JANUARY 1948

OLI SHORTAGE
SERIOUS PROBLEM

The current oil shortage has probably provoked more comment than any other domestic issue, excepting taxes. Unfortunately, this shortage is now a national problem of such magnitude that it has been drawn into the political arena. With so many angles now involved in the picture, the clear view of what lies behind it all has become distorted.

Take for example the part the Portland - Montreal Pipe Line plays in actually relieving the shortage of oil by eliminating much of the transportation of oil down the St. Lawrence. To many of the citizens of New England, it has been very difficult to see why tankers should be making port and dumping oil in their midst to be sent out of the states. Again, unfortunately, some politicians have seized the opportunity to further distort the picture by de-

(continued on page 2)

BUZZARDS WIN
TOP PLACE

The office bowling teams completed the first half of their hectic season on January 15, in a scream and a holler and with antics bordering on hysterics. The 4 teams, already dubbed the noisiest bunch of pin knockers in Cumberland County, lived up to their reputation on that fatal night. The Buzzards won on points for the first half by the skin of their necks, (and if you look a bird over carefully, you will find the skin on his back very thin). It was a terrific session with the Alley Cats who have been pussy-footing right behind the birds for several weeks now, clawing away at the tail feathers of the proud and high-flying Buzzards. The birds had to win all three strings in order to capture first place on the list. At one time, during the first half, the Buzzards' championship looked like easy money but the Alley Cats have been stealthily slinking

(continued on page 6)

ENGINEERS ENJOY
SPECIAL LECTURES

The Engineering Dept. personnel have been enjoying a series of afternoon lectures on general engineering problems of pipe lines. The lectures, lasting approximately two hours, have been prepared and delivered by C.D. Batchelder. So far, 3 sessions have been held at the Engineering Office at 509 Forest Avenue, and it is planned to hold additional meetings at this location in the near future.

Members of the Engineering staff have expressed enthusiasm over the talks as they feel that a good deal of benefit has been derived, therefrom. So far, the topics have been general in nature, in order to cover the general background of pipeline engineering and operations. The program thus far covered the following subjects:

Lecture #1 - Problems of
(continued on page 5)
manding an investigation of these oil movements through our pipe line. One official went so far as to suggest that some of this oil be diverted for consumption in New England.

If those who seem to be so misinformed have a few of the basic facts at hand, many a misstatement might be left unsaid. In the meantime, the Portland Pipe Line Corporation has been doing a splendid job in educating the general public as to the Company's rightful place in the community through visual education. The moving pictures in technicolor which so clearly and interestingly depict the building and starting of operations of the line in 1941, has been shown at many public gatherings. This picture also attempts to justify the existence of the pipe line by explaining how the tanker turn-around time is cut by eliminating the St. Lawrence run, thereby releasing tankers for service elsewhere. Through this effort, a lot of the early resistance to the line, during the war years, has been overcome.

The existence of the Portland-Montreal Pipe Line is based purely on several economic factors, which might be briefly set down as follows:

First of all, Canada has to have oil, as well as the United States, in order to run its industrial machines and since the war, like the United States, it is relying more heavily on the use of oil all the time and the pipe line has served as a transportation agent for delivering crude to the Montreal refineries. (Furthermore, the expanding use of oil in industry is world-wide and not confined to a small geographical unit such as New England.)

Secondly, the Portland-Montreal Pipe Line has provided the Quebec and eastern Ontario region with crude oil on a more continuous, efficient basis by eliminating the problem of excessive storage in the winter due to the St. Lawrence River being frozen over about five months of the year. Furthermore, in warm weather the tanker running time is shortened considerably by eliminating the St. Lawrence River run and by delivering the desired type of crude when it is most needed, via pipe line. The pipe line has become a vital link in Canada's industrial life as it provides the Montreal refineries with a constant supply of crude oil which is needed in order to operate economically and efficiently.

Thirdly, a lesser known fact, but one still important is that most of the crude transported through our line is owned by Canadian oil interests in South America. On reaching Portland, it is transported through Maine, New Hampshire and Vermont under bond. The fact that it goes through the United States at all is one of geographical irony.

To divert what oil goes through our pipe line to other locations would leave the Montreal area in a serious plight and help the other regions but very little. Many of our refineries along the coast are operating at peak capacity already and authorities claim that the shortage is mostly based on refining bottlenecks and not on the availability of crudes. It is a well-known fact, however, that there is a shortage of tankers. This shortage of tankers brings us down to our present situation which is also not generally known. Facts reveal that we had 21 tankers scheduled to arrive at our South Portland Terminal in December and only 10 completed discharging their cargoes in this month. There has also been some cut-back in January. Of the 21 scheduled to arrive, only 16 are expected - round out the month's deliveries.

May we draw several conclusions from the foregoing discussion? First of all: the shortage of fuel oil and gasoline is world-wide and the oil industry is doing its utmost to overcome the shortage and at the same time, maintain an equitable distribution of petroleum products under the existing conditions. Second: Canada must have oil as well as the United States and she, too, is operating under similar shortages.

(continued on page 3)
OIL SHORTAGE SERIOUS PROBLEM
(continued from page 3)

In any event, to choke off Canada's oil supply would be to bring about worse economic dislocations than we have at present.

The present shortage of petroleum products in the United States is a situation which effects the whole pattern of our economic system. It is so important that every citizen should be well informed of the true underlying causes.

A short time ago, we came across an article in the "LINER" which is published by the Interstate Oil Pipe Line Company in Tulsa, Oklahoma, which gave a very clear-cut and comprehensive story of the oil shortage picture. It is the best article we have seen yet and we think it is worthwhile reprinting for the benefit of our readers.

(Opposite appreciation thanks to Mr. Loren P. Kahle of the Interstate Oil Pipe Line Company for permitting us to use this article.)

OIL SHORTAGE FACTS
NEED TELLING
(Reprinted from December, 1947, Issue of The LINER)

SHORTAGE NATION WIDE

Today, the United States oil industry is producing, transporting, refining and marketing the largest quantity of petroleum products in its history. It is in the midst of the greatest expansion program ever undertaken.

Yet, in some of the most heavily populated centers of the nation today, the wartime "No Gasoline" signs sometimes appear on filling station fronts; owners of oil-heated homes face the possibility that they won't get all of the fuel they need; and industrial users of heavy fuels and natural gas are up against a real shortage.

The situation is serious. And the resulting, increasing demand that "somebody do something about it" is a natural American reaction which must be satisfactorily answered by the industry.

Actually, and here is what the industry must prove to the general public, everything humanly possible is being done to meet the absolutely unprecedented demand for petroleum products that exists at home and abroad today.

