10-1894

The Maine Central, Issued by the Authority of the Maine Central R. R. Co.

Maine Central Railroad Company

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CUT FLOWERS for all occasions.
SOCIETY EMBLEMS a Specialty.
GREENHOUSE PLANTS, Wholesale and Retail.
The current number of "The Maine Central" marks the end of the first year of this monthly publication. The editors celebrate the anniversary with an issue that is better than any other of the year. It is only necessary to chronicle this to give evidence of the success of the enterprise. The paper is designed to advance the interests of the Maine Central Railroad, but it does more than this; it advances the interests of the whole State by constantly keeping before its readers the many and varied attractions of Maine as the cooling off place and happy hunting ground for thousands and thousands of people. — Editorial in Portland Daily Advertiser, Sept. 15, 1894.

Winter Train Service.

It is now expected that the excellent train service which the Maine Central Railroad is now offering its patrons will remain practically unchanged through the coming winter, although some slight changes may be made in the train and Pullman car service to and from Rockland.

Maine Central Station Agents.

Mr. C. J. Terhune has practically recovered from the unfortunate accident in which he lost his leg, and has resumed his duties as agent at Gray, relieving Mr. H. H. Jordan.

Mr. L. A. Libbey has been appointed agent at Mattocks, in place of Mr. E. J. Field, and Mr. John W. Hughes has been appointed ticket seller at North Stratford.

Mr. Willard Brackett, formerly a locomotive engineer, died at the Maine Insane Hospital on August 26th. He became a member of the Maine Central Relief Association in December, 1887. He paid in $71.50, and received $156.00 sick benefits, and his heirs have received $1,000.00. In consequence of his death, an assessment of fifty cents has been levied upon the regular members of the Relief Association.

Bostom & Maine Annual Report.

The annual report of the Boston & Maine Railroad for the year ending June 30th, shows that the gross earnings during that period were $6,915,151.56, a decrease of $1,219,133.26. The operating expenses were decreased $875,912.31, and the dividends upon the common stock were reduced from 8 to 6 per cent. per annum.

During the year, 26 locomotives, 30 passenger, 12 baggage and 38 freight cars were added to the equipment, 10,416 tons of steel rails and 701,279 cross ties were laid, and 22,520 miles of side tracks were constructed. During the year the Boston & Maine operated 1,252,652 miles of road.

Thirty-three million, three hundred eighty-four thousand, eight hundred sixty-two passengers were carried during the year, of which number 10,778,701 were carried to Boston and 10,875,918 were carried from Boston; 7,353,723 tons of freight were transported.

The new Union Station at Boston has been entirely completed and is now in use. The total cost of these passenger terminals at Boston amounted at the end of the fiscal year to $2,734,151.97.

Pullman Car Service.

On the train schedule now in force on the Maine Central, Pullman cars are running as follows: Eastward trains: — On train 71, a sleeping car from Boston to Vancelboro, a sleeping car from Boston to Rockland, and a parlor car from Boston to Bangor; on train 11, a parlor car from Boston to Bangor, a parlor car from Boston to Rockland, (running from Portland to Rockland on train 57) a sleeping car from Bangor to St. John, and a sleeping car from Bangor to Houlton; on train 56, a parlor car from Boston to Lewiston. Westward trains: — On train 94, a sleeping car from Houlton to Bangor, a sleeping car from St. John to Bangor, a parlor car from Bangor to Boston, and a parlor car from Rockland to Boston (running from Portland to Rockland on train 58); on train 12, a parlor car from Lewiston to Boston; on train 102, a parlor car from Bangor to Boston; on train 2, a sleeping car from Vancelboro to Bangor, and a sleeping car from Rockland to Boston. All of these cars are of the best owned by Pullman's Palace Car Company, and will compare favorably with any in this country. The Pullman service on the Maine Central has always been highly creditable, both to the Maine Central Railroad and to the Pullman Company, and merits a large patronage.

Maine Central Railroad.

General Officers, Located at Portland.


The Maine Central is regularly sent to all the leading clubs in all the principal cities of the United States. This is a point for advertisers to consider.

This number of "The Maine Central" contains articles upon the sister cities of Auburn and Lewiston, accompanied by sketches and portraits of a number of their representative citizens. These articles were carefully prepared by gentlemen thoroughly conversant with their subjects, and contain a large amount of valuable information, especially as regards the industrial condition of these cities. The gentlemen whose biographies and portraits are presented are well and favorably known in their homes and throughout our State and are prominent among those who have placed Auburn and Lewiston in the fortunate condition which they now enjoy.

This is a new feature for "The Maine Central," and we trust it will be as well appreciated as our efforts to increase the value to our citizens, of our summer resorts.

Auburn and Lewiston are well-governed and prosperous cities, whose citizens make and share in their prosperity. Not everyone, even in Maine, know these facts. A copy of this number of "The Maine Central," is the best advertisement of all the facts which make these cities desirable places in which to live.
THE MAINE CENTRAL.

Lewiston.

Lewiston, widely known as the "City of Spindles," has a population of about 25,000 and ranks second in the State. Located on the east bank of the Androscoggin, with one of the largest and best water powers in the State, it has rapidly grown to be known throughout New England for the quantity and quality of its manufactured cotton goods, for its active and energetic business men and for the large number of valuable enterprises to be found within its limits.

The magnificent water power furnished by Lewiston Falls is one of the best in New England, and is not only a striking natural feature of the city, but also the great source of its wealth.

As early as 1836 Mr. John A. Briggs built a wooden structure where the first cotton goods were manufactured in Lewiston by Mr. Harding about 1845, using three looms for weaving the cloth. Now seven large mills, employing nearly 6000 operatives with a monthly pay roll of over $150,000, are turning out cotton cloth, ginghams, quilts, dress goods, fine sheetings, shirtings, satteens, seersuckers, seamless bags, brown sheeting, colored ducks, cotton bags, tickings, etc.

The Bates Manufacturing Company was the first cotton factory erected after the Water Power Company began the development of this great natural resource. This includes two separate mills and has had more than ordinary success under the able management of Messrs. D. M. Ayer, C. I. Barker and H. L. Pratt, the present agent. This mill, with a capital of $1,000,000, manufactures fancy goods, quilts of many varieties, dress goods, gingham, quilts, drills and sateen jeans, beside 3,000,000 seamless bags. The present agent is Mr. George W. Bean, the successor of Mr. David Pheteplace.

The Hill Manufacturing Company has, with one exception, been longer under one management than any other corporation in this city. This company operates two mills and manufactures cotton goods exclusively. The agent, Hon. W. D. Pennell, is one of Lewiston's representative men, and was the able President of the Senate in 1885. Mr. Pennell has recently succeeded Mr. J. G. Cowan, who was its efficient agent since the formation of the company.

The Androscoggin is one of the mammoth cotton mills of the country. This mill has 61,912 spindles and 1455 looms and manufactures annually over 10,000,000 yards of sheetings, seersuckers, shirtings and sateen jeans, beside 5,000,000 seamless bags. The present agent is Mr. George W. Bean, the successor of Mr. David Pheteplace.

The Continental Mill, with a capital of $1,200,000, manufactures over 18,000,000 yards of brown sheetings and drills and 150,000 pounds of batting. Mr. H. L. Abbeii, Jr., is the present agent.

The stock for the Lewiston mill is owned largely by Lewiston and Auburn parties. This will carry on an extensive business in the manufacture of tickings, fancy and colored ducks, horse-netting, etc. Mr. C. I. Barker, who has long been identified with the manufacturing interests of Lewiston and Auburn and has been prominent in many banking and business enterprises as well as a leading spirit in the city which he has done so much to develop, is the agent.

Avon Mill is comparatively a new one, having been incorporated in 1882. This mill manufactures quilts almost exclusively, fancy, colored and croquet, also Turkish towels. Mr. A. D. Barker is the agent and Mr. F. H. Packard, Treasurer.

