INTRODUCING

CANADA

The past, present and future of the Portland Pipe Line is tied in with the economic life of our good friend and neighbor to our North — the Dominion of Canada.

Canada is on its way to take its place among the greatest nations in the world’s history. Most of us are so busy with our own way of life that perhaps we have never stopped to learn more about our neighboring nation on which our future so much depends.

The popular notion that exists is that Canada is primarily a fisherman’s and hunter’s paradise — a beautiful spot to visit and vacation in.

In reality, Canada means much more than this in spite of the fact that it has many

PORTLAND

BLOOD BANK

STARTED

36 Portland and South Portland Pipe Line employees have signed up as donors to the Company’s first blood bank group which is conducted by the Maine General Hospital.

That this bank will prove its worth to our employees has already been demonstrated. A daughter of one of our fellow employees has been confined to the Maine General Hospital where she underwent a leg operation. A transfusion was necessary and the blood bank was called upon to provide the required blood.

To date 7 donors have been called upon to bring the bank up to its standing quota which is 6 pints. For each pint that is withdrawn for a transfusion a donor is called upon to furnish a pint of blood to maintain the quota.

1950 OFF TO A GOOD START

1950 — that celebrated mid-century mark — finds the Portland Pipe Line starting off on the right foot in improvements, construction and operations. If January is setting the pace for the balance of the year it looks very encouraging indeed.

OPERATIONS

During January, our pumps were working every day to chalk up a throughput average of 69,276 barrels per day. It shows every man was on his job. Hats off to the station crews and the dispatcher's office, 2,147,566 barrels of oil were delivered to our four customers in Montreal during January and let it be said that this is pretty good, for a winter month.

IMPROVEMENTS

It can be honestly said
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THE OIL PIPE LINE INDUSTRY

Elsewhere on these pages — under the New Hampshire Cracker Barrel — there appears an article about how oil pipe lines got their start in 1875. That is exactly 75 years ago. It is particularly fitting at this time that the 75th anniversary of this giant industry be recognized by a few words of comment. Probably few of us really know how big the pipe line industry actually is and what an impact it exerts on the national economy of U.S. and Canada. Just to illustrate this point, we have gathered some statistics from the 1949 National Pipe Line Register which show that there are approximately 315,000 miles of pipe lines in operation in this country and Canada. The pipe lines are divided up into the following types:

- Crude Oil Lines - 115,349 miles
- Products Lines - 20,665 miles
- Natural Gas Lines - 178,775 miles

These pipe line networks spread out over nearly every state in the Union and Province in Canada. Some pipe lines spread across half of the U.S. under one system, for instance Texas to New Jersey. Supplying natural gas for the industrial east covering a span of over 2500 miles.

Pipe line systems have been so woven into the industrial pattern of our national economy that progress would cease without them. Their pay rolls and investments in properties and equipment are tremendous. When we stop to think of our own new project that is starting this year, costing in the vicinity of $15,000,000, what must be the total value of all pipe lines in the U.S. and Canada covering 315,000 miles of lines. Aside from the mileage it is interesting to note that there are 256 pipe line companies operating in the U.S. and Canada. Our pipe line company owns and operates 22,602 miles of crude oil lines, 19 companies operate over 1000 miles of crude oil lines, and if the products lines and gas lines having over 1,000 miles were added to this list there would be many more. The smallest crude oil pipe line company owns and operates 7 miles of 8" line in Kansas.

It is very appropriate that the Portland-Montreal Pipe Line System should be embarking on a major expansion project on the 75th anniversary of this thriving industry.

Hats off to more pipe lines! May they be bigger and better in the next 75 years.