This unforeseeable, record-shattering demand resulted from a number of factors: The American motorist, released from wartime restrictions, and enjoying an unusually mild winter, thus far, has been on the biggest buying spree in history. The nation's refining capacity was pushed to the limit to supply this demand, thereby delaying the seasonal shift of refinery production to heating fuels.

At the same time, the American homeowner and industrialist, for convenience and other reasons, have been converting to oil burners at a tremendous rate; and diesel power has reached new heights in domestic transportation and industrial usage.

In the face of this unparalleled demand, the nation's oil industry has been doing a remarkable job. Production, transportation and refining facilities, worn after the war years during which only essential repairs could be made, are being pushed far beyond their designed limits. Expansion programs are being rushed to completion as fast as critically scarce materials become available.

For instance:

Transportation Facilities Taxed to Limit

The transportation industry, where the most serious bottleneck exists today, is handling 11,500,000 barrels of crude oil and petroleum products per day -- 5,720,000 barrels of crude and 5,780,000 barrels of products.

During the first six months of this year, when the nation's wells averaged 4,916,000 barrels of oil per day, crude oil pipe lines were carrying 4,734,000 barrels daily. (Incidentally, during

(continued on page 4)
this period, the United States was producing as much oil each day as the entire world averaged during 1936.)

Yet in the Southwest, it has been necessary to divert some 1,200 railroad tank cars to haul crude out of West Texas. Uneconomical -- but essential.

Barge capacity on the Mississippi River system has increased 1,000,000 barrels over the 10,000,000 barrel capacity of a year ago. But there still aren't enough barges.

The nation's fleet of 118,000 railroad tank cars, many of them long overdue for retirement, is being pushed to the limit. And though there is a sizable backlog of orders for new and replacement cars, there is little hope that the serious shortage of all types of cars will be eased any time soon.

Other measures, some of them quite costly, are being used to transport the maximum possible amount of petroleum and products. Ice breakers are to be used to keep the upper Mississippi, the Great Lakes, the Hudson River and other northern waterways open for barge and tanker operation far beyond the normal shipping season. Supposedly war surplus tankers laid up at the close of the war, are being reconditioned and pressed into service.

Oil Industry Striving to Overcome Many Obstacles by Expanding Its Facilities.

Meanwhile, the oil industry is spending $440,000,000 this year and next on transportation facilities alone. As of this past July, the oil industry has made plans for 7,600 miles of new pipelines.

And so it goes in all phases of the oil industry -- producing, transportation, refining and marketing. Every piece of equipment, every facility is being used with maximum possible effectiveness.

Tremendous expansion programs, involving millions of dollars, are being pushed as rapidly as material supplies permit.

But the demand that the industry faces today cannot be met overnight. There isn't any shortage of oil in the ground at present, but there are shortages everywhere else. And they aren't all in the oil industry either.

The steel industry, now in the midst of a billion dollar expansion program of its own, is trying to supply the essential materials for similar expansion plans of the oil, railroad, automobile and heavy consumer goods industries, and at the same time is chipping away at the huge backlog of orders that had to go unfilled through the war years.

As a result, steel for pipe lines, drilling equipment, refinery equipment, tank cars, barges and tankers is an extremely scarce commodity.

These are the facts about the oil shortage today. Familiar as they are to most oil people, the real reasons for the shortage are easily forgotten or ignored by John Q. Public when the delivery man can only leave half a load of fuel oil for his furnace, or when his car and his neighborhood service station run out of gas at the same time.

Overinsistent Demands for Action by John Q. Public May Prove to be a Boomerang.

When that happens, John Q., being a typical American, starts demanding action. He editorializes, he pounds on desks, he demands Congressional investigations.

That is when the oil industry starts facing the danger of more and stricter government regulations, even of losing its identity as a free enterprise in a competitive business world.

That is when the oil industry employees and the general public would lose the many and varied benefits that competition in the oil business can provide -- now and improved products at... (continued on page 5)
Engineers Enjoy Special Lectures
(Continued from Page 1)

Pipeline hydraulics.

a. Products and crude oils.
b. Equipment and types of pumps.

Lecture #2 - Further breakdown of crude oil characteristics.

a. Specific gravity and density.
b. Introductions to friction losses.
c. Station pressure represents problems of elevations.
d. Power required to lift oil to higher stations.
e. Power gained by fall to lower stations.
f. Problems of high elevation and preparation of hydraulics gradients.

Lecture #3 - Further discussions of hydraulics gradients between stations with special problem on critical points as applied to gradients.

a. Friction loss computations.

The prime purpose of this lecture series has been to acquaint all members of the Engineering Department with a general idea of the problems that arise from time to time in the field of pipeline engineering.

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Oil Shortage Facts Need Telling
(continued from page 4)

competitive prices; competitive research and exploration to insure the industry's future progress; and better jobs and working conditions for the people within the industry.

There are a million and a quarter employees in the oil industry today. Tomorrow, when John Q. Public starts demanding that something be done about the oil shortage, it will take every single one of them to convince John Q. that everything humanly possible is being done. If they succeed, the oil industry will keep the privilege of open competition it has today, employees will keep the benefits they have today, and John Q. will eventually have all the gasoline, fuel oil, and diesel fuel he wants plus a thousand new products of independent research.

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The Landlubbers Answer to The Mariner's Prayer

Must tell you what a big kick I get out of the story in the PIPELINER about the letter you received from someone in New York, calling attention to the fact that the writer referred to "tankers" as boats.

Referring to anything that floats as a boat must be an old Maine custom. I have been laughed at ever since I came to New York - ten years back now - we can see all the big ones come in from Europe and South America out of the office window - we look right out on the Hudson and it is one of our major pastimes. Without stopping to give it a thought, I see a ship and I call out to everyone else, "A big boat just pulled in to the Wharf," Translated New Yorkese and Maritime, that means 'A ship just docked at the pier' - they have worked on me for ages but that old Maine twist will out. I always console myself that it gives them all a good laugh and it doesn't cost me a cent. I tried to convince them once that boat was pronounced "but" in Maine but they wouldn't go for that. I did get a chuckle out of the New Yorker's alarm at the tanker being misnamed, believe me!

(EDITOR'S NOTE: This article came from one of our faithful readers on the 32nd floor at 30 Rockefeller Plaza. May one of our good readers on the 32nd floor, please take careful note.)
BUZZARDS WIN TOP PLACE (Continued from Page 1).

their way nearer to the top each week, giving the birds some tough competition. The Alley Cats had gained so much in points over the past few weeks that the final match of the first half would determine the winner for top place on the 4- team roster.

It was a wonderful scrap with a nip and tuck fight for highest pinfall of the evening. The Cats had blood in their eyes and the Buzzards had their talons and sharp beaks set for the kill. And kill they did. After the fur and feathers cleared away, the beaten cats slunk into a dark corner to nurse their stinging wounds. They did, however, pause long enough to offer a great congratulations to the mighty, indefatigable Buzzards. When it came to pinfall, the Cats were tops of all 4 teams and the Buzzards graciously conceded that honor to their great enemy with the remark that "Cats were always good at knocking things over."

