THREE-STATION SETUP ANNOUNCED BY COMPANY

On August 17, the management of the Portland Pipe Line Corporation announced the set-up for Lancaster, North Waterford, South Portland Terminal and South Portland Tank Farm non-supervisory jobs when the three-station pumping schedule begins. The change is generally expected to take place around November 1st. Raymond Station, however, is slated to be shut down several weeks before Gorham and West Burke and it is anticipated that the personnel at that location will assist in dismantling the units and on other work where their services will be valuable in connection with resetting the motors and pumps at the locations to be retained.

In view of the fact that South Portland, North Waterford and Lancaster will be considerably enlarged over

(Continued on page 2)

NEW LINE CROSSES ST. LAWRENCE

Without a doubt, the climax to the whole construction program was the pulling of heavy 8" wall pipe across the main channel of the St. Lawrence River. This work was laid out in four sections of welded pipe, approximately 1200' each. This climax was brought to a successful conclusion on Monday, August 14. After months of planning and weeks of actual preparation, the actual pulling of the pipe was successfully completed in three days. From the overall standpoint, the St. Lawrence job was one of great concern to the Portland-Montreal Pipe Line officials and the contractors, as it was a project that demanded an exacting schedule and much accuracy in the actual laying operations.

The Latex Construction Co. of Georgia was in charge

(Continued on page 3)

14 GO ON SEA FISHING TRIP

One of the big sporting events of the season was the special fishing expedition for pipeliners which took place on Sunday, August 27. The weather was very unfavorable for a trip of this kind and, when the crew started out at 6:30 a.m. from Portland waterfront, the fog was so thick that you could write your name on it. The party sailed seventeen miles out on the ocean in the good ship Thor, manned by Capt. Brown who has had a life of experience in conducting fishing parties. Fog was encountered all the way out to the fishing grounds and promised no sign of let up. As a matter of fact, the farther the vessel went out to see, the thicker the soup fog became. The water was uncomfortably choppy and the swells reached such proportions that the vessel

(Continued on page 6)
WHAT WE DID LAST MONTH (July)

Tanker Arrivals
at South Portland..................... 14
Barrels of Crude Received
at South Portland..................... 1,916,332
Barrels of Crude Delivered
at Montreal............................ 2,164,974
Average Barrels per Day
Delivered............................... 70,770
Barrels Pumped Since
November 1941....................... 157,061,590

* * * * * *

TAXES CONSCIOUSNESS

Taxes -- an interesting subject to everyone because it affects everyone of us, personally. We, as wage earners, pay all kinds of taxes - income, property, poll, excise and ever so many hidden taxes. Every good citizen should be tax conscious - and perhaps we are, as least to the extent that we know we pay a lot of them. But, shouldn't our tax consciousness go farther than that? When we pay for services of any kind, we want to know how our money is being used. For instance, if we hire someone to work for us - even some simple thing as having our lawn mowed - we inspect it to see if we got our money's worth and, if it is not done well, we see about it.

Most of our taxes we have imposed on ourselves as citizens of our own country through demanding services of all kinds. Think what our municipal taxes provide -- fire and police protection, public works, schools, and a multitude of other things. Isn't it the same with our state and federal setup? We pay taxes to them to give us something in return, namely, our public services.

Now, when we add up the staggering total of taxes we have to pay annually, we hoister like blue blazes. We think we have been robbed by the politicians. True, may be some politicians get something that doesn't rightfully belong to them but maybe we forget that we have asked for a lot for our money since we have entrusted the use of that money to others.

If we want to keep a closer check on that tax money, we have to be good citizens. Good citizenship requires us to take an active interest in our community as well as civic and government affairs. Above all, we should exercise our right to vote every time the polls are open.

Remember, since we are buying our security, welfare and comforts with our tax dollars, it is up to us to see how much we get in return.

Perhaps, a few facts will help to make us more tax conscious. In 1949, our Company paid out approximately $2800 in municipal, state and federal taxes for each regular employee on the pay roll. At the same time, all employees paid out approximately an average $390. each in Federal withholding taxes. These figures are a bit staggering, are they not? All the more reason we should take an interest in our government by being more tax conscious.

