out in a new bright red Mackinaw. It must be that he is going hunting. Let us hope that he brings home a fine buck as usual.

A new automobile has been added to the list of cars owned at Veazie Station, a Chevrolet coach having been purchased by Operator A. C. Welch.

Mr. Walter Davis is now located as a permanent man in the System Operator's office at Veazie.

Mr. Harold Adams of the System Operator's office is now enjoying his vacation.

Our unit No. 5 has recovered her draft tube and is now back to normal.

The improvement job at Veazie has been completed and Veazie Station is enjoying an addition of three feet to its former net head, with 82% of the Flash Boards up the Sta-

tion is doing around 5300 K.W. A new stiff boom about four feet square has been built and installed above the Station and together with the new Flash Boards this should stop the ice as soon as it begins to run and cause the river to freeze over at this point thereby preventing trouble from anchor ice.

## Eastport News

J. W. MacDonald, Reporter

Ernest Scott, lineman of the Eastport crew, who was injured October 19th has not been able as yet to return to work. The sympathy of the employees is extended to Mr. Scott.

Mr. Haskell and Miss Stetson paid us a visit on the morning of November 1st. Mr. Haskell also visited Ernest Scott at the Chipman Hospital in St. Stephen.

Mr. Vose and Miss Varney, with Mrs. Longfellow of Machias and Miss McEacharn of Harrington were in Bangor on November 2nd. They report a very pleasant trip.

Mr. V. E. Cushing, foreman of the crew running the new Perry extension reports all poles set and work started stringing wire.



## Thanksgiving



WE thank Thee for this place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food, and the bright skies that make our lives delightful; for our friends in all parts of the earth, and our friendly helpers.

Give us courage and gaiety and the quiet mind. Spare to us our friends, soften to us our enemies. Bless us, if it may be, in all our innocent endeavors. If it may not, give us the strength to encounter that which is to come, that we be brave in peril, constant in tribulation, temperate in wrath, and in all changes of fortune, and down to the gates of death, loyal and loving to one another.

Robert Louis Stevenson.