The Cut-Ups and Scrap Heap took third and fourth place respectively. The Cut-Ups make a good team but they just hadn't been doing enough rug-cutting to get into the high brackets. The Scrap Heap have been beset by all kinds of misfortunes by growing a reputation of having many absent players thus lowering their averages. However, these teams are far from asleep and the second half of the season may bring about an upheaval of the first-half line-up. Here are the scores - averages and pinfall accomplishments of all 4 teams for the first half:

<table>
<thead>
<tr>
<th>Team</th>
<th>Total Points</th>
<th>Pinfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buzzards</td>
<td>36 / 12</td>
<td>14,574</td>
</tr>
<tr>
<td>Alley Cats</td>
<td>32 / 16</td>
<td>14,476</td>
</tr>
<tr>
<td>Cut-Ups</td>
<td>22 / 26</td>
<td>14,392</td>
</tr>
<tr>
<td>Scrap Heap</td>
<td>6 / 42</td>
<td>13,848</td>
</tr>
</tbody>
</table>

Our versatile and conscientious secretary, Mr. Sullivan, has prepared some interesting statistics on individual strings, sets, pinfall and averages which are shown in the following schedules:

<table>
<thead>
<tr>
<th>Team</th>
<th>W-L</th>
<th>Averages</th>
<th>Pinfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley Cats</td>
<td>446</td>
<td></td>
<td>1261</td>
</tr>
<tr>
<td>Cut-Ups</td>
<td>449</td>
<td></td>
<td>1250</td>
</tr>
<tr>
<td>Buzzards</td>
<td>432</td>
<td></td>
<td>1248</td>
</tr>
<tr>
<td>Scrap Heap</td>
<td>428</td>
<td></td>
<td>1225</td>
</tr>
</tbody>
</table>

High Individual Strings

N. Johnson 117-111-109-105-104
T. Beatty  108-104-103-101-100
A. Scanlon  114-113-103
R. Higgins  111
K. Blanchard 109
M. Curran  105
E. Abbott  105
L. Meacock  104-102
J. McCarthy  101
K. Sullivan 101
C. J. Starn  100

High Individual Sets

N. Johnson 308
T. Beatty 327
A. Scanlon 263
M. Curran 257

High Individual Averages

T. Beatty 91
N. Johnson 90
A. Scanlon 85

High Individual Pinfall

T. Beatty 3277
N. Johnson 3240
A. Scanlon 3060
R. Higgins 3015
K. Sullivan 3015

There are a million ways a chapter...
TANK FARM

TANK FARM SAFETY POEM

Swiftly time passes,
"Read all Safety Bulletins"
Another Christmas gone!
Joyous be the New Year,
"Study all Safety Bulletins"
As time marches on.

We had a surprise visit from Bob Thoits and Bob Meserve who were home for a short stay from their studies at the University of Maine. Be sure and drop in again on your next visit home, boys.

Among recent returnees to the Tank Farm Operations is our old Horse Track advisor, Mess Sargent, Summer Dispatcher, no name mentioned, you guess. Glad to have him back with us again.

Such is the life of pipelining. As we bid "adieu" to several of our temporary fellow workers, we turn around and find several new up the line members who we welcome to our family. Namely Mr. Massey from West Burke, Mr. Bishop from Lancaster.

Mr. & Mrs. Richard Bruns spent a couple of days in Massachusetts recently. While there, Mrs. Bruns took in the Ice Follies, while Richard took a two-day prep-up course at Harvard College.

Sheriff White was confined to his home for a couple of days with the grippe.

The other day, while standing in line with both arms loaded with groceries at Shaw's Market waiting to pass through the long arm of the Cash Register, a sudden commotion took place. Groceries leaped this way and that way, women's hats went flying, (one landed right on top of my head and after careful scrutiny, decided that was what it was) but I managed to hang on to my groceries. Pretty soon I heard a familiar voice asking the clerk if he could buy an empty bushel bag. That, my friends, was what had caused the commotion. Looking up I saw that it was none other than Arthur "Mumbles" Cote. Grabbing his purchase he darted through the door and did a fast disappearing act. I found out later that Mumbles, who used to be an Eagle Scout when he was a boy, had discovered a Lady who had had the misfortune to spill a small fortune in pennies all over the Congress Square Hotel Lobby, and living up to the tradition of the Scouts, he accomplished his daily good deed. We understand that Mumbles received a very liberal reward for his good deed.

"Brutes" for punishment! Both time and pocketbooks. Our two Tank Farm enthusiastically minded fists fans.

Scene: Exposition Building, "Via Dougherty's, Wednesday Nights, Home Via the same route."

Their idol, muscle loose and leg loose Biddeford Dark-Boy Vic.
1st. Fight -- Licked
2nd. Fight -- Knocked-Out
3rd. Fight -- Duplicated - COLD

We still think a 4th. matching would open their pocket-books again. "Nuff Said!"

We are all pleased to hear Mr. Schultz has returned to his home from the Hospital. A speedy recovery is our wish.

Frank Hunt, Sr. was a recent visitor here. "It took me six years to get down here," says Frank. "Don't wait another six, Frank, before you decide to pay us another visit."

Mr. & Mrs. Allen Kennedy and son, Paul, spent the Christmas holidays in the snow capped hills of New Hampshire.

Bob McKaig is really getting in a lot of exercise lately. Bob says it's a long way to the top of these tanks.

We down here at the So. Portland Station are sorry to hear that Herman Emery is laid up with a leg injury and we want to wish him a speedy recovery and hope that he is back on the job again soon.

Deputy Sheriff Martin Jensen has finally been stopped. Martin as you know, has the reputation of always getting his man, but this time he really has run into
a baffling case. We will call it the case of the Missing Wood Pile. a possible clue, Ivers burns OIL - Chet and Artie burn BOG. - Olie and Andy burn --? We want to wish Mrs. Ronald Richardson a very speedy recovery. Mrs. Richardson recently underwent a surgical operation at the Mercy Hospital.

Olav Brudvold has been doing a lot of dry fishing off the end of the dock. Olie says it is pretty near time for the Harbor Trout to start running.

Two Bells for Warren "the eye" Griffin for discovering two recent Portland fires. One at the Farrington Hospital Piggy and the other at Randall & McAllister's. For a more definite description listen to Mr. Griffin when "We the People Speak" 560 on your dial. **Come warm weather the boys are planning a little get together on the Terminal Lawn where it is rumoured they will give "the eye" a Citation.

Sam Sinclair made a flying trip to New Brunswick in his new Pontiac recently. Sam reports plenty of Deer and Moose down that way but got there a little too late to come within the limits of the law.