The Cowan Woolen Mill does a large business in the manufacture of fancy cassimères, sutlings and overcoatings and the Cumberland mill turns out over 300,000 yards of repellents, blacks, browns and grays.

The water power on the Androscoggin River at Lewiston is owned and controlled by the Union Water Power Company. The natural advantages of the river at this point for the development of power early attracted the attention of the Littles of Newburyport, and as early as 1808 or 1809 dams were constructed on the falls and a canal dug from the bay across the land where the Lincoln Mill raceway now is. From that time, however, down to 1849 and 1850 the development was slow, although the name of the corporation chartered in 1834 as "The Great Androscoggin Falls Mill Dam, Locks and Canal Company" was formidable enough to inspire confidence in the future growth and development of this great power.

The real development of this power, however, began about 1850, the property a short time prior having come into the possession of the Lewiston Water Power Company. The following extract from a long and interesting report made by Edward Atkinson to the stockholders of this company in 1850 describes the power substantially as we find it today:

"The water power, which forms one of the chief attractions of our property, is beyond controversy one of the best in the United States, all things considered. It is formed by an abrupt fall of upwards of 40 feet in a distance of about 200 feet, thus affording with dams of less than ten feet in height, a fall of 50 feet, and creating as much power, to say the least, as that at Lowell. The water is used twice; on the upper level with a fall of 28 feet; on the lower, with one of 22 feet. These two levels or planes are formed by nature with a peculiar fitness
to our wants. They afford ample space for our canals, with abundant room for
mills and boarding houses. The nature of the soil is such as to ensure, at a very
 trifling expense, the most substantial foundation for large mills, and for secure
banks to the canals."

The wooden dams, which had been erected on these falls by the Littles who
had controlled the property either in their own name or under the name of "The
Great Androscoggin Mills, and Canal Company," were replaced by
the present permanent stone dams about 1857, and the entire property was con­
veyed by the Lewiston Water Power Company to the Franklin Company in that
year. The Franklin Company remained in possession and control of the property
until the formation of the Union Water Power Company in 1878.

By the time Lewiston from a village of some 4,000 inhabitants in 1850,
having to quote again from Mr. Atkinson's report, "a small wooden factory,
being able to furnish a required quantity of water for power purposes at all times,
and incident to the growth and development of such great industries.

The value of a water power for manufacturing purposes depends upon its
being able to furnish a required quantity of water for power purposes at all times,
summer and winter, in seasons of drought as well as in seasons of freshet. It
must be constant up to the quantity required to keep in operation the various
industries dependent upon it for power. To fulfil this requirement the great
storage or reservoir system of the Union Water Power Company was designed and
the entire flowage rights around the great lakes at the head waters of the Andro­
sccgin River and known as the Bangley Lakes, were acquired. The area
of these lakes is about 90 square miles.

Large sums of money were spent in the construction of new dams and the
improvement of old ones at the outlet of these lakes, so that the company is now
able to store vast quantities of water at these lakes in times of freshet and draw
the same from time to time as needed in seasons of drought.

In addition to this lake storage, the company also owns similar flowage and
storage right in Wilson Pond in Auburn, which is near at hand and in case of any
sudden emergency can be called upon for an immediate supply, while the great
lakes furnish an almost inexhaustible supply, and enable the Union Water Power
Company to maintain a head of water sufficient for all demands liable to be made
upon it.

To the great advantages of the power so well described by Mr. Atkinson has
been added the great storage system of the Union Water Power Company, and
which makes this power one of the most constant and reliable in the United
States and fully sustaining the prediction of Mr. Atkinson in his early report
upon this power.

Since the improvements made by the Union Water Power Company, there
have occurred several periods of severe drought both in summer and winter, and
while mills at various points in this and other New England states were compelled
to close or run on short time, the mills in this city were able to run to their full
capacity without interruption or delay.

The total available power on the river at this point is estimated at about
9000 horse power, of which there is now leased about 6000 powers.

The water power furnished these mills is all under the control of the Union
Water Power Company which was organized in 1878.

The Franklin Company of which Mr. Stephen Lee is resident manager own
and control large interests in manufacturing and real estate, and is one of the
most important and influential companies in the city. They bought up the
Lewiston Water Power Company which with their previous holdings gave them
between 600 and 700 acres of land in the city limits suitable for building or manu­
facturing purposes. They also own one hundred acres of land in Auburn known as
"The Hillside," on which they have built the finest system of macadamized roads.

The only shoe manufacturing company in Lewiston is the Gay, Woodman
Company. It is situated on lower Main street opposite the Maine Central station.
This firm is doing an extensive business in the manufacture of men's boots and
shoes. Mr. Charles Gay is president of the company.

The Lewiston bleachery commenced operations in 1860 and forms an impor­
tant industry in connection with the cotton mills. This company turns out thirty
tons of bleached goods a day and employs about 450 operatives. A box-shop in
connection with the bleachery manufactures 180 cases daily. These are by no
means all of the forms of occupation which engage the energies of Lewiston's
citizens. The stores are among the best, furnishing as they do a fine line of
everyday needed by a prosperous and progressive community.

The churches of Lewiston are many of them handsome and all of them
attractive and conveniently located. The Free Baptist on Main street is the
collegiate church. Its pastor is the Reverend Martyn Summerbell, D.D., who is in
great demand as a lecturer, is a forcible speaker and a man of broad and liberal
scholarship. Another church of the same denomination on Park street is pre­
 sided over by Reverend S. A. Blaisdell. The Methodists also have two places of
worship, one on Park street and the other on Hammond street. The First Baptist
church situated on Bates street is one of the early Congregational churches. The Pine Street
Congregational church is an offshoot of the High Street Congregational church of
Auburn. Rev. George M. Howe has been the faithful and successful pastor for
ten years. His genuine piety, combined with a genial manner have endeared him

Augusta Savings Bank,
AUGUSTA, MAINE.
INCORPORATED 1848.

TRUSTEES:
WILLIAM S. BADGER, JOSEPH H. MANLEY, LESLIE C. CORNISH.
LENDALL TITCOMB, BENJAMIN F. PARROTT.

Deposits and Surplus,
$6,210,069.32.

WILLIAM S. BADGER, President. JOSEPH H. MANLEY, Vice-President.
EDWIN C. DUDLEY, Treasurer.

CARLETON BROTHERS & CO.,
MANUFACTURERS OF
Jacob's Lime and Land Plaster.
- Proprietors of -
PORTLAND PLASTER MILLS
- Also, Dealers In-
LIME, HAIR, HOFFMAN, OLD NEWARK,
PORTLAND AND GERMAN CETENTS.
- ALL KINDS MASON'S SUPPLIES -
364 COMMERCIAL STREET, BOSTON & MAINE R. R. WHARF,
PORTLAND, MAINE.
Hildreth Varnish Co.
18 BROADWAY,
NEW YORK.

Fine Railway + +
---A N D---
Carriage Varnishes.

AUNT MARY'S MEDICINE

On board a down-river steamer an aged woman was said to have been taken sick, and she was given liberal doses out of a bottle every now and then by a young lady beside her. A party of young men picked up the discarded bottle when it had become empty and ascertained that the medicine was Aunt Mary's. Thereafter there were frequent visits to the bar, and the man in charge thereof soon was filling a number of orders for "Aunt Mary's Medicine," and the name still clings to that inveterate on the boat, with a danger that the title will become common. — Philadelphia Daily.
unyielding and undeviating honesty, wonderful capacity for work, the largest grasp of details and a controlling love for the state and country that mark him as one of the truly great and good men of the Union.

Hon. Nelson Dingley, Jr., first as a journalist, then as a public official has gained an enviable reputation both in the State which he has served so ably as representative and governor, and in the nation where he has been known as a working member of the first rank. He is authority upon the important questions submitted to the committees of which he has been a member. He is noted for the breadth and accuracy of his information and the soundness and wisdom of his judgments and his laborious devotion to his duties.