* * * * * *

THREE-STATION SETUP ANNOUNCED BY COMPANY

(continued from page 1)

their present capacity, a plan has been worked out to have two men on shift. This will allow for an Electric Station Operator and an Assistant Electric Station Operator to be on duty at the same time. North Waterford and Lancaster will have two Yardmen, each - the first Yardman will act as an Assistant Operator on
two days on the swing shifts and the second Yardman will act as Yardmen for five days, excepting where his services are needed for relief work. Both of these up-line stations will have a total personnel of eleven men.

At South Portland Station, the setup will be somewhat the same excepting that one man is expected to carry the swing shifts for Gauger, Pumper-Gauger and Assistant Operator. This will require his services for five days a week. Two Yardmen will act as full-time Yardmen under this setup.

The Management spent a great amount of time in working out the personnel transfers. Each employee to be moved was given his choice of location and the basis of his going to a desired location was set up on length of service. Under this program, most employees will go to the location of their first choice.

The Company cottages at North Waterford and Lancaster are expected to be fully occupied under the increased personnel setup. Cottages are made available to the Chief Operator, first; Operators, second; and Assistant Operators, third. Thus, after all of the Operators have been taken care of for cottage occupancy, if there are any vacancies remaining, the Assistant Operators are in line for them. The availability of the cottages, of course, is also based on length of service.

The shutting down and dismantling of Raymond, Gorham and West Burke have already touched off a note of sadness for many of the employees at those locations for it is a well-known fact that most people adjust themselves happily to their surroundings and changes, of course always bring with them a new way of life. In this case, the situation is well-understood by everyone for bringing about a more efficient operation of the line. Many employees are already looking forward to their settling at their new locations and the period around November 1st will prove to be a busy moving time for many. The following gives a picture of the new setup at each station, showing the job titles and the number of men required on each:

<table>
<thead>
<tr>
<th>Job Title</th>
<th>No. of Men Required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South Portland Station</strong></td>
<td></td>
</tr>
<tr>
<td>Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Ass't Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Gauger - Pumper-Gauger - Ass't Operator</td>
<td>1</td>
</tr>
<tr>
<td>Gaugers</td>
<td>4</td>
</tr>
<tr>
<td>Yardmen</td>
<td>2</td>
</tr>
<tr>
<td>Field Clerk</td>
<td>1</td>
</tr>
<tr>
<td>Guard</td>
<td>1</td>
</tr>
<tr>
<td><strong>South Portland Terminal</strong></td>
<td></td>
</tr>
<tr>
<td>Pumper-Gaugers</td>
<td>4</td>
</tr>
<tr>
<td>Pipeliners</td>
<td>13</td>
</tr>
<tr>
<td>Guards</td>
<td>4</td>
</tr>
<tr>
<td><strong>North Waterford Station</strong></td>
<td></td>
</tr>
<tr>
<td>Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Ass't Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Yardman - Ass't Operator</td>
<td>1</td>
</tr>
<tr>
<td>Yardman</td>
<td>1</td>
</tr>
<tr>
<td><strong>Lancaster Station</strong></td>
<td></td>
</tr>
<tr>
<td>Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Ass't Electric Station Operators</td>
<td>4</td>
</tr>
<tr>
<td>Yardman - Ass't Operator</td>
<td>1</td>
</tr>
<tr>
<td>Yardman</td>
<td>1</td>
</tr>
<tr>
<td><strong>Gorham Maintenance Crew</strong></td>
<td></td>
</tr>
<tr>
<td>Welder</td>
<td>1</td>
</tr>
<tr>
<td>Truckdriver</td>
<td>1</td>
</tr>
<tr>
<td>Pipeliners</td>
<td>2</td>
</tr>
<tr>
<td>Warehouseman</td>
<td>1</td>
</tr>
</tbody>
</table>

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NEW LINE CROSSES ST. LAWRENCE (continued from page 1)

of the laying work. Each section to be pulled across the river consisted of 40' lengths of 15" pipe welded into one long string of 1200', with river weights fastened on at intervals of every 40'. The weight of these sections approximated 108 tons. The forward end of the first section of pipe was hooked onto a winch and drum on a very formidable ladder dredge in the St. Lawrence, attached to
a 1½" steel cable. The cable wound around the drum as the pipe was being pulled. With the combined efforts of the dredge, four sidebooms, a tractor and a bulldozer working from the land side, the pipe was slid slowly but steadily into the trench which was 47' below the mean low water level in the channel section of the river.