Benny "Glamour Boy" Norton has decided that he will not give out any more information on how to keep that School Girl Complexion. Is it because some Fair Young Damsel has captured your heart Benny? We understand that Benny has been spending a lot of his spare time in the vicinity of Lexington Ave. How about it Benny.

Just a reminder: Time flies. Allen Kennedy had his tonsils removed just a year ago this month.

Bearded relative (uncle) won't be handing out presents, he will be collecting them and don't keep him waiting.

Any one having the misfortune of locking yourself out of your car, send for Harry (the magician) Phillips. While Jimmie Lunn was scouring around for tools and wire coat hangers to break into his own car, Harry opened the car door and was waiting for Jimmie to return. Harry refused to give Jimmie the secret combination, but James swears he will find out some day how it was done.

Any of you fellows holding a few thousand bushels of wheat, short or otherwise, kindly step forward before we expose you.

While on the subject of locks, Ole and Ben Norton charged into the control room at 12 noon for lunch. Ben turned a key in the locker containing their lunch boxes and presto it was locked, but supposedly unlocked. Then the lock jammed and the next 15 minutes were spent trying to open the locker without a blow torch. Chet Rowe was coaching the boys from behind his open lunch box as they wrestled with and blessed all locks.

Bill Spear shuffled off to Miami, Florida, for Christmas week, in quest of warm weather which he found in great batches (free). Bill tucked away a few hamburgers at $3.00 per copy, and Coca Cola at 25c per throw, no cover charge. Bill stayed with a friend while there, but said the hotels had a few nice inside rooms for $40.00 per day left. See you all in Miami, fellows, as soon as I unload my grain.

Harry Phillips and family took in the "Ice Capades" at Boston Garden, January 9th. They had a great display of lighting effects on the train, as they saw at the ice show, due to short circuits and pulsating lights the whole trip.

Don't hear any Yeh Wallace - rah! cheers from this corner. All Harry raises in these parts is the eyebrows.
Sorry to see "Cap" Bill Vautrinot, who has worked with us as agent for Colonial Beacon Marine Dept., leave Portland. Bill was transferred to New York recently after two years here where he made plenty of friends. He was a great guy for making molehills out of mountains, and could flatten a batch of trouble in short order. Good luck and best wishes from us all on your new assignment Bill.

At 9:30 P.M., December 22nd, Jerry O’Carroll, our new and welcome guard, spotted a fire on the outer end of the Yacht Club pier, which is a stones’ throw from our own pier, where a tanker was berthed. Jerry notified the fire department, who soon had it under control. At 1:30 A.M., December 23rd, Bill Faulk, our alert dock man on duty, spotted a fire in the same spot, the old fire had broken out anew. Again the alarm was sounded and again the fire department went to work.

On December 27th, Warren (the eye) Griffin, our now famous employee, pulled the scoop of the year. At 11:30 P.M. during a blinding snow storm, Warren spotted and reported a fire across the harbor in Portland, that turned out to be a general alarm fire at Randall & McAllister’s coal wharf with a loss of $300,000. This fire if not checked, would have cleaned the Portland waterfront according to fire authorities. Congratulations to you gents on your alertness and to Griff we doff our hats for winding up the year with the scoop of the year.

This being Leap Year, we offer you girls the following list of eligible targets now employed by the Portland Pipe Line at South Portland.

Ralph Bridge: - Assets, - courage, integrity and sincerity. Liabilities, one pre-war car.

Benny Norton: - Assets, - sincerity, integrity and courage. Liabilities, - forgets to wear shoes at the proper time.

Bill Spear: - Assets, - sincerity, integrity and courage. Liabilities, - one pre-war car and a yen for skiing.

Gilbert Cuskley: - Assets, - courage, integrity and sincerity. Liabilities, - one small hotel.

The office Christmas Party which I attended with family was a well planned and happy event for all in attendance, young and old alike. Lots of planning, forethought and work must have gone into this undertaking and things went off smoothly. The music was good, the food excellent and entertainment clever. The tree was a 15 footer banked with presents for the kiddies and good old Santa was on hand to distribute gifts. In the only sporting event of the afternoon, B. Dunn and F. Ivers wound up in a dead heat or photo finish in the Bowl race.

Andy is teaching his boy, Sammy, the fundamentals of railroading, Santa having left an electric train at the Andrews home.

Gloom over the waterfront. Yammies Cafe is selling no soda, soft drinks only can you quench a thirst with at Yim's since January 1st. Lamenting is great by many of our sailor friends who used to drop in there regularly to warm their hands.

The tanker Polycastle, the first one to discharge at our pier when the line first started, departed from our terminal, January 4th, headed home for Norway via South America where she will re-load before her final leg home. Before she left here, every man and maid in the crew dug as deep as possible and purchased all the food and clothing their funds would allow to take back home to the less fortunate. Having had the opportunity to inspect the individual orders going on board, I observed the following items, sugar, flour, raisins, split peas, cocoa, shortening, children's and baby clothing. Nothing fancy in the food or clothing line as we would say. But to the receivers of these gifts, I'll bet one of the 50 lb. bags of sugar will look as large as the Empire State Building.

The Pipeline Club held a Christmas Party and dinner at Stroudwater Orange
Hall, January 22nd. The committee of Dick & Mrs. Bruns, Allen Kennedy and Martin Jensen, did a grade A job in getting things lined up. Everything was good even the turkey and plenty of seconds.

When everything goes wrong and troubles pile high, instead of trying to drown your sorrows the old-fashioned way, we suggest you try the new method of building a back porch on your house pull out the old rocking chair and rock your cares away. Be sure you don't accidentally build said porch on property not owned by you, for surely your troubles will certainly double.

Winter is shot full with us, the mercury has nose dived below zero the past week, the harbor is icing up. Tankers arriving are coated with tons of frost that has to be chipped off cargo hatches before discharging can begin, but that's all routine in "Operations Pipeline".

Arno Bishop & Raymond Massey have taken up their duties as pipeliners. We extend our welcome and co-operation to you both. Arno said it was 40° below when he left Lancaster the morning of the 19th, at 4 A.M. to drive to Portland. That is some temperature and some food you have in Arno.

Frank Ivers

RAYMOND

Here's a hope and a prayer that the good Lord sees fit to send another year of health and prosperity our way with millions of barrels of crude oil flowing through our pipeline for many years to come.

The kiddies' Christmas Party held at the Simmons' was an outstanding success. Many thanks to you Mrs. Simmons for this fine gesture and the work you put into this annual affair. We parents certainly appreciate it too.

The Westcotts and Corrigans attended the Portland Pipeline Club's Christmas Party at Stroudwater, December 21st.