Dr. Alonzo Garcelon is one of the noteworthy men of this community. Although eighty-one years of age he is still authority in his profession where he has for so many years been a conspicuous and progressive leader. He was governor of the State for one term, and is even to the present time foremost in all movements which seek to make good things better. His fibre and endurance are indicated by the fact that he is contemplating a trip to Central America.

Col. F. M. Drew, our genial and able Judge of Probate has been Commander of the Department of Maine, G. A. R., Secretary of State of Maine, Treasurer of Bowdoin College, and is one of Lewiston's best citizens.

The following general statistics indicate somewhat of the extent and value of the business of Lewiston. The capital invested is $10,000,000. The number of hands employed 7500. The annual wages paid is $8,000,000. The annual product in manufactured goods is $90,000,000.

FRANK L. NOBLE.

Frank L. Noble was born in Fairfield in 1854; removed to Lewiston in 1861; educated in public schools and Bates College from which latter he was graduated in 1874; studied law with Strout & Holmes, of Portland, and was admitted to the Cumberland County bar; began practice of law in 1882 at Lewiston. He was a member of the Common Council for two years, and president of Council 1885. In 1883 he married Miss Clara P. Spofford, a most estimable and accomplished lady, daughter of P. M. Spofford, late of Webster. Mr. Noble was chosen Chairman of the Republican City Committee in 1885 and again in 1893. At present he is member of the Republican City Committee; member of the House of Representatives 1897 and 1891, and member elect for 1895, and was elected mayor of Lewiston in 1894.

JOHN Y. SCRUTON.

John Y. Scruton was born in Farmington, N. H., December 23, 1821, and came to Lewiston in 1853 to take charge of the construction and management of the fancy weaving department of the Bates Manufacturing Company as overseer. In 1858 he left the mill and engaged in the clothing business in Lewiston, and has been continuously in that business down to the present time. During all this time he has been one of the most prominent and successful merchants in the city and closely identified with the growth and business development of the city. He is a large owner of real estate and some of the largest and finest business blocks in the city have been built by him. He has held many positions of honor and trust. He has been a director of the First National Bank for thirty years, and is now President of that bank, and has been a Trustee of the Androscoggin County Savings Bank since its organization nearly twenty years ago.
In city affairs he has always taken a prominent part, having served the city as Alderman Councilman, Assessor, a member of the Water Board and other positions of trust and importance.

He is one of the best types of self-made, sound, progressive and successful business men.

WALLACE H. WHITE.

Wallace H. White was born September 4, 1848, in Livermore, Maine. Mr. White came to Lewiston as a student in the office of Frye & Cotton in October, 1869; was admitted to the bar in Androscoggin County in 1871; was admitted to the firm of Frye & Cotton in 1875, which then became Frye, Cotton and White; was elected County Attorney for Androscoggin County in 1874 and re-elected in 1877; resigned the office of County Attorney in December, 1879; was appointed assistant counsel for the United States in the Alabama claim in 1882; was elected to the Legislature as Representative from the City of Lewiston in the fall of 1882, and served on the Judiciary and other important committees. Mr. White has long been identified with the business interests of Lewiston as a member of the firm of Frye, Cotton & White which had an extensive practice and especially as attorneys for the various corporate interests in Lewiston and vicinity, and in more recent years as a member of the firm of White & Carter which succeeded to the business of Frye, Cotton & White upon the removal of Mr. Cotton from Lewiston in 1888 and the retirement of Senator Frye, whose connection with the firm had been nominal for some years on account of the increasing demands on his time made by his Congressional duties.

Mr. White is now a director in the First National Bank, President of the Lewiston Gas Light Co., a director in the Franklin Company and Union Water Power Co., and identified with many other business interests in the city.

COL. CHARLES H. OSGOOD.

Charles H. Osgood, the enterprising business man of Lewiston is a native of South Berwick, Me., where he was born December 29th, 1849. When Charles was nine years old his parents, in 1858, removed to Lewiston, then only a prosperous town, where the father established himself in the jewelry business, which has more than kept pace with the very rapid growth of this city, until to-day it is the largest of its kind in the State, and as prosperous as any in New England.

Here he attended the public schools until he was sixteen years of age, when he entered the Commercial Department of the Edward Little Institute. After graduation he entered his father's store, and when twenty-one years of age became a partner of the firm of H. A. Osgood & Co., where he has remained until the present time.

While Mr. Osgood has for twenty years devoted himself unsuringly to the business interests of his house, he has found time to do good service for the Democratic party, in which he has ever been a persistent worker.

Mr. Osgood served with distinction on Governor Garcelon's staff in 1879, as Colonel, and has been in the City Government and President of the Board of Aldermen. In 1884 he was a delegate to the Democratic National Convention. He represented his city in the Legislature in 1891-2, and declined an election to the present Legislature on account of pressing business cares. Mr. Osgood is a member of the Board of Trade, a Director of the First National Bank of Lewiston, a member of the Board of Trade, a Director of the First National Bank of Lewiston.
THE MAINE CENTRAL.

Mr. Osgood has also been Treasurer of the Sinking Fund of the City of Lewiston.

The business of his firm is both large and successful, reaching to every part of Maine and even beyond the state limits.

June 27, 1871, Mr. Osgood married Henrietta A. Parker, daughter of Capt. Jacob R. and Lois Parker of Greene. They have no living children.

COL. A. B. NEALEY.

Col. Albert B. Nealey, President of the Lewiston Board of Trade, is one of the stirring business men of the State, having the entire confidence of his fellow citizens. He has represented his city in the State Legislature and has held office in the Municipal Government of Lewiston, and, two years ago, his zealous interest in public affairs, especially as a prominent member of the Board of Trade, secured his election as President of that organization, which, through his foresight, availed the earliest opportunity to invite the State Board to meet in the city of Lewiston the present month.

Col. Nealey was born in Thorndike and came to Lewiston at the age of twenty-one and worked in a saw mill. In 1860 he married and went into the grocery business with his father-in-law, Hersey Day, where he remained until 1872, when the partnership was dissolved and the business moved to the present store of Nealey & Miller.

In 1883 Mr. Nealey was elected and served two years in the City Government; was also a member of Governor Robie's staff for four years, and was a member of the legislature from 1887 to 1891, and is at the present time the leader of his political party in Androscoggin County, and is generally respected for his force and stability of character at home and through the State.

George W. Bean was born in Concord, N. H., in the year 1837. At the age of seventeen he commenced to learn manufacturing in Manchester, N. H. In 1860 he came to Lewiston as overseer in the Androscoggin Mills, where he remained for seven years. In 1867 he went to Great Falls, N. H., as Superintendent of the Great Falls Manufacturing Company. He remained there four years. From there he went to Fall River, Mass., where he remained fifteen years as Superintendent of the Merchant's Mills. In 1886 he returned to Lewiston as agent of the Androscoggin Mills.

The Androscoggin Mills manufacture Shirtings, Sheetings, Satins and Grain Bags. The product of the cloth last year was 11,000,000 yards and 3,500,000 pounds, 2,800,000 bags, and 2,800,000 pounds.

The capital stock is $1,000,000, pay roll $60,000 per week; number of spindles 64,000, employs 1050 hands.

THE FORFEITURE LAW

AS AN INSURANCE SAFEGURAD.

HOW IT WORKS!

Insured in. . . . . . . . . . . . . . . . 1886
Discontinued Payment of Premiums. . . . . 1890
Died in August. . . . . . . . . . . . . 1894
Insurance (less past-due premiums) promptly paid, $2,000

These are the FIGURES in a case just settled. Facts...

...SPEAK...louder than promises.

PORTLAND,
LIFE
INSURANCE COMPANY.
Mr. Barker is the veteran cotton manufacturer of Lewiston, if not of the entire State, having been actively engaged in that business for more than thirty years. He is one of Lewiston's most public-spirited citizens, and has been connected with many of the enterprises which have added to her wealth and prosperity. At present, Mr. Barker is agent of the Lewiston Mill Company, and President of the People's Savings Bank.