In order to co-ordinate the working of the dredge and the hauling efforts of the machinery on land, a very effective signal system had to be worked out with the use of a radio-telephone communication system. Messages that were required to be sent to the dredge were relayed by the men in charge of the manned crews to the radio-telephone operator and thence, sent to the dredge operators. In this way, the dredge pulled on the pipe at the same time that the sidebooms and other equipment hauled on the section of pipe that was on land. It was a thrilling sight to see this heavy pipe gradually slither its way into the muddy water at the shore. After moving slowly for several hundred feet the pipe would stop while the men checked everything to see that the pulling was going alright. The joining of the four sections between pulls was a very hard and exacting job. The Contractor's crews had to work in the ditch near the waterline and all the necessary welding, coating operations had to be carried out. The line, itself, of course, is triple coated with asphalt enamel and fiberglass. The whole job was completed without any major mishaps and aside from one or two small delays, the whole project was completed in about the time it was anticipated to take.

At the finish of the job, on Monday, everyone was happy and satisfied that a very important job was well done with the feeling that 400 tons of pipe are laying safely on the bottom of the St. Lawrence River.

Another part of the St. Lawrence project consisted of pulling a 1365' section of 16" line across the Boucherville Channel. An island, in the river, divides the main crossing from the Boucherville section. The channel job was handled in a similar manner to that of the main river course, except that the use of the dredge was not required. In place of the dredge, a tractor on the island with a cable was hitched to the pipe for the pulling. This work was successfully completed in one day on Thursday, August 24th.

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BUILDING PIPE LINE IS BIG BUSINESS

(We continue the second in the series of articles written by Red Perham about the main line construction on the Oklahoma spread.)

Cleaning and Priming Pipe - Doping Operation

The cleaning and priming of pipe is the first step in the doping operations under W. Kirkwood. Happy Franklin handles this job and 30 minutes is needed for the primer to harden before the doping machine can take over.

With the pipe suspended on skids, along the side of the ditch, the cleaning and priming machine operates as a unit travelling along the pipe, itself. Sideboom tractors with belts and rollers, keep the line suspended and permits the sideboom tractors to move in unison with the machine and a 15-foot Hoosier pole extends over the ditch and, handled by manpower, keeps the cleaning and priming machine upright.

Skid men remove, then replace skids as the operations proceed, leaving everything in order. Behind and attached to the sideboom tractor is utility slide, carrying extra priming fluid, extra priming rags, tools and the good old water barrel, 4 sets of cutters on the headend of the machine starts cutting the rust and 46 steel brushes rotate around the 18" pipe and do a swell job of cleaning. At the rear of the machine, the two priming rags soaked by a continuous stream of primer from the tank above, ply back and rotate in co-ordination with the cutters and brushes at the front. Following the machine, men at either side of the pipe follow with hand pails of primer, painting the welds and spots.
Doping or Wrapping Machine

Kirkwood's doping machine operations are an eyeful for anyone. The machine, itself, rides the pipe similar to the cleaning and priming machine and the man of the Hoosier pole, over on the rough side of the ditch, is responsible for keeping it upright.

On the smooth side of the ditch, it resembles a mechanical mule train. Two sideboom tractors lead the way, holding up the long section of pipe with cradles (a belt equipped with rollers). The hot dope tractor is next, and hooked to it in order are the jeep slide and the paper slide and water barrel. Lastly, comes another sideboom equipped with belt for lowering the doped pipe into the ditch. Men in the ditch clean out loose rocks and cave-ins, while others throw the unneeded skids across the road out of the way. Back in the rear, with Sunny Trim, another wagon of hot dope is brewing. It's a busy old place with an odor all its own.