The likes of such food was certainly fit for a king. After dinner the Three Arts Studio put on an interesting show and community singing brought forth many shining voices. Bob McKeel can really harmonize, he sounded like an echo lost in the fog. George Flavin tried to get Harry Phillips to play "Darling Nellie Gray" but Harry just couldn't remember the tunes that were popular when George was a boy. Allen Kennedy, Sam Sinclair and Frank LaBounty were sorely missed. Jensen was also missed—by an arm's length of a kind hearted (?) lady.

Ramon Simmons has his Model T all decked out like an old B-29. He has chrome fender decorations, bumper guards, blue top lights, fog lights, fender lights, funeral lights, reflectors of all descriptions plus an "I don't care for the first young lady who refuses to accept a ride home" light.

Ben Bowerman was busy during the last two weeks of December installing Third Unit instrument panels along the line. Ben's deer steak surely hit the spot.

Myron Walker has been bedridden for a couple of short periods with an ailing back. He has a 2 x 4 strapped to his spine and says he feels much better since it was placed there. You've got a fortune there, Myron, why don't you sell that 2 x 4 and retire to an easy chair?

This to my friend who tells me how lucky I am every time we stop to chat; quoting Mr. Kittinger "I am a great believer in luck. The harder I work, the more I seem to have."

Remember the name Florence Plummer, for some day she will be a well-known artist. Gussy is mighty proud of his 13 year old daughter and well he might be. I saw just a few of her paintings but they impressed on me the fact that she paints as well as any advanced art students.
For the past 3 years, I have watched my son Bobby develop a fine set of shoulders, slim hips and sturdy legs. I just took it for granted that he was going to be a chip off the old block — all brown and not much brain. But what a surprise the kid is handing me for it seems he has inherited some of his mother's gray matter too. For example, while Daddy drinks a cup of coffee he sits on my knee and asks, "Is that good?" "Yes, it's elegant." "No, Daddy, it isn't; it's coffee."

Last Fall, Bobby would come up with Mom to bring Daddy's hot supper. Since I would be expecting them at a certain time, I would be at the gate smoking a cigarette. Now when anyone comes to the house and asks if Daddy is up to the station working, he says, "Oh no, he's sitting on the steps smoking cigarettes." Oh well, such is life and it surely is an enjoyable one.

My Missus sang at a wedding recently. Every time I hear her rich soprano voice I feel that her talents are sadly wasted as a housewife, but still a better housewife than she would be hard to find indeed.

Lee Wescott had a week's vacation around Christmas time. Those days after Christmas must surely have been appreciated when all the hubbub of shopping was over.

Our versatile casuals were

Tenney, LaFontaine, K. Plummer and Pitts have left us for the remainder of these cold months. It was swell having you fellows around, it looks sort of desolate here without you all. Come around and see us between snow storms. Tenney has gone to work for the Pickett Lumber Co. LaFontaine will put a mighty grease gun for Fine Tree Motors and Pitts is employed as swapper on Strout's Pulp Truck. Ken Plummer cannot be contacted at the present time but I suspect he has taken off a little time to catch up with the luxury of leisure for a short period.

Mr. Augustus Melhune Plummer fin-
nally caught up with his long sought-after new Ford. It's a Tudor, gunmetal blue beauty. Needless to say he, Mrs. Plummer and the girls are proud and pleased.

Harry Corrigan

NOWATERFORD

Bob Lewis received a letter from his father of Hugo, Oklahoma stating he has a good mixture of catfish bait all ready for the first nice warm day. Bob, did you say you would sure hate to open that bait can?

George Wentworth was off sick December 15th, 16th and 17th with influenza.

We here at Waterfords were all sorry to hear of Mr. Schultz's accident and hope he has recovered completely by the time this news goes to press.

Larry Wheeler was vacationing during Christmas week. He reports a very nice time visiting in New York City.

Waterford station was visited with quite a wind-storm the night of December 29th in old '47, that took gutters from the houses and piled drifts that came near-sealing us inside. It was quite nice to find the garage doorway swept completely free of snow for exit.

Mr. & Mrs. Stearns celebrated New Years Eve with a party including as guests Mrs. Stearns' mother, Mrs. Hobb, Mr. & Mrs. Henry Hobb, Mr. & Mrs. Arris, and Mr. & Mrs. Murray Wing. They had fireworks at midnight to be sure everybody was awake to see in the New Year.

Bob Lewis is having old paint removed from #3 pump and a shiny new coat of green with black trimmings is taking its place.

Herman, ole boy, chew this the best you can because it's going to be awful
to digest. Rachel Hutchison says, and
we quote, "Reporting is a very "simple"
process for a good journalist but I
could hardly be accountable for reports
(as simple as journalism may be) coming
from Waterford."

Mr. & Mrs. Robert Hicks and sons
John and Steven spent Christmas day with
Mrs. Hicks' father and mother, Mr. & Mrs.
S. F. Leadbetter at North Livermore.
They reported the visit also a family
reunion with only one missing.

Mr. Creed, we wonder how you came
through the tornado reported crossing
North Louisiana?

Mrs. Robert Hicks spent December
30th and 31st visiting her uncle Dr.
Wyland Leadbetter in Boston.

George Dustin, Mrs. Hutchison's
elder son, was admitted to Central Maine
General Hospital for surgery January
12th. He was operated upon January 13th,
at 10:00 A.M. His condition is good.

Bob Lewis and helper Bob Hicks were
quite busy January 13th and 15th extracting
and installing valve sleeves in
33 pump.

Mrs. Webby, Mrs. Sawyer, Mrs. Stearns
and Mrs. Hutchison attended Farm Bureau
meeting January 14th.

Bob Henderson says he removed 50
pounds of old paint from 3 pump and
boys that's a lot of paint consider-
ing removing it with a hammer, one chip
at a blow.

Bill Sawyer says it was sure cold
on third trick, the night of December
29th. Bill lives quite a distance from
the station and he's quite mad about his
escapades at Waterford Falls so maybe he
will give with some news on himself next
addition.

Mr. & Mrs. Robert Hicks have been
enjoying the company of their son
George Wentworth who spent a week in
South Portland as pipeliner but he is
back in our neighborhood now. George
wants to know if you have any money to
spare for your blood?

Dee Hutchison

LANCASTER

Everyone had a nice Christmas here
at the Pipeline.

The Hickey's entertained Mr. & Mrs.
Paul Tierney and family from Worcester.
Kenneth Hickey was home from the Uni-
versity of N. H. also Albert and Billy.
The Murphys entertained Mrs. Murphy's
sister, Mrs. Bennett from Lancaster also
Mr. & Mrs. Elmer Dickey and son Charles.
Jean Baker from Whitefield was home to
spend the holiday with her folks. The
Emery's company was John Ross from West-
brook, Maine and Maurice Marcello of Saco,
Maine.

John and Anna Lee Barber stopped in
to call on the Emery's Christmas night on
their way home from Portland.