PORTLAND AND BOSTON TRAIN SERVICE.

FOR BOSTON—WEEK DAYS.

ALL THESE TRAINS LEAVE PORTLAND, UNION STATION.

$$\begin{array}{cc}
\text{Leave} & \text{Arrive} \\
\text{Eastern Division} & \text{Western Division} \\
7.50 p. m. & 10.30 a. m. \\
8.40 a. m. & 2.20 p. m. \\
7.55 a. m. & 4.20 p. m. \\
7.00 a. m. & 10.15 a. m. \\
7.25 a. m. & 2.30 p. m. \\
7.00 a. m. & 10.30 a. m.
\end{array}$$

--- SUNDAYS ---

$$\begin{array}{cc}
\text{Leave} & \text{Arrive} \\
\text{Eastern Division} & \text{Western Division} \\
8.40 a. m. & 2.20 p. m. \\
7.55 a. m. & 4.20 p. m. \\
7.00 a. m. & 10.15 a. m. \\
7.25 a. m. & 2.30 p. m. \\
7.00 a. m. & 10.30 a. m.
\end{array}$$

All these trains arrive at Boston, Union Station.

FROM BOSTON—WEEK DAYS.

ALL THESE TRAINS LEAVE BOSTON, UNION STATION.

$$\begin{array}{cc}
\text{Leave} & \text{Arrive} \\
\text{Eastern Division} & \text{Western Division} \\
8.50 a. m. & 12.25 p. m. \\
7.40 p. m. & 10.25 a. m. \\
1.10 p. m. & 3.20 p. m. \\
1.55 a. m. & 3.40 p. m. \\
7.20 a. m. & 10.40 a. m.
\end{array}$$

--- SUNDAYS ---

$$\begin{array}{cc}
\text{Leave} & \text{Arrive} \\
\text{Eastern Division} & \text{Western Division} \\
9.00 a. m. & 12.45 p. m. \\
7.40 p. m. & 10.25 a. m. \\
1.10 p. m. & 3.20 p. m. \\
1.55 a. m. & 3.40 p. m. \\
7.20 a. m. & 10.40 a. m.
\end{array}$$

All these trains arrive at Portland, Union Station.

HE IS POPULAR.

Col. W. A. Kimball, who in summer months runs the excursions for the Maine Central Railroad always closes his season by a first-class excursion to Quebec and Montreal. These excursions are getting more popular every year and many go for their annual trip to show their appreciation of Mr. Kimball's kindness and care. They called him to the parlor of the Balmoral Hotel in Montreal last week, when on his fourth annual trip, and presented him a purse of money, a leather collar and cuff case, and a velvet case of souvenir silver spoons, the presentation speech being made by Mr. Thompson of Brunswick, one of the party. The Colonel in his genial and courteous manner responded in a witty saying. The party took a vote that it was the finest and best trip ever offered. On the party leaving the Balmoral, the proprietor called Mr. Kimball to the office and presented him one hundred fine imported cigars.

Auburn.

Opposite Lewiston, and stretching for twelve miles along the west bank of the Androscoggin, is located the enterprising and progressive city of Auburn. Among the things that attract the attention of a stranger upon visiting this city are its air of business activity, the alert and intelligent character of its citizens and the evident signs of growth and prosperity everywhere manifest. Viewed from its business side alone, it has many natural advantages, indeed it is hard to find a city so well adapted to so many different businesses.

The fine water power on the Little Androscoggin has been utilized in the cotton mill in New Auburn, which industry has led to the building up of not an entirely new city, yet so fine an addition to the old one, that it is like a noble daughter of a worthy mother. Here has grown up a flourishing settlement and entirely new city, yet so fine an addition to the old one, that it is like a noble

The professions are all notably represented in Auburn, many of the representatives have more than a local reputation and are heard from in our legislative halls as well as on the platform and in the pulpit. Judge A. F. Savage at the

EDWARD LITTLE HIGH SCHOOL, AUBURN.

Mayor of the city, also President of the American Banking and Trust Company, and the Barker Mill Corporation, a man actively identified with every movement either political or otherwise that has for its object the welfare of the people in its largest sense. Mr. A. M. Pulipher, a lawyer by profession and Treasurer of the Barker Mill, Mr. H. C. Day, Cashier of the First National Bank, Mr. William Hayes, agent of Barker Mill and many others well known in business circles.

Pre-eminent among Auburn's manufactures is the making of shoes. It is here that Ara Cushman, that veteran in the business first established the enterprise from which has grown the Ara Cushman Company, which owns large factories, employs over a thousand hands and adds materially to the wealth and growth of the city. Many other shoe factories, including the American Shoe Manufacturing Company, Dingley, Foss Shoe Company, Foss, Packard & Company, Lynn, Ashle & Noyes, Munroe, Packard & Linscott, Pray, Small & Company, and Wise & Cooper are turning out daily, cases of goods which find a ready market in every section of our country.

While Auburn's chief industry is the manufacture of shoes, many other important enterprises go to make up the sum of her activity. Prominent among them are the Whitman Agricultural Works under the management of W. E. Whitman. This factory makes a full line of all kinds of farm implements and though located in Auburn but five years, it has already been obliged to enlarge its plant to make room for its steadily increasing trade. The H. W. Hutchins Company established in 1876 is engaged in the manufacture of scale board boxes and from its location between the two great railroads, the Maine Central and Grand Trunk is able to compete advantageously with any other similar factory in the country. T. A. Huston & Company are manufacturers of and wholesale dealers in crackers, biscuit, cake and confectionery. They were established in 1869, and have a large branch house in Birmingham, Ala. In the manufacture of carriage and sleighs Mr. C. T. Nevins has built up an extensive business. Starting with one room he now has a large manufactory, together with a large storehouse and warerooms. The Auburn Drug and Chemical Company organized in 1887 does an extensive business not only in dispensing their drugs to the public, but in the manufacture of many new and valuable remedies. The Auburn Paper Company is under the management of Mr. Harry Jordan, and is already doing a large business with a well-assured prospect of steady increase. These form but a part of the many enterprises that engage the attention of this busy community.

The stores for the convenience of the dwellers in this city rank with the best, because the men who are at the head of them are alive and well up with the times. The handsome new Mechanics Savings Bank Block is an ornament to the city and contains also the National Shoe and Leather Bank. Besides these two banks there are also the First National Bank and Auburn Savings Bank, as well as the American Banking and Trust Company and the Auburn Trust Company, all of which are doing an extensive business with large capital. The Loan and Building Association has been in successful operation since 1887, and has loaned $175,000, all of which has been used in the building of homes.

The Maine Benefit Association is purely a Maine institution and is thoroughly conservative in all its methods. The membership consists of the leading business men and prominent officials of the State. Its president is Hon. George C. Wing, for many years Judge of the Probate Court, and a prominent lawyer of the State. Nathan W. Harris, a leading attorney is its Secretary and Treasurer, and Mr. M. F. Ricker, who has spent the most of his life in the insurance business is its well known and exceedingly efficient general manager.

Auburn has many churches and is distinctively a church going community. The Congregationalist, Baptist, Free Baptist, Methodist and Universalist denominations, all have handsome edifices, while the Episcopalians have within a few years built an attractive Parish Hall which serves their purpose until a church can be built. Within the past year the Adventists have built a very tasteful and comfortable church where services are regularly held.

The professions are all notably represented in Auburn, many of the representatives have more than a local reputation and are heard from in our legislative halls as well as on the platform and in the pulpit. Judge A. F. Savage at the
head of his profession in this section, and formerly Speaker of the House of Representatives is now the Senator-elect from Androscoggin County.