The work of the machine is to spread a thick film of dope on the pipe and, in the same operation, wrap around it layers of fine glass and black paper so that the finished job is an impregnable layer of tough dope over the entire length of pipe.

The jeep tester, a circular spring-like contraption that runs along the surface of the pipe and gives off a jeeping noise when it reaches a spot where there is no dope. Then, a man with a hatchet chops off the covering and the boys slap on a patch of hot dope and paper.

As the operation proceeds along the right-of-way, the doped pipe is lowered into its final resting place on the bottom of the ditch. This is the job where a dope pot man burns up first; town 4 shades of brown, then 2 of a darker here, and finally, gets toughened into his work. Dope heated to 400 degrees is hot stuff and the boys handle it accordingly.

Also, this is the job that has the special fascination for Lloyd Platter and Earle Young.

Lowering-In

Operations under Shelton Trim cover many jobs, the principle one being lowering-in of the finished sections of pipe in the cool of morning hours and cold days. Another time, you will find him "tying-in" at a black top road crossing and surrounded by sideboom tractors, clamshell, welding machines, dope pot, machines for cutting pipe, etc. Slipping a long piece of 18" pipe through a 22" casing and trying to both sections of pipe at either end, is a job that requires all the above equipment and, in case of water, a suction pump and hose to keep the bell hole clear for the welders. At such times, the clamshell receives an extra blessing. Again, you may find him at a river crossing and forging ahead from there. It's all in the day's work for Sunny Trim's crew with a lot of variety thrown in.

Cutting Ditch and Streets for the 30" line

Cutting ditch along the right-of-way and marchland at South Portland has a salty tang. The smell of the ocean is ever present. Seagulls are overhead, and others perch around nearby, inspecting the job. Even the Blue Clay and the slabs of blue rock by the shore, and the smell of the sardines are emblematical of the South Portland job of 2.8 miles of 30" pipe line.

However, cutting ditch through the streets of South Portland has a special flavor of its own. It actually stinks. The men stink, the machines stink, and the air stinks until it's over. No one is at fault — it simply is due to the fact that Blue Clay does not absorb the smell of underground sewage leaks - it merely gives it a special flavor.

Cutting the streets is a part of Ernest Asseyn's job as sub-contractor for the Latex Construction Company of Georgia. It is a job that is handled with care from start to finish with trucks hauling away the ditch dirt as fast as it is cut by the backhoe. With electric and telephone wires overhead, plus shade trees and nearby buildings, careful manipulation of machinery is im-
operative. With water pipes, sewage pipes, and electric conduits crossing and paralleling the underground path of the pipe line, every scoop of backhoe is the master touch of an operator who knows his job.

Pipe laying operations by the Latex boys follows close on the tail of the open ditch operations and trucks immediately backfill the finished pipe job with clean sweet gravel.

Throughout the entire job, there is close cooperation between Police Department, Road Department, Water and Sewage, Power and Gas officials with everyone "on the ball."

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**GO ON SEA FISHING TRIP**
(continued from Page 1)

set in for a nice "easy" roll. These conditions were not conducive to the continued good health of some of the party members.

Each one took a lunch with him, but much of it was left unconsumed. Needless to say, liquid refreshments were entirely absent on the trip. All during the morning, while the vessel was plying the fishing grounds, the Capt. had to navigate by dead reckoning and as far as the fishermen were concerned, no one knew where he was sailing - North, East, South, or West. As a matter of fact, by mid-morning, it made little difference to some in what direction the ship was sailing.

In spite of the unkind weather and the indisposition of several members of the party to continue fishing, the catch was very plentiful. Some lines were cast, hauled in and recast at a rapid rate and the take of edible fish included cusk, cod, pollock and hake. Occasionally, a nasty dogfish would get hooked on and when he was hauled in, he was disposed of in the proper manner for such pests.