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PORTLAND BLOOD BANK STARTED

(Continued from page 1)

In order to establish the order in which the donors are called on the name of each volunteer was placed in a box and drawn out by Frank Ivers, Lee Wescott and Ken Blanchard and the names set down in the order of drawing. The administration of the blood bank is under the jurisdiction of a committee consisting of Frank Ivers, Gil Cuckley, Lee Wescott and Ken Blanchard, who acts as chairman. Blood is available to all Portland and South Portland employees and their families as required. The committee is delegated to rule on who shall consist of "immediate family", based on a suggested formula outlined by the Maine General Hospital. No withdrawals from the bank are made by the hospital without permission of the committee chairman or committee members. The Chairman consults the committee members on any unusual cases or problems involving the use of the blood bank. Each member of the committee is furnished with the rules and regulations as to the proper conduct of the bank as prescribed by the hospit-
al. This information is available to all employees through the committee members.

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1950 OFF TO A GOOD START
(continued from Page 1)

that "We won't know the office in another month". Mr. Cole's painters have descended on us en masse to give the entire office space (excepting the recent addition) a good renovating. All ceilings are being whitened. With the first office, where Lear Holmes, Anne Scanlon, Katherine Brown and Lee Wescott work, being used as a guinea pig for color selections, a soft pastel shade of green was applied and everyone fell in love with the selection. So green is the unanimous choice for all the offices. The paint job is expected to be completed by the end of February.

December 30th was "M" day for Ray Henry's engineers. The new section of the office was completed before Christmas in time for the Christmas Party, but it took a week to finish up the odds and ends. The drafting and engineering staff is now happily situated in a nice cheerful, brightly lighted office, which is conducive to good fellowship and lots of work. "Judge" Wilkins has finally been situated, permanently he hopes, in this room too, surrounded by his desk, files and a bookcase, all befitting a so-called "Judge".

CONSTRUCTION

The very first phases of the new line construction have been started and singularly enough one is completed! The new pump and station foundations at South Portland constructed by Sam Aceto have been finished. The mild weather in December and January was very helpful in speeding up this project. The Lucas Tree Company has been awarded the contract for clearing the right-of-way of section 2, Randolph-Gorham, N. H. town line to the Canadian border. Work on this was started during January and it is expected to be completed well ahead of the actual laying of the line.

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INTRODUCING CANADA
(continued from page 1)

good recreational areas. Perhaps most of us do not realize that Canada is a great agricultural and industrial nation and is growing in these respects all the time.

We think that all of our fellow employees would be interested in knowing more about Canada - its background and why it has before it a great future. All of us should have a profound interest in Canada's future since we, in a way, are fortunate to participate in the growth that this nation has before it.

For a comprehensive series of articles on Canada we are indebted to William B. Gay, Vice President and Controller of the International Harvester Company of Canada, Ltd. who first presented the material facts of the following in "The Controller" magazine of the Controller's Institute of America.

The border between the United States and Canada is the longest international border in the world. It is the only important national border which is entirely unfortified. Nearly 150 years of peace stands as a monument to the understanding, tolerance and plain common sense of the people of the two great nations. It is essential not only to the welfare of our own two countries, but to the peace of the entire world that this condition continue, and our best guarantee of that is that we each have a full knowledge and understanding of the other's problems.

Canada is an old country. Quebec was founded in 1608, and Canada remained a French Colony for nearly a century and a half after. In 1759, the British captured Quebec and by the Peace of Paris in 1763 the whole of New France was ceded to Great Britain. At that time, the French Canadians were not overjoyed but by the Quebec Act of 1774, under which these French Canadians still retained their own church, laws and language, they became reconciled to British rule and cooperated in repelling the American attempts to conquer Canada dur-
ing the American Revolution and again during the War of 1812. Fear of absor-
tion or domination by the power of the
United States has been one of the import-
ant elements in Canadian national pol-
icy since that time.

For the next century the various
provinces of Canada were separate colo-
nies of England.