The schools of Auburn for the past ten years under the superintendence of Mr. W. W. Stetson are a credit not only to the city, but the state. So continuous has been their improvement that they now occupy an enviable rank in New England. The High school is a handsome brick building, beautifully located in Edward Little Park and overlooking a most picturesque bit of scenery on the Little Androscoggin. The grounds were donated to the city for that purpose by the Edward Little heirs. The Webster Grammar School, a large, substantial brick building with a fine yard and handsome trees is a modern and well-equipped structure and accommodates over five hundred children. The other school buildings are pleasantly located and well fitted for the purposes for which they are used.

Just outside the city proper and charmingly located are found the extensive stables of Messrs. B. F. and F. H. Briggs at Maplewood Farm. Their stock has a national reputation and is the only farm in the world owning a full brother and sister to two trotters with records better than 2.11. Warrener a full brother to Sunol 2.10 1/2 and Sadie L. full sister to Nelson 2.10. This is also the home of the famous Messenger Wilkes. H. Wesley Hutchins has also fine stables at the Auburn Stud; here is found the famous Seer and a long string of promising colts and thoroughbreds.

Just down from the Maine Central Station, which claims the advantage over many others of leaving her passengers in the most desirable part of the city, may be seen the Court House, with its fine grounds and splendid monument. A little farther down the street one can find hotel accommodations the most desirable at the new Elm House. An entirely new and handsome structure has taken the place of the old house so long famous as a model old-fashioned tavern. But the new building could never possess the same attractions under other management than the genial brothers, Albert and William S. Young, who have so long been identified with this hostelry, that though “men may come and men may go,” it could be devoutly wished that they might “go on forever.” The old Maine Hotel, known as a landmark by the oldest inhabitant, has this year been entirely remodeled so that, though it bears but little resemblance to the inn of olden times, it is a credit to the city and a desirable and comfortable place to find entertainment. The Park House also is a well-kept and pleasantly located hotel, where many families find room and board.

The natural beauty of Auburn is hardly to be equalled, with the river on one side and the hills on the other, its magnificent trees and picturesque views, its attractive lawns, its fine residences, its air of refinement, thrift and intelligence combine in making a city which one may search long to find surpassed. Among some of its finest residences is the palatial mansion of Mr. Charles L. Cushman, vice president of the Ara Cushman Company. The house is built of stones in their natural state, and so artistically are they placed that they form one of the most strikingly handsome houses of our State. Just across from this, with its magnificent stretch of lawn, its ample and spacious proportions, is the residence of Mr. Ara Cushman, one of Auburn’s most prominent and public spirited citizens. Standing at the head of one of the largest manufacturing firms in the country, he yet finds time and inclination to take a genuine interest in everything that tends to promote the growth and prosperity of this city, while he lends the most generous support to all of its institutions for improvement or helpfulness.

Leaving the Maine Central Station and going west you will find yourself on Godt Hill, which is covered with fine residences, and which commands an unrivalled view, including the river and Lewiston just across it, and the farms and hamlets stretching along on both sides of its banks.

At the foot of the hill is located the handsome residence of Mr. F. L. Dingley, the maker of the great newspaper of Maine, and a man thoroughly awake to the needs of a great newspaper reading community. At the brow of the hill and an ornament to the city is the new and imposing residence of Mr. Willard Linscott, of the firm of Munroes, Packard & Linscott.

Mr. E. S. Paul, for so many years at the head of the dry goods trade in Lewiston, and one of Auburn’s most genial citizens, has erected here a handsome residence. Mr. M. R. Watson, of the firm of Ara Cushman Company, and Mr. Charles Gay, of Gay, Woodman & Company, have both handsome homes on the hill. Very many other houses in this part of the city are both new and effective, but to mention them all would be to name too long a list. At the southeastern extremity of the city on Laurel Hill may be found one of the most charming spots in the city, overlooking the Androscoggin on one side and the Little Androscoggin on the other, with large stretches of lawn and handsome houses, it is indeed an ideal spot. Here Mr. F. M. Jordan has a beautiful home as well as Hon. S. M. Carter, of the firm of White and Carter, a man who has held important state offices and is considered one of the ablest counsellors in the State, and who has a large corporation and law practice before the law court. Mr. J. O. Foss has a handsome residence here, also his son, W. O. Foss, of the firm of Foss, Packard & Company. Mr. W. O. Foss has recently made extensive additions to his house, which is now one of the noticeably handsome houses of Auburn.

Beautiful drives into a most charming country abound. Up the river and down the river, across the country and into the woods, the eye meets a never-failing change of scenery which charms the senses while it rests the tired brain and body.

With all of these natural advantages, with its horse cars and railroad facilities, its ample electric power for small factories, its streets well lighted with electricity, its never-failing supply of pure water from Lake Auburn. It is surely a
city of great prosperity as well as of great promise. In the near future the public-spirited citizens of Auburn, looking to the education of their youth, hope to see a splendid public library in place of the rooms in Elm Block now in use. This institution has been established four years and at present has something over 5000 well selected volumes.

A generous endowment has made it possible to found an Old Ladies’ Home, which is pleasantly located, comfortably furnished and well fitted to do the work for which it was established.

The following statistics may be of interest to the general reader: The population of the city at present is about 13,500. The manufacturing companies of the city employ 3200 hands, yielding a total annual profit of $5,800,000. They have an invested capital of about $3,500,000. The shoe factories consume over 9,000,000 pounds of leather annually which is made into 250,000 cases of shoes worth $4,000,000. The Little Androscoggin furnishes 2000 horse power which is nearly all utilized. The Barker Mill employs 300 hands, uses 2,400 bales of cotton and produces 4,000,000 yards of sheeting. The capital stock of the banking concerns is $650,000, their deposits including the savings banks amount to nearly $3,000,000.

The largest bank in the city is the National Shoe and Leather Bank with a capital of $400,000 and an average deposit of about $350,000. Mr. Everett L. Smith is the very efficient and popular cashier.

The Maine Benefit Association has a membership of 6000 with an insurance in force of $14,000,000 and an average deposit of about $80,000. Mr. Everett L. Smith is the very efficient and popular cashier.

Seth M. Carter was born at Winthrop in 1854 and came to Auburn in 1863, where he was fitted for college in the public schools and graduated from Bowdoin College in 1875; read law in the office of Frye, Cotton & White; was admitted to the bar in Androscoggin County in 1877 and remained in the office of Frye, Cotton & White as a member of the firm until it was succeeded by the present

Ferd. Penley was born in Danville, now Auburn, on July 8th, 1844. His generation was the third which had been engaged in cattle dealing, and, early in life, his inherited vocation asserted itself, and he began the purchase and slaughter of live stock. His success which began with his earliest efforts has been continuous ever since. Mr. Penley has large property holdings in both Auburn and Lewiston, his large packing establishment with its many huge buildings covering an area of three acres of land, with a frontage of 550 feet upon the Maine Central Railroad. Mr. Penley lives upon the farm upon which he was born, which

--Paper--

12, 14 & 16 Exchange St.,
Portland, Maine.

Life is an over-crowded car
Where fate can either make or mar,
Those who get seats usurp the snaps
While luckless souls must cling to straps.

—Arkansas Traveler.
is beautifully situated upon the bank of the Androscoggin river, and which contains 150 acres of choice land, and upon which Mr. Penley's business sagacity and consequent good fortune have enabled him to erect numerous model farm buildings. Mr. Penley has a daughter and three sons, Eugene W. is manager of his father's beef and provision house in Lewiston, and Josiah G. is manager of Armour & Co.'s branch house at Bangor, thus showing that the fourth generation is following out the traditions of the Penley family.

ARA CUSHMAN.