Towards noon, there was a slight improvement in the weather but all agreed that they had had plenty of fish-

ing, including those who were affected by the ship's continual roll, so it was decided to hove to port. Around two o'clock land was sighted and it was a welcome sight to many of the party. In spite of the acting up of the elements, all appeared to have had a good excursion and look forward to another such affair next year. Portland pipeliner's who made up the party were as follows:

Fred Seales AC Cowan
Ben Bowery and son, Tommy
Chet Rowe and son, Clifford
Ole Brudevold Dee Hutchison
Willard Foss Tony Pugliese
Gordon LeBay

Three friends of the aforementioned group also attended but their names were not immediately learned.

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**PIPE LINE GOLF TOURNAMENT TO BE HELD SEPTEMBER 30 AT RIVERSIDE.**

The date for the second annual Pipe Line Golf Tournament has been announced as September 30th. The Riverside Golf Course just off Route 302 entering Portland, will again be the scene of this contest. Starting time has been set for 9:30 a.m. and Clayt Sweeney, pro at Riverside, will officiate for the 18-hole event. Interest is running high and an even larger entry list than last year is anticipated. Several company employees working on construction have indicated that they intend to enter, if possible. The Committee welcomes the entry of these men. A few golfers from the Southwest, the land of Snead and Hogan, may sharpen the competition.

Prizes will be awarded for low gross and low net scores. This gives the duffers a chance to slip in to win the net prize on their handicap. Handicaps will be assigned by the committee, Messrs. Thoits, McKaig, Parks and Starr. Entrants should send in two cards for at least nine holes, each with their name and the date. Entries will be accepted without cards, but the committee feels that the competition will be both fairer and more interesting if your average

(Continued on Page 10)
TERMINAL

Another year gone, doesn't seem possible. As I look back, the past year has seemed only like a month, the months like weeks, the weeks like days and the days too short. Our regular news reporter, Frank L. Ivers has departed for foreign lands. I believe, Prince Edward Island and way stations. Frank again has trusted yours truly to carry on and scout up a little news in his absence for the folks along the line.

My good friend and junior guard at the Terminal, Mr. Martin Jensen, has been very helpful to the writer and allowed me to publish a couple of his many thoughts, which he has an abundance of. I can see no better way than to start my chatter for the August news with the following:

THINK BEFORE YOU STOP: Let me give a word of advice to you young fellows around 50 who have been looking forward to retirement: Have nothing to do with it. Listen: it's like this, have you ever been out for a late autumn walk in the closing part of the late afternoon and suddenly looked up to realize that the leaves have practically all gone and the sun has set and the day gone before you know it? and with that a cold wind blows across the landscape? THAT'S RETIREMENT!

COLLECTION LETTER: Dear Sir: A glance at the date of our original invoice will prove we've done more for you than even your own mother: we've carried you for twelve months, A PROMPT PAYMENT IS REQUESTED!

DiMauro's bunt trips the Raymond Rockets in the 7th, the last inning. Going into the 7th, the Rockets were leading by the score of 1 to 3. What's the matter Harry? Hit Column, Corrigan "O". A little batting practice might have helped.

Early August saw the Tenth Grand Opening of the Hotel Gilbert, under the supervision of the same two smoothies,
Mr. Gilbert Cuskley, owner and general manager, and his up and coming assistant manager, Mr. Robert, soft and low, McKaig. Also in attendance were the no paid land owner, Mr. Gulf Roberts and several of the honorary no dividend stock holders. A good time was had by all, 'nuff said.

Ralph Roderick returned August 19th from Skowhegan and way stations, where he has been spending his vacation with his wife and three children. The fish in the ponds around Skowhegan sure will miss the free handout of bait that has been lined to them over the last two weeks.

Allen Kennedy and family, on August 20th started for the New Hampshire Hills and Mountains to start a two weeks' vacation.

John Rafferty and family enjoyed a two weeks' vacation at Sebago Lake. On his return to work John looked rested and fit for another fifty weeks of pumping oil. I understand his abundant drinking right from the lake was partly the cause of our local water shortage.

The Tank Farm was flying the distress signal on August 14th, one of our key veterans of World War II was the guilty culprit, hoisting the flag upside down. "Shame Gilbert".