-Stubby Noyes, Young Warren and
Arlene Watson were callers Christmas
morning. Also Bob Sullivan and daughter
Joy were recent callers at Emery's.

Betty and Barbara Murphy entertained
their cousin Agnes Berstein from Berlin
the weekend of the 16th. Betty Agnes
Lee and Dede Emery and Maurice Marcello
attended the Christmas Formal dance put
on by the Class of '50 of the Academy.
Mr. & Mrs. George Murphy were chaperones.
That was a busy evening for the Murphys.
You should see old George cut a rug.
Pretty sharp or a least the fairer sex
thinks so.

Betty and Barbara Murphy spent a
few days in Berlin recently.

Mr. & Mrs. "Shortpockets" Kennedy
spent a few days with the Emery's recently.

Mr. & Mrs. Ed Hacker have been en-
tertaining Mrs. Hickey's brother and wife
from Prince Edward Island.

Lancaster has been a place of plenty
activity over the New Year Holiday. The
Winter Carnival sponsored by the Kiwanis
Club was a great success. The three day
event took in January 2, 3 and 4. The evening of January 2nd, a Mushers Ball was held in the Town Hall with a packed attendance. On January 3rd Dog Races, Skating and a Hockey Game followed by a Coronation Ball held in the Community House where Eleanor Emery, Carnival Queen Winner was crowned. Winning by a majority of 4,000 votes over four other girls from Lancaster, Groveton and Whitefield. Little sleep was had at the pipeline colony that night.

Sunday, January 4th, more dog races, horse racing and more Hockey games and on Monday evening the Kiwanis gave a dinner at the Lancaster Inn to all five Carnival Queen contestants. Eleanor Emery was presented with a $50.00 war bond.

We are sorry to lose our old faithful Arno Bishop who has gone to South Portland to take up his new duties as Pipeliner. We wish him much success on his new job. Sorry he won't be able to pluck apples from his favorite tree back of tank 12. Not for awhile anyway.

Herman Emery has been trying out our new hospital due to an infection of the leg. He was the second new patient to be admitted to the new building. He is home now and on the mend.

George Whittums daughter Sandra is confined to the hospital recovering from an appendicitis. We were very sorry to hear of Mr. Schultz's accident but sincerely hope he is speedily on the road to recovery and will be out and at 'em soon. You know that old saying "You can't keep a good man down". May I extend to you Mr. Schultz our best wishes from everyone at Lancaster Station.

Eleanor Emery was home from school for a few days with a cold. Jean Baker, a telephone operator at Whitefield, moved into a new apartment house there in the village last week.

Barbara Murphy was in Portland a few days last week getting her eyes tested and glasses changed.

Fete Ridgwell who broke his wrist the Saturday after Christmas is improving rapidly. He expects to have the cast removed in about another week.

Arno Bishop was seen in town Saturday, January 10th. It seems that you can't keep these mountaineers away from the North Country very long at a time. He probably was looking for a "hoss".

"Well chummies my faithful horse, Bonney Bell, is waiting for me out at the hitching post and it's mighty cold to keep her waiting in the snow for me, so I'll skedaddle along 'till next month. Bye, Bye chummies.

Herman L. Emery

WEST BURKE

Well, we're settled down to another year. The holidays are over and we can start planning for this year, 1948. No one knows what new things may be in store for us.

Mr. Lamb is back on the job as "Chief" and others have resumed their regular positions.

Christmas brought many joys and surprises but probably Frank LaBounty's family enjoyed the biggest surprise. Robert LaBounty, s-1/c, U.S.N., who has been stationed in Hawaii received his discharge and arrived home in time to have Christmas Dinner with his parents and all his brothers and sisters. This was the first entire family gathering in three years.

Other Christmas guests of the LaBounty's included Dorothy, her fiance, Staff Sargent Allen Morgan, U.S. Marines, Richard, Kenneth LaBounty and family of Barton, John LaBounty, and Jim LaBounty.

Joe Randles vacation is over and he returned to his duties as operator.

Raymond Jassey enjoyed a week's vacation during the Christmas Holidays.
Mr. & Mrs. John Barber spent the Christmas Holiday in Portland with their son, John, and his wife.

Richard and Philip Brydon spent the holidays in Portland, Maine.

Christmas guests at the Sullivan's included Mrs. George Lary, Mr. & Mrs. Ernest Sullivan and Charles Sullivan. Binkie returned with them as a guest of his grandparents.

Joy Benedict spent the Christmas weekend as a guest of June Biron.

Christmas guests of the Massey's included her brother Raymond Heath, a sophomore at U.V.M. and Marion Urie of Portsmouth, N. H.

Two more additions to our animal family! "Daffy" Sullivan and "Ring" Massey. We really are getting populated around here.

Mr. & Mrs. Raymond Massey spent Christmas Day with his parents, Mr. & Mrs. David Massey of Barton. The return engagement in this case was on New Year's Day.

Mrs. Raymond Massey entertained Shirley Smith and Joyce Ray of Barton on December 30th.

Staff Sergeant Allen Morgan, U.S. Marines, returned to his new station in Virginia after spending a 15-day furlough at LaBounty's.

Dorothy LaBounty has completed her work in Portland and plans to be in West Burke a few weeks.

Mr. & Mrs. Ernest Sullivan, Mr. & Mrs. Gordon Ryan and Mr. & Mrs. Homer Hamlin, all of Gorham, were guests of the Sullivan's January 4th.

Mr. & Mrs. Charles Massey and Mr. & Mrs. Nelson Demers of Nashua, N. H., and Mrs. Ernest Edmunds of Lowell, Mass. visited the Massey's January 5th.

Mr. Fennel was a visitor at the station January 8th and 9th. While here Mr. & Mrs. Fennel were guests of the Lamb's.

January 13th was Beverly LaBounty's eleventh Birthday. All the children enjoyed ice cream and birthday cake. Many happy returns to Beverly.

The elementary grade school re-opened January 5th while the High School began December 29th. However, everyone had a nice vacation and all the snow came in handy for sliding and skiing.

Mr. Fennel and Frank LaBounty were in Highwater, January 9th.

Mr. & Mrs. Frank LaBounty and Robert visited her mother, Mrs. Patrick Rush, in Brownington.

The Sullivan's spent the weekend of January 10th and 11th at Gorham.

Mrs. Roy Brydon was a visitor in Portland the first of the month.

Raymond Massey has been transferred to Portland.

We hope Herman Emery will be back at his post soon and well on the road to recovery.

The Massey's.