Ara Cushman was born at Minot, Maine, on April 30th, 1829. He was educated in the common school and at Lewiston Falls Academy and Gorham Seminary. He taught school for several winters, working on his father's farm the rest of the time. In 1854 he commenced in a small way to manufacture boots and shoes at West Minot, increasing his business from year to year until 1863, when he removed to Auburn, Maine. Since then he has associated with him in business, Mr. Samuel F. Merrill, Mr. George K. Davis, Mr. John C. Hollis, Mr. Murray B. Watson and others. Mr. Cushman is President of the Ara Cushman Company, the business having been incorporated under that name in 1888. He is President of the National Shoe and Leather Bank of Auburn and of the J. M. Arnold Shoe Company of Bangor, and an owner and director in the A. H. Berry Shoe Company of Portland. He is actively engaged in the affairs of Ara Cushman Company, whose business has grown to be the largest of its kind in the State. Mr. Cushman was married in 1853 and has two children, Charles L., who is Vice-President and general superintendent of the manufacturing departments, and Ara Jr., who has a position in the company.

GEORGE C. WING.

George Curtis Wing was born in Livermore, Me., April 10th, 1847; was admitted to the Androscoggin Bar, April 25th, 1868. He practiced law for two years at Lisbon Falls and in March, 1870, removed to Auburn where he formed a co-partnership with the Hon. Nahum Merrill. He served on the superintending school committee of Auburn in 1872 and 1873, was City Solicitor in 1876-'78-'80-'84-'85 and 1887. He was one of the incorporators of the Shoe and Leather Bank in 1875, and has been one of its directors ever since. He was elected County Attorney for the County of Androscoggin in 1872, and Judge of Probate in 1875 and '79, and was appointed Judge of Probate for the year 1885. He was chairman of the Republican State Committee in 1884, and in that year was chairman of the Republican State Delegation to the Convention at Chicago. Mr. Wing served on the staffs of Governors Bodwell and Marble. In 1885 he took a prominent part in the formation of the Maine Benefit Association, was elected its president and has been re-elected ever since. At the present time he is Vice-President of the Auburn Trust Company, President of the Auburn Board of Trade and one of the Directors of the Portland & Rumford Falls Railway. In this latter connection he was, to quite a degree, instrumental in obtaining the extension of this line into Lewiston and Auburn.

HILLMAN SMITH.

Hillman Smith was born at Hampden, and educated in the public schools, Hampden Academy and Bucksport Seminary. He taught school for six years, and at the age of twenty-six, on Aug. 28th, 1861, enlisted in the Union Army with a commission as 2nd Lieutenant. At the expiration of his term of service, on Oct. 16th, 1864, he was mustered out as Captain of Company E, 8th Maine Infantry. He lived in Lewiston from 1870 to 1883, during which time he was a member of the City Government and school board, and City Marshal in 1879. He was Sheriff of Androscoggin County from 1883 to 1889. In 1889 he removed to Auburn, where he has served in both branches of the City Government and on the school board, and in March 1894, he was elected Mayor of Auburn. Mr. Smith is also Commander of Burnside Post, G. A. R., of Auburn.

ETHER S. PAUL.

Was born at Buxton, Me., and educated in the common school at Limerick and Gorham Academy. He began work as clerk in a dry goods store at Saco, when fifteen years of age. In November 1866, came to Lewiston, and for six years was in the employ of Mears, Ambrose & Clark, at that time the leading dry goods house of Lewiston. In 1873 formed a corporation with Mr. Abel Goldard, under the style of Goldard & Paul; at the end of six years Mr. Goldard retired, and Mr. Paul continued the business as E. S. Paul & Co. Mr. Paul bought the goods and managed the business for twenty-five years; four years ago Mr. Paul's sons, Wm. A. Paul and Samuel M. Paul were admitted to the firm, and for the past three years the responsibility of the management of the business has been put upon the young men. In 1874, Mr. Paul built "Paul's Block," in which his firm now carries on their extensive business. He is Vice-President of the Androscoggin County Savings Bank, and is one of the Water Commissioners of the City of Auburn, where he resides.

"Don't you think it is rather cowardly," said the bald-headed professor to the fly, "for a six-footer like you to jump on me in this manner?" — Washington Star.

"Husband (very late from the club) — "Hum! I told you not to sit up for me." Wife — (sweetly) — "I didn't. I got up to see the sun rise." — New York Weekly.

"That's too bad! My wife has gone and put my handkerchief in the wash, and I am positive that I tied a knot in it to remind me of something!" — Pongder Blatter.

"Dawson is awfully in love with himself." "Well, it's natural that a man should reciprocate the affection of the only person who ever admired him." — Harper's Bazar.

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Which is united with Pure Linseed Oil, Gutta Percha, and other valuable Gums. This Oil is Resistant to a Paint which is ELASTIC, WATERPROOF, ECONOMICAL, READY FOR USE. No other Paint approaches it in Durability. Resists the action of Alkalis and Salt Water longer than other Paints.

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THE MAINE CENTRAL.

HISTORY OF THE MAINE CENTRAL RAILROAD COMPANY.

BY JOSEPH H. DRUMMOND.

PART VII.

As already stated, the basis of the terms of the lease was that the two properties, the Maine Central on the one part and the Portland & Kennebec and the Somerset & Kennebec were of equal value. The Portland & Kennebec had already purchased a lease of the Somerset & Kennebec for the term of nine hundred and ninety years and held this lease as a part of its assets.

The Portland and Kennebec R. R. Co. leased and transferred all its property of every nature and description, including an assignment of the lease of the Somerset & Kennebec to the Maine Central, subject of course to all mortgages and prior liens; the Maine Central was to operate the whole system in accordance with the respective charters of the companies whose railroads made up the system.

 Provision was made for renewing the bonded debts of the several companies, as such debts should mature; also for the extension of the Maine Central from Danville Junction to a junction with the other line, and an issue of bonds to provide for the expense; the Maine Central was also to change its gauge so that the gauge of the whole system should be uniform and correspond to that of the railroads between Portland and Boston, with which the system was to connect.

In consideration of the lease, which was not subject to re-entry for condition broken, the Maine Central was to issue to the other parties 17,166 shares in its capital stock, that being the amount of Maine Central stock then outstanding, making the whole stock 34,332 shares.

The stock of the Portland & Kennebec, which grew out of the bonds for failure to pay which the mortgage city foreclosed, was to be treated as between the lessor and lessee as a debt; treating this as a debt, the indebtedness of the lessor exceeded that of the lessee by $386,892; to "even up" a "script dividend" to this amount was paid to the stockholders of the Maine Central.

So that the result was that the Maine Central assumed the indebtedness of all three of the companies, and agreed to pay the interest on the bonded debt, six per cent, per annum semi-annually on the Portland and Kennebec stock ($697,300) and the Maine Central scrip ($386,892); and the balance of net earnings was to be used to pay a dividend on the Maine Central stock (34,332 shares).

Other provisions of the lease referred to the details and the method of carrying it into effect, and are not of sufficient importance to be repeated here.

But a suit was pending to open or annul the foreclosure of the Kennebec & Portland mortgage under which the Portland & Kennebec Railroad Company had been formed. The effect of the success of the plaintiffs in that suit would render the lease invalid and destroy the practical consolidation of the companies. For that and other reasons, another contract, temporary in its character, was entered into between the lessor and lessee.

It provided for the issue of Maine Central scrip and the payment of three per cent. semi-annual dividends thereon during the continuance of the lease, that the stock to be issued to the Portland & Kennebec should be placed in the hands of Hon. Joseph H. Williams of Augusta until the pending suit should be decided, and be delivered or returned according to the nature of that decision; that four at least of the Maine Central Directors should resign and their places be filled by the election of four from the Portland and Kennebec board, and if more than four should resign, the places of the rest should be filled by the election of members of the previously existing Maine Central board, and the new board thus created should elect a President to hold office during the remainder of the year; and that application should be made to the Legislature to increase the number of the Directors from nine to thirteen, two of the increased number to be elected from each party.

These contracts were signed by all the members of the Kennebec and Portland Directors, viz., Richard D. Rice, President, and John B. Brown, Nathaniel M. Whitmore, Darius Alden, Horatio N. Jones, George M. Pattan and George F. Sleepley, Directors; and by six of the seven Maine Central Directors, viz., Amos D. Lockwood, President and Reuben B. Dunn, Amos P. Morrill, George L. Ward, Francis W. Hill and Joseph H. Drummond, Directors.