Mr. Frank Edwards of South Portland joined our ranks August 21st at the Terminal. Frank will fill in as a relief guard as vacations occur. Nice to have you with us, make yourself at home.

The most welcome sight on the Dock during the month of August was Phil McKone of the United States Customs. Phil's last Dock trick was worked in January, 1948 when illness slowed him down a mite and prevented him from doing outside work until Sunday, August 20th, when "Phil the Great" returned to waterfront service. Needless to say we are more than glad to have you back with us. Make yourself at home, Phil.

As usual, and like always, McKaig would settle for nothing less than a ringside seat. The boys tell me I missed something. A sight not to be forgotten, to see the old boy floundering around in the new 30" scraper pit filled with water. Some of the boys tell me the way he was breast-stroking and with his glasses pushed up on his forehead it looked as though he was training for the Peaks Island to Portland annual swim. I bet the next time this happens Robert will be satisfied with a bleacher seat where the ground will be more solid. I still say, I wish I was there. Gilbert, I am still waiting to hear your version of the above affair.

Stubby Noyes and son from West Burke Station were August visitors at the Terminal. Always glad to see you when you are down this way.

Bill Seabury of Charles Martin Co., Boston, is back on the job, gauging and refereeing ship cargoes of oil received at our dock. Bill has enjoyed a two weeks' vacation spent mostly at his home at Malden, Mass. Mostly on the end of a paint brush. Mr. Al Wentworth from the Boston Office covered in Bill's absence.

Red Perham paid us a visit August 25th, at the Terminal. I feel Pretty sure we will read about his visit in one of our future PIPELINERS.

Sometimes too little thought is given to our several College and High School Boys, otherwise known to us as summer casuals. They are the boys this summer that kept all operations along the line busy around the clock. Without them to tie up the tankers and hook up hoses to start the oil flowing from the tankers we could be looking for another meal ticket. Their youthful antics, pep up with several shots daily of Coke at the Tank Farm, and overflowing with energy, at times have given our dock Foreman anxious moments, but all in all they are a swell bunch of boys to have around. Luck to you all in your future endeavors.

It's time now to close my chatter for this year, with my Creator's Blessing, I hope to be with you again next year.

Frank Wagner
TANK FARM

The Tank Farm is the scene of upheaval after my vacation. I hardly have been able to find my way about, things aren’t what they used to be. The first day back from camp I was out behind the boiler house looking for Harry who had a telephone call. As I stopped to look for him there was a clash and a roar and when the dust settled I found three ditches dug around me and the crews getting ready to tie me into the new T-1 manifold.

Many of the South Portland Gang are on, or going on, their vacations at this time. Most of the fellows are spending these vacations locally but a few are heading for the Wild Blue Yonder.

I am proud to announce the arrival of the Stork at Our House with a Boy David C. Emery, Jr. Mother, Son, and Father are doing fine.

There is one Big Question around the Tank Farm today, Is I Is, or Is I Ain’t? The way it looks from here there is going to be more that is than ain’t. This cold war has reached the proportion of a Hot Seat, and These Young-uns (including me) are expecting the call from Uncle Sammy in the next few weeks or months. In looking over the records, I find that many members of the Portland Pipe Line Operating Division are within the possible draft and eligibility age.

Sam Sinclair has unveiled his First New Car of the ’50 Season. When better cars are built, BUICK will build them.

Have received notice that Les Carter has received his 1-A in the Army. Tell me, Les, are you about to splice the "Cable" in the near future?

They tell me that Frank Ivers is negotiating a new Fishing Trip, anybody interested?

Bob McKnight says they’re cheaper by the dozen -- Pen and Pencil sets I mean.

D. C. Emery

LANCASTER

The Town of Lancaster became infested with a swarm of pipeliners (contractor’s men) about the first of August and has been increasing daily. The living facilities are so limited here that several have had to take shelter at Groveton, Whitefield and Littleton, N.H. also Gilman, Vt.

Catherine Ross, who has been in the Lancaster Hospital for two weeks with a sprained knee, is home now and able to be about again. Nice going Kit.