**DISPATCHER'S DEN**

Well whadda yuh know about that! Are we seeing things? Sure! We didn't read that right, must have taken one too many eggnogs. No, there it is, in red and white and in that new elite type too, right on the front cover of the December Pipeliner. Yea, sir, just as we had about reconciled ourself to playing the bench, for failing to touch second base some where along the line, we got PROMOTED. You don't believe it eh? Alright take another look at that cover. It says we are now a "Feature Writer and Associate". Ahem, hrrmp, welllll after all, come to think of it, what have Fear-
son, Pegler and Perham got that we don’t have, except maybe on them it looks different? (Never mind, don’t answer that).

Perhaps this was the last resort of the editorial staff to get some action from this corner. They probably went into a huddle and came to the conclusion that, having tried threats, bribes, flattery and miscellaneous, about the only thing left to bring forth these soul-stirring essays was to give us a title. Well it got the job done, for this issue at any rate. We’re off again and when or where we’ll stop no one knows. The trouble with editors is that, being practical, methodical business gentlemen, they think we columnists and “Feature Writers” can turn out our classics by the page by just turning the crank. Can’t be done, we’re a “temperamental” lot. Like all great artists, we must be inspired. Of course, the inspiration may take various forms. In the case of Perham, well perhaps the mood is chronic and then too, he has always had his command for subject matter, that inexhaustible backlog of information which enables him, at will, to turn out a treatise on "Effect of Nuclear Fission on Automatic By-Pass Control as Applied to Shock and Surge" or a heart-riddling ballad on "The Love Life of the Wisconsin Hippus" with equal nonchalance. Not so with us. Lacking Pegler’s 75¢ per word motivation and Perham’s versatility we must rely on the stock in trade inspiration of the old masters, starvation in the attic, unrequited love, the empty jug, etc. Now in the world would Poe have ever thought up such a thing as "The Raven" or all those murders of the Rue Morgue, if he had a full belly, a “true love” and a pick-up for that hangover. So you see, having been for some time, quite well-fed, thank you, no romantic difficulties, and nearly always some "hair of the dog that bit him" left in the damo, there has been no great inspiration, hence no literary masterpieces.

Christmas and New Years rather quiet in this department. Everybody had to work both days except Harry the Hiller and if he did any rug-cutting he is keeping it to himself. Fred Seales, Jr., and his wife were home for the holidays, making it a pleasant season for their pops and moms.

One Shot: William Smith rejoined our ranks right after Christmas, following a six months sojourn in the upper brackets, relieving various and sundry brats. We were all set to trim him down to size if necessary, but the old rascal slipped right into the notch again without removing a shim. "We believe in hazing the freshman, initiating the novice and receiving the backslider back into the fold with proper ceremony, but there are limits, and what happened to Bill when he got around to third trick shouldn’t even happen to a dispatcher. He came on duty to relieve Harry, bringing the usual well filled lunch kit to tide him over the long drag until he could get his feet under the breakfast table. Harry checks the situation over to Bill, picks up "an" lunch pail, bids William nighty-night and hises himself off to a warm bed and pleasant dreams, without further concern for lunch pail which he carries home, since he has no particular interest in same until tomorrow PM. Some time later the first law of nature went to work on "One Shot". The inner man wanted to know what was the use of having Gladys fix up all that good food if he wasn’t going to use it, and Bill agreed that it would probably be alright to have a go at the first course anyway, and ambled over and opened his lunch pail all set to start off with a couple of triple deckers, and horror of horrors, Mother Hubbard’s cupboard was a Jackson Day banquet compared to the barrenness of that lunchless pail. We can well imagine the re-action, but since Harry couldn’t be reached by telephone he was blissfully unaware of the shortwave messages beamed in his direction, and by the time they met again, William was so pleased with the improvement of his figure that he forgave everything and they are living happily ever after. P.S. (Bill leaves his lunch outside now until Harry leaves the building).

We haven’t anything on Ernie Cook but will see if can’t get the goods on him soon. That doesn’t mean he hasn’t been up to something, we just haven’t been alert to the opportunity.
Santa Claus has come and gone.
Left us a pair of red striped pajamas
size D and a new casting reel. The
latter calls for another outburst so
you can stop here if you have had enough.
Mom was getting ready to start the Christ-
mas shopping list, this for him and that
for her, including grandkids, which are
growing more numerous now that the Okla-
ahoma branch has gone into peace time pro-
duction, and we were giving our assis-
tance, such as totalling up the bad news
etc. and somehow we managed to get it on
record that the matter of "our present"
had been taken care of, in fact had al-
ready been ordered from the catalog.
"Ordered what?" is Mom's snappy take-off
(no dilly dallying, that gal, right to
the point) "Well, Mom, you see its like
this" (we know we are over a barrel and
had better make this good) "we knew you
would want to give us something we
really wanted and needed so thought we
would save you the trouble, etc. so we
went ahead and ordered it". "Yes I got
that part of it, but what is it that I'm
presenting you with, if its alright for
me to know", queries Mom. "A new Shakes-
peare casting reel" we retort and con-
tinue hastily while we have the floor.
"See it says right here in the catalog,
positively anti-bashback, automatic
thumping, jewelled bearings, precision
built just like a watch, tuned to the
fish's sense of hearing, they'll fairly
leap out of the water to get caught when
they hear the "zing of those gears".
It's a wonderful Christmas present and I
sure thank you very much for it". "Oh
yeah" says Mom, "I'll bet you have no
less than two reels for every fish you've
caught in the last two seasons, which on
second thought wouldn't be so terribly
many reels at that, but what's this guy
Shakespeare doing making fishing reels,
I thought he was writing stuff like the
Colonels lady and Judi O'Grady are sis-
ters to Gunga Din or something". "Hold
it Mom", we break in "That wasn't Shake-
peare who said Gunga Din was a better
man than Kipling, it was the Crady'd
Lady, Oh heck, you've got me all mixed
up now. But anyway this isn't that
Shakespeare. His name was Will and I
don't know this one's first name but his
name on fishing tackle is like Stradiv-
whatskay on a violin. It isn't that I
can't catch fish with that Bingo Bar-
gain 1920 reel, but how much greater
the thrill of catching them with a
Shakespeare 1947, the joy and satisfac-
tion of owning fine things, the real
McCoy in other words" we lay it on
thickly, but stealing a cautious look
to see how we're doing we see a gleam
in Mom's eyes that tells us we've over-
done it sure as shooting. "Ummm, yes
I think you're right" muses Mom, "per-
haps we should be less practical and
give more thought to the finer things
and you know what? We can do a pretty
good job of shoveling in the groceries
with that old set of "Murphy's Hard-
wares 1915" silverware but just think
how much more thrilling it would be to
do the job with some Holmes & Edwards
or 1847 Rogers". xxvzzscsdcaxxx. (de-
notes quick change of subject and
THE END.

(AC) Cowen

PORTLAND OFFICE

Johnny Creed has returned from his
vacation in Louisiana looking fine and
feeling kaller and hearty. We would
judge by his enthusiasm that he had a
thoroughly good time. We heard, in a
round about way, that he was recipient
of a telegram while he was away, advis-
ing him that he had but a few days left
of his vacation. In his usually tact-
ful and thoughtful manner, he replied
to the telegram and what he said in that
message was sufficient to placate those
who reminded him that his vacation
time was running out.

Mrs. Hart left for an extended
visit with friends and relatives in
Texas on January 20th. According to
present plans, Mr. Hart hopes to join
her "Deep in the heart of Texas" some-
time in March.

A very novel surprise sprang forth
in the office about a week ago in the
form of a goodfellowship luncheon.
Where the idea originated from, we do
not know, but we suspect it came from
those who just love to eat. A couple
of large potfuls of beans, prepared by Mrs. Wilkins, were donated to the luncheon. Neills Johnson brought rhubarb and apple pies, which were cooked by Neills' Mother. Jeannette tried her hand at a little home-cooking and brought an apple pie. Other viands were brought in by several of the girls and on this certain nookday, a bountiful and appetizing spread was set before a group of twenty in the Conference Room. Several made the remark that it was an amazing thing, the enormous appetites that some of the fair ladies have. (Girls, how do you do it and stay so thin?) We also feel obligated to report that Barbara Parsons emerged the champion bean eater. We are afraid that this is going to make Tom Beatty jealous. Be careful, Barbara, we are going to take your picture gobbling an enormous plate of beans.

We feel very pleased to report that after Mr. Schultz's extended confinement to the Mercy Hospital with a broken ankle he is now back at the Hotel Lafayette where he and Mrs. Schultz are staying for the winter months. He expects to return to the office during the latter part of February and we will all certainly be very happy to see him back in our midst, once more.

Mr. Schultz, as a member of the Rotary International, has taken considerable interest in the work of that organization. The Rotary asked him to take charge of a collection of food, clothing and bedding to be shipped to France on a trawler. The ship at the present time, is being outfitted at the Bath Iron Works and when completed, it will dock in Portland Harbor for loading of the supplies of food and clothing. The Rotary hopes to get together 50 tons of material to ship on this trawler. The destination of the ship is Nantes, France where all of the materials will be distributed among the French fishermen and their families. Due to Mr. Schultz's absence from the office, Mr. Hart has been in charge of collecting food and clothing for the Maine Rotary Friendship Ship. Collections are being made all the way from South Portland to West Burke and judging from the response, the Port-

land Pipe Line's contribution will make up very generous amounts towards the goal of 50 tons. The material from the line is going to be transported to Portland in one of the Company trucks, and judging from the way the stuff is piling up, it may take more than one load. There have also been some very generous contributions from around the office and from the South Portland group. Everyone can be assured that their contribution will be gratefully received by the Rotary and will serve as a definite aid to those citizens in France who need this help.

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THE OFFICE CHATTER BOX

Lo and Behold!! The editors found on their desk, one cold morning, some spicy little articles under the label of "Chatter Box." Thus a new column is born. We welcome all contributions to the "Chatter Box" as we think it is a splendid idea.

The particular thing we noticed about the articles was the human interest yarns that were spun thru most of them. Since we all like to read about our friends and fellow workers, this column bids fair to be of considerable interest to all. May we say that our anonymous contributor has earned himself a rightful place on the staff of the PIPELINER and we hope to see more yarns and "secrets" about our fellow workers, each month. Incidentally, we know who this anonymous writer is but she or he prefers to remain in the background for the present until a suitable nom de plume has been chosen for this famous writer.

CHATTER BOX

Who, in the office, thought that by this time they would have a number instead of a name? There is such a thing as "poetic license" but you can't use that to drive a car.

**
Attention Stenographers! Read and Act!

It has been rumored there is a new type of shorthand. In a radio program, recently, a stenographer didn't know the outlines of "we lost the case" so wrote instead the outlines for "twelve bottles missing". People may call her dumb, but it's what I call fast thinking.

Well, it has finally happened! The "New Look" has invaded the office. At last count, the men were one-half "for" and one-half "against". We hear the girls really like the new (old) style, so you'd better get used to it -- they'll wear it anyway.

(Ed's. Note) When you come right down to it, it probably is not the "New Look" styles the men object to but rather what it is going to cost them to finance milady's wardrobe -- the married men, of course!

Understand Eddie Dunn offended one of the young ladies of the office one evening on the trip up town. With his car loaded to capacity, Eddie went chugging along when he approached High Street and said, "Oh, well, we'll drop half the load here," on which remark --4-4-2-2-alighted.

That old saying "Never mention a woman's age to her" has certainly been disproved -- at least at the Portland office. The girls here still celebrate their birthdays and the last to celebrate were Jeannette Orr and Barbara Parsons. They were recently entertained by the young ladies of the office at the Columbia Hotel. They say a person is only as old as he feels, so we're glad to see they're still counting them.

(Ed's. Note) How old are they now? Well, you ask them and they will let you know whether or not you have asked the $64 question.

If it's interesting experiences you are seeking, we suggest you travel with Mel Hamblet on his afternoon trips to town. Mel was visiting one of the local establishments, the other day, and heard a voice behind him say in a very authoritative manner: "May I have your attention, please!?" and seemingly to no one in particular. "The Voice" continued somewhat as follows: "I think we should all give a cheer for Mr. W.... as a token of our appreciation", whereupon he continued, "All right now, Mr. W.... the long way". All this aroused the curiosity of the President of the concern who walked up to "The Voice" and started talking to him, but to no avail -- he paid absolutely no attention to him but continued on to sing a song to Mr. W., which was popular twenty years back. Mel finally decided the gentleman must have been a school cheerleader some years back and just decided to find out if he was still in the groove.

Most people are willing to cooperate with the forces for law and order but not so Mr. E. K.B. ! Mr. B. antagonizes these good men and some day we expect to see his picture in the Post Office with nothing to identify it but a number. He is off to a good start, anyway, and inasmuch as most people start out at the bottom and work up, parking overtime and having to pay a fine is as good a way to start as any.

Mr. Hart has earned a new nom de plume for himself -- he shall now be known as alias "The Whisker" (and not because he needs a shave). During a recent clothing drive, we discovered it unsafe to leave our coats and hats in his sight. One gentleman found this out the hard way. He left his hat and coat on the bench in the hall and when he returned they were gone -- Mr. Hart had come along in the meantime and whisked them away for the clothing drive. Like all big "operators" he had an accomplice in the act. Mr. Hart, "the big boss" had the power of suggestion and his "helper" being a "second-story man", did the job. Luckily, justice triumphed and the coat and hat were returned. All kidding aside, now, Mr. Hart really did a wonderful job of collecting food and clothing to be sent to France.

RECEIVED FEB 5, 1943
PERSONNEL AND
LABOUR RELATIONS