Before the Civil War in the United
States there was tariff reciprocity be-
tween the two countries, but this was
ended by the United States in 1866 and
following the war there was renewed fear
of annexation. Shortly ..., decisions
were made to establish a political union
of the various British colonies in Cana-
da and to tie them together from the
east to the west by a railway line. Fed-
eration was established by the British
North American Act passed in the British
Parliament on July 1, 1867. In 1886 the
Canadian Pacific Railway was finally
completed, and even since that time has
been one of the principal unifying
forces in the Dominion. It might be re-
ferred to as being the economic offset
to what geographically would normally be
a north and south influence.

Canada is a large country. Some 20
per cent bigger in square miles than the
United States. It has the largest rail-
way system in the world -- the Canadian
Pacific, which is privately owned, and
the Canadian National, which is publicly
owned. These are the only complete
transcontinental systems in North Amer-
ica. Between the two, they operate ap-
proximately 42,000 miles of railroad and
represent an investment of better than
four billion dollars.

In 1931 the Statute of Westminster
gave to Canada and the other British Do-
minion practical independence of legis-
lative control by the British Parliament.

In the fall of 1949 judicial changes
took place giving Canada a Supreme Court
having the same powers as our own high-
est court. Prior to this, legal decisions
for Canadians could be taken to the
Privy Council in London for final judi-
cial rulings. This is one more step in
establishing Canada's independence. The
granting of legislative independence
probably strengthened rather than weak-
ened the ties with the Mother Country.

At the same time, Canada's great ac-
ccomplishments in World War II have been
made possible only by the closest coop-
eration and economic integration with
the United States. Canada is in a posi-
tion in which she could not abandon her
ties with either country without doing
herself great damage. It is, therefore,
of utmost importance to Canada that no
serious divergencies in policy shall de-
velop between the United States and
Britain and the influence of Canada will
always be exerted to prevent such diver-
gencies.

(To be continued next month.)
TERMINAL

Now that Santa and his "bag" have hibernated for another year, we can clear the decks for 1950 action in "Ye Olde PIPELINER," the action should be fast and furious, and news plentiful with the new line construction. It will bring us back to the days of 1941 when the Oklahoma Pipe Line contractors were racing up hill and down dale through northern New England and into Canada, installing our present line. We hope some of the old timers are still with O. P. L. (now Interstate) and return here this spring. They were a lively and energetic gang that made a great reputation for themselves both industrially and socially in these parts or diggins, back in 1941.

The tanker Finmark departed from the Terminal December 20th, leaving behind the ships mascot, a small brown dog named Dolly. She ignored the ship's departure warning whistle, preferring to romp and race around the tank firewalls with a group of local canines. Now being stranded in a foreign country for two weeks is usually a serious handicap. Unable to understand the English language and strange to our customs, proved no barrier to Dolly. Ole Brudevold and Martin Jensen spoke to her in Norwegian and must have told her to make herself at home here until her ship returned and that she did. Andy bought her a good supply of dog food and burgers and she was mistress of the Terminal for two weeks until the Finmark returned. She was a remarkably popular gal we all miss her and the broken hearted local dogs still come down the street with forlorn faces searching for dear old Dolly.

Thursday, December 22nd seemed more like the first day of Spring, when in reality it was the first official day of Winter. Sap ran in Maple Trees and flowers started to bloom. The mercury hit 60°, breaking a record of 51° established in 1902. Andy picked several pansies from the Terminal flower bed on that record breaking date.

Bill "Hop-Along" Seabury of Chas. Martin Company has set a new style in gaugers foot wear. A simple, or plain semi-western boot that takes the place
of rubbers, overshoes, rubber boots, and even socks, says Bill. From the approval given this boot by our gang, it appears that the rush to the boot makers will soon be on.

During the Christmas Party the Pipe Line Club held in 1948, the MC called on a couple of gents, named Harry and Frank as dinner speakers. Apparently this duo loused up the affair to such an extent that the MC's first announcement of the 1949 party was "there will be no after dinner speeches, Amen".

Capt. Per Hem of the tanker Finnmark happened to be near the Terminal gate when our pipeliners headed homeward after hooking up the Finnmark. Five pipeliners stepped into five smart looking private cars in the Terminal parking area and zipped out through the gate. Capt. Hem, who observed this movement closely, shook his head and laughingly said, "Joe Stalin should see that".

Paul Kennedy, future star of stage screen-radio and television, will play his accordion at City Hall, Portland, Maine on February 19th, when a concert given by the outstanding accordianists of the State will be held.

During the year 1949, the Terminal handled 213 tankers without a hitch. All departments both inside and outside the Corporation worked together smoothly, and with an understanding of the other fellows problems. To the U.S. Quarantine Service, U.S. Customs, U.S. Immigration Service, South Portland Police and Fire Departments, Saybolt Co., Chas. Martin Co., Portland Pilots, Central Wharf Tow Boat Co., and others involved, the Pipe Line says thanks for your co-operation and we look forward to many more years of friendly business with you all. The 213 tankers that discharged here, if placed end to end, or how to stern, in nautical terms, would stretch for a distance of approximately 20 miles.

Frank (Emergency) Hunt, Jr. carries a towing bar in the trunk of his car, not for his personal use says Frank, but for the poor unfortunate fellow workers who have fair weather cars that refuse to start on frosty mornings. Wonder who he refers to?

Bill Faulk is still gnawing away on that 165 lb. buck he shot at Casco last November. Mighty tender stuff, says Bill.

Capt. Jens Kragholm is back on the Pipe Line run after a long vacation in Norway. He is in command of the Alea, the tanker he piloted with great success all during the late war. Welcome back Captain.

Don "Saybolt" Jensen was host New Year's Eve at a "Pop Corn Ball" held at the Jensen homestead. Several members of the Pipe Line attended the affair and enjoyed themselves thoroughly.

Benny "Sunset" Norton refuses to make a statement for publication this month. You are excused Benny, we know that you have been ankle deep in housework the past month. When is the grand opening and will door prizes be awarded.

R. J. MCKAIG SWEEP INTO OFFICE:
Following one of Mildred and Martin Jensen's famous ham dinners at Danish Hall Portland, Maine, January 11th, the Pipe Line Club members, thirty-five in attendance, settled down to the serious task of electing officers for the year 1950. Robert McKaig was elected to the office of President. The newly elected president used his newly acquired power to cast a veto against a motion that a Presidential Advisory and Fact Finding Board be elected. Other members elected to office were; Dick Bruns - Vice President and Secretary, Eddie Dunn - Treasurer, Bill Spear, Leo Sampson and Harry Corrigan - Entertainment Committee.

Our retiring President Lee Wescott was given a standing vote of thanks and applause for the fine job he did the past year in drafting a new set of by-laws. The meeting was followed by games led by Frank Wagner and Martin Jensen. Lights out at midnight.

Several members of the Terminal crew swear by the new anti-histamine
drug, others swear at it. Will any of our readers who have benefited by this new wonder drug please raise your right hands to be counted.

Has any one seen "Rudolph The Red-Nosed Granger" since Christmas?

South Portland list of eligible bachelors was pared down considerably in 1949. This year we lead off with our selection of available and expendable fellow workers, who are fair game and bait in the matrimonial field. Heading the list due to seniority in the single men's class, is none other than Gilbert "The People's Choice" Cuskey. Completing the list we present to you the following well known celebrities, Les Carter, Jr., Victor Ward and Frank Foss.

Yingle! Yingle! Do I hear wedding chimes in the offing?

Chet Rowe of Raymond Station who was a patient at a Portland hospital the week of January 8th was visited by many friends from the Tank Farm and Terminal. We hear that some of the boys did such a good job of cheering up Chet with stories of the hunting season, etc., that Chet had to request them to leave the room before he broke his stitches from laughing.

Arthur L. Cote had the recent honor of being the first volunteer to be tapped for a pint of blood for deposit in the "Portland Pipe Line Blood Bank".