The Portland and Kennebec Railroad Company having previously ratified the lease by a unanimous vote, the stockholders at the meeting of May 31, 1870, failed to carry out the details of the arrangement. Six of the Maine Central Directors presented their resignations. The other Director did not resign, the reason being that when the City of Bangor loaned its credit to the Penobscot and Kennebec Railroad Company, the city was entitled to elect one of the directors, and that after the consolidation, in order that no question might arise, the City of Bangor continued to elect one Director in the case of the Central and the Maine Central also elected the same man; this practice continued until the Bangor loan was paid. In place of those resigning, Amos D. Lockwood, Richard D. Rice, John B. Brown, Amos Coburn, George M. Patten and Reuben B. Dunn were at once unanimously elected.

[To be continued.]
Maine Central Portraits.

WILLIAM L. WHITE.

William L. White was born at Cleveland, Ohio, on October 10th, 1825, and for a number of years, in the old coaching days, was one of the owners of the stage line between Bath and Rockland. In 1871, when the means of travel changed from stage to rail, he was appointed first passenger conductor on the Knox & Lincoln Railroad which ran from Bath to Rockland. In 1885, he was promoted to be superintendent of the Knox & Lincoln Railroad, a position which he held until that road was leased by the Maine Central Railroad, since which time he has been Division Superintendent of that section of the Maine Central's line.

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"What does a Welsh rarebit look like?" On a plate it is a symphony in A gold, but when you are asleep it is a five-eyed elephant with eight feet, all planted on your chest." — Tiel-Bits.

Visitor — "Well, Tommy, do you think you will ever be president of the United States?" Tommy — "Oh, I dunno. Mebbe I'll try for it after I get too old to be a pitcher." — Indianapolis Journal.
Hotel Happenings.

Ben Burton of the Burton House, Union, Maine, is a good fellow and has many warm friends.

W. H. Glover & Co., builders, of Rockland, Me., are building a $17,000 hotel at Squirrel Island.

Harry J. Godfrey, who has been clerk at Hotel North, Augusta, is now clerk in the Penobscot Exchange Bangor.

The Bay View House, Waterville, has changed management, Mr. McIntire having sold his interest to D. E. Pisk, of Pittsfield.

Mr. Walter Byrne, steward of the Parnall Hotel, was presented with a handsome gold ring as a birthday gift by the employees of his department.

The Presque Isle Hotel, S. B. Gates, proprietor, Presque Isle, is being still further improved by the laying of hard wood floors in the office and several of the chambers.

J. R. Campbell, proprietor of the St. James Hotel, Jacksonville, Fla., and C. O. Chamberlain, superintendent of the St. James have been on east. Returned last week.

H. M. Castner, the popular West End Hotel proprietor, was presented on his birthday last week with a beautiful diamond ring, a genuine leather pocket-book and a fine overcoat.

The Victoria Hotel, in Quebec, is highly spoken of by tourists who return from the old ancient city. Mr. Thomas Shallon manager, is very popular. When you go there call and try it.

The Atlantic House, York Beach, with all its furnishings, was recently sold at auction to George Foster of Concord, N. H., for $9000. The local paper says the property should have brought $12,000.

The Oxford Hotel, Fryeburg, is enjoying a pleasing and profitable season under the management of Messrs. Mark & Hastings. August was a very busy month and the house full to overflowing.

William Weeks has leased the American House at Ellsworth. Mr. Weeks knows how to keep a bang up hotel, and sets a table that none can complain of. We wish him success in his new field of business.

The Balmoral Hotel, Montreal, is doing a large business. The people who are lucky enough to stay there say it is so homelike, and such fine clerks behind the counter that one hates to come away.

Charles Costello, the hustler of the Preble at Portland, and Mrs. Costello, who have been on a tour in Canada, are now back refreshed, and he stands at his old familiar place where all are glad to see him.

Messrs. Kimball & Bowley, proprietors of the Mountain View House, Rangeley, contemplate adding a cottage before the season of 1895, which will afford private accommodation for parties and families.

The Acadia House at Castine has had a remarkably successful summer, being full to overflowing from the commencement of the season. The house has been under the management of W. A. Walker of Vinalhaven.

The Islesborough at Sabbath Day Harbor, Islesboro, has closed after one of the most successful seasons in its history. Islesboro grows in popularity every year.

The hotel at a cost of $20,000 was built a few years ago, and has been fully paid for. The hotel is located on a hill overlooking the harbor and is reached by a long stairway.

The Shannon House at Bath, lately burned, will probably soon be rebuilt. Proprietor Jerry Shannon has had his insurance adjusted satisfactorily and is in connection with architects and contractors regarding plans for rebuilding.

M. C. Hill of the Northport Hotel, Northport, says the only thing needed to boom that popular summer resort is an electric road from Belfast. One enthusiastic Northport visitor says he will be one of twenty men to build the road.

Dexter Harvest has a real solid comfort of a hotel, one of ye olden time, and a fellow who once goes there never fails to say that landlord Moses is the hotel man of the day. He is the oldest hotel proprietor in New England and a good one, too.

Quinn & Co.'s refrigerators, are now in use in many hotels in this State. They are pronounced to be the best ever seen, and a great saving in ice. One is on exhibition at the West End Hotel in Portland. Many hotel men have been there to see it.

Modesty is a virtue, but when a hotel proprietor is so modest that he shrinks from seeing his name in print he need not feel surprised if his hotel does not prosper. If you want patronage let the public know about your hotel.

Hotel Atwood, Lewiston, is a fine place to stop. Landlord Ricker feeds to the queen's taste. Frank Martin can always tell who sent you there. He always says "Kimmie" told you that now he can say that he finds this house At, and no carriage hire if you go or arrive at the lower station.

The Ricker's at Poland Spring have decided to close in the state building which they are erecting there and complete it early next season, and dedicate it. It was their intention to finish it this fall, but the destruction of their big stables by fire has made so much more work necessary that they decided as above.

Visitors at Kineo are always glad to see Martin H. Priest, who has been head porter at that popular house for eleven years. Mr. Priest has a wide acquaintance with the tourist public, as in addition to his long connection with the famous Mt. Kineo House he has been associated with leading resort hotels in Florida.

Frank T. Thompson, late of the Burton House, Union, has leased the Fairfield House, Fairfield, and purchased the furniture. He has already taken possession and will inaugurate Sunday changes. Mr. Thompson had considerable experience in the hotel business, and keeps a good house. In his new field we hope he may be successful.

A real old-fashioned face does not make an old-fashioned man by any means, and that is the case with the Revere House, Boston. It is old-fashioned outside, and inside the interior is fine. The clerks are gentlemen, the beds are great and the table is out of sight; we know by experience. Now when in Boston go to the Revere, it don't cost any more to be first-class than to stop at a second rate house. The Colonel and Manager Green will make you feel at home every time.

The Moosehead Inn, Greenville Junction, has done a large business this summer. Landlord Amos H. Walker is indefatigable in his efforts to make the stay of his guests enjoyable. The Moosehead Inn is a commodious house, well equipped throughout, and is the abiding place of many tourists and sportsmen, while its central location brings a large transient trade from those bound to or from other places on Moosehead Lake, or along the line of the Canadian Pacific Railway.

The City Hotel, Waterville, was the scene of a very pleasant gathering, when the friends of Landlord Hamilton, to the number of thirty, gave him a house-warming and complimentary banquet. Mr. Hamilton is down river when all the arrangements were made for the affair, being telegraphed for only in season to reach Waterville upon the 9 o'clock train. At the banquet Mr. Hamilton was presented with a $30 punch bowl as a testimonial of good will of those present. The gift was presented by Maj. J. W. Berry with appropriate remarks. S. W. Shattuck, Esq., acted as master of ceremonies.

Thorndike & Hix, Rockland, are about to add to their already extensive business by engaging in putting up canned goods. They have bought of J. B. Stearns the entire plant used by that gentleman in his canning operations at Camden, and will conduct the business on a comprehensive scale.

C. F. Walker of the Northport Hotel, Northport, says the only thing needed to boom that popular summer resort is an electric road from Belfast. One enthusiastic Northport visitor says he will be one of twenty men to build the road.

Dexter Harvest has a real solid comfort of a hotel, one of ye olden time, and a fellow who once goes there never fails to say that landlord Moses is the hotel man of the day. He is the oldest hotel proprietor in New England and a good one, too.

QUINN & CO. A new system of Ice Refrigerators made to order, cheap and right.

J. N. JORDAN, Proprietor.

First class in all respects. Terms 3.50 per day. 

Special Rates made to Theatrical Companies. Come and see us.

Electric Cars pass the door for Lewiston and Auburn.

E. MUREY & SON, Proprietors.

J. F. NERROW & CO., Proprietors.

J. F. NERROW & CO., Proprietors.

M A I N E  H O T E L S.

S. S. BARBOUR & SONS, Proprietors.

A U R B U N .

First Class in all respects.

Terms 3.50 per day.

Special Rates made to Theatrical Companies.

Dexter Harvest.

Dexter, Maine.

N. H. HESSLEIN & SONS, Proprietors.

H A L I F A X.

W. N. JORDAN, Proprietor.

First class in all respects. Best market affords.

Special Rates made to Theatrical Companies.

Situated close to depot. Open day and night. House newly built and furnished.

Lewiston, Maine.

Situated close to depot. Open day and night. House newly built and furnished.

Electric Cars pass the door for Lewiston and Auburn.

C O M P L E T E  S T O R I E S. 

This volume contains the most entertaining collection of stories ever published. There are stories to suit every taste, embracing Love Stories, Domestic Stories, Detective Stories, Stories of Adventure, Sea Stories, Border Stories, Humorous Stories, Stories of Railway Life, Dramatic Stories, Fairy Stories, etc., etc. Each story is complete and unabridged. We will send the above 72 Complete Stories and this paper on trial three months for only 14 cents. Address P. O. VICKERT, Augusta, Maine.

Revere : House.

Bowdoin Square.

BOSTON.

EUROPEAN PLAN.

J. F. NERROW & CO., Proprietors.

Dexter Harvest.

H A L I F A X.

H. HESSLEIN & SONS, Proprietors.

Dexter Harvest.

H A L I F A X.

E. MUREY & SON, Proprietors.

H A L I F A X.

E. MUREY & SON, Proprietors.
## THE MAINE CENTRAL

### Nos. of Trains

<table>
<thead>
<tr>
<th>Destination</th>
<th>5:20</th>
<th>6:00</th>
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### Stations

- BANGOR: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- NEWPORT: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- WOLCOTT: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- ROCKLAND: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00

### Trains

- BANGOR: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- NEWPORT: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- WOLCOTT: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00
- ROCKLAND: 5:20-8:45 (6:00-8:00), 9:15, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00

### Additional Information

- For information on train schedules, please contact the Maine Central.

---

### Rockland and Bath to Brunswick

<table>
<thead>
<tr>
<th>Destination</th>
<th>8:00</th>
<th>8:45</th>
<th>9:00</th>
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</table>

### Boston and Portland

- No trains listed for Portland.

### Skowhegan

- No trains listed for Skowhegan.

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Mrs. Willowson (calling on Mrs. Wangle) — "Your mother has a lot of new furniture, hasn't she, Willie?" Willie — "Yes, ma'am, and the man comes here every week to collect the bill." — New York Sun.

"Do you think clear, that absence makes the heart grow fonder?" "Perhaps it does, love," replied the maiden. "You might come away one whole evening and let us test it." — Pittsburgh Chronicle Telegraph.

"To whom are we indebted for this call?" smiled Mrs. Waibbit, as she greeted a good-looking man at the front door. "The butcher, ma'am," was the reply. "It's $8.96. There's the bill." — Glen Falls Republican.
# THE MAINE CENTRAL

## Portland to Montreal and Quebec

<table>
<thead>
<tr>
<th>NOS. OF TRAINS</th>
<th>220</th>
<th>225</th>
<th>134 &amp; 135</th>
<th>226</th>
<th>168 &amp; 170</th>
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<tbody>
<tr>
<td>AIS.</td>
<td>3:30</td>
<td>3:50</td>
<td>5:30</td>
<td>3:30</td>
<td>10:30</td>
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<tr>
<td>P.M.</td>
<td>3:50</td>
<td>4:10</td>
<td>5:30</td>
<td>4:20</td>
<td>11:00</td>
</tr>
</tbody>
</table>

**Service Information:**
- No. 296 for passengers from Montreal, St. Johnsbury, Whitefield, etc.
- No. 165-201 connecting for Whitefield, St. Johnsbury, Montreal, and Chicago.

## South Gardiner to Augusta

### Extra Accommodation Trains

<table>
<thead>
<tr>
<th>NOS. OF TRAINS</th>
<th>301</th>
<th>X206</th>
<th>X207</th>
<th>7231</th>
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<tr>
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<td>3:50</td>
<td>5:00</td>
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<tr>
<td>P.M.</td>
<td>3:50</td>
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<td>5:00</td>
<td>4:20</td>
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## South Gardiner to Augusta

### Schedules:

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<th>306 &amp; 354</th>
<th>236</th>
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<td>6:00</td>
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<tr>
<td>P.M.</td>
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## Quebec and Montreal to Portland

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<td>5:30</td>
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<td>P.M.</td>
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<td>5:00</td>
<td>6:00</td>
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## Brunswick to Lewiston and Farmington

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<th>56-8</th>
<th>56-9</th>
<th>56-10</th>
<th>78-9</th>
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<tbody>
<tr>
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<tr>
<td>P.M.</td>
<td>5:30</td>
<td>7:30</td>
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<td>4:30</td>
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## Belfast Branch

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<td>P.M.</td>
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## Dexter Branch

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<td>P.M.</td>
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## F. E. BOOTHBY,

General Pass. and Ticket Agent
ATTENTION!

If the head of your barrel is just like this one you have the best flour in the world and ought to have the best bread. Better look and see! There are imitations of the brand with the word Best in large letters, but only one Pillsbury's Best.

Too Much Risk

Your grocer may tell you he has flour at a less price that is just as good as Pillsbury's Best. He will not claim that he has anything any better because—Pillsbury's Best is the best there is.

Then what's the good of trying experiments with your bread and butter.

PILLSBURY'S BEST:

even after it is well cured and through the sweating process, unless it has been scientifically examined by our experts. We have several high priced men who do nothing else but test wheat. Every crop of wheat is different. There are always difficulties with new wheat aside from it being new. And we keep in our elevators a stock of old wheat large enough to allow our chemists, and millers, and bakers time to carefully experiment with, and accurately analyze the new crop in all parts of Minnesota and the Dakotas. We never use any of this wheat until we know its chemical properties and milling qualities. No wheat of this year's crop will be ground into

which has not been through the most searching test from samples sent to our own laboratory.

This thoroughness in selecting our wheat is followed by the most skillful milling in the world. The practical work of making flour is simply perfect in our mills. All the world knows that we make the most flour of any milling company on the earth [seventeen thousand five hundred barrels a day.] And it is just as true that we make the best. We have no wonderful milling secrets, but the downright ability of our millers and the superior quality of wheat used will account for the world wide reputation of our flour. And nobody disputes that

“Pillsbury’s Best is the Best.”

Crystalline Salt

is refined to suit the taste of the American people, who know a good thing when they see it, and are bound to have the best. The difference in cost between the best salt and the worst is less than ten cents a year per family.

When not have the best, which is

Crystaline Salt Co.

A Word to the Wise is Sufficient.

Hence we would solicit your next order for Crystaline, and your best for finishing it. Yours for good health.

MINNEAPOLIS, MINN.