Si Swain and Tommy Connolly were week end guests of the Emery’s recently. Also, Cecelia Swain and daughters, Betty and Mrs. John McGuire and Ken Blaisdell.

Ed Hickey and son Billy are spending a part of their vacation with relatives in Prince Edward Island. Addie is keeping things in shape at home while they are away.

The Bakers returned home from the Sunny South the last of July. They report, other than being tired of riding, they were feeling fine and had a bang-up good time.

Betty Murphy is working in Noyes’ drugstore this summer.

Barbara Murphy and Charlie Joe Dickey wore in Portland for a few days recently.

The brick on the new pump building is slowly creeping toward the top. Looks as though it will make it in a few days.

Lancaster Fair is to be held September 1, 2, 3 and 4. This, without doubt, is the largest, small fair, in New Hampshire.

Brian Emery is in the pipe stringing gang working for Red Willett. He is planning on shipping out with them when they move on.

We all welcome these pipeliners from the Wild West and Deep South and hope
they like our town and find it pleasant here.

Herman Emery

PORTLAND OFFICE

With all of the new line pipe delivered at the railroad sidings, the handling of the transportation of this item from the mills is completed. Bob Meyer was loaned to us from the Jersey Company to expedite the movement of pipe from the mill has completed his job and departed for his headquarters in New York. We all enjoyed having Bob with us and we wish him luck on his next assignment which we hear will take him to the Plantation line.

We are very sorry to lose the services of Harold Deinstdt who has been our faithful office boy for the past year. Harold plans to enter the Providence Bible Institute on September 11, where he will take up his duties for the ministry. We wish Harold a great deal of success in his future and will always consider him a friend to us all. Come back and visit with us sometime, Harold.

Vacations from the office during the past month included Helen Small, who enjoyed an extended visit in Ellsworth; Mel Hamblet to his summer camp on Little Setago; Mary Curran who enjoyed a week at the beach; Elsie Carter who had a week at home; and Ken Blanchard and family a week in Vermont.

We have been pleased to have with us as a visitor the past couple of days, Gordon Maclean from the Montreal Office. We always enjoy having our Montrealers drop in for a visit and hope they will come often.

We were pleased to have Mr. W. R. Finney from New York as a visitor one day last month. Mr. and Mrs. Finney were on vacation and unfortunately, Mrs. Finney fell ill and had to spend several days at the Maine General Hospital. We are happy to report that she is better and the Finneys have now returned to New York.

PIPE LINE GOLF TOURNAMENT TO BE HELD SEPTEMBER 30 AT RIVERSIDE. (Continued from page 6)

game is made known to the handicappers by means of the score cards. Mail cards to C. J. Starr, or give them to one of the committee members.

In addition to the above featured contests, two novelty contests will be held in the course of the regular round. These will be competition for the longest drive on No. 4 hole and for the most accurate iron shot on No. 13, a 155 yard water hole. Fred Scales and Lee Wescott are known to have their sights focused on the long-driving contest.

Sandwiches and cold drinks will reward the golfers who complete the 18 holes.

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PIPE LINE CONSTRUCTION TIME TABLE

On the southern end of the line, the weather again permitted an almost perfect score for the main line construction schedule. Not so fortunate, though, was the northern end of the line where rain forced the Associated crews to lay off for several days. The Memmix crews in Quebec, did, however, have good luck with the weather and it wasn’t until near the end of the month that any time was lost at all.

Overall, however, progress was very satisfactory for it was anticipated at the start of the job that some bad weather would show up in the picture.

The summary for the main line program, up to September 1st, is shown below as taken from the Engineering Deps. weekly progress report:

MAIN LINE U. S. & CANADA -- 236 MILES

<table>
<thead>
<tr>
<th>Work Completed</th>
<th>Miles</th>
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<tbody>
<tr>
<td>Clearing &amp; Grading</td>
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<tr>
<td>Hauling &amp; Stringing</td>
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<tr>
<td>Trenching</td>
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<td>Welding</td>
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<td>Coating</td>
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<tr>
<td>Lowering In</td>
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<tr>
<td>Backfill &amp; Cleanup</td>
<td>135</td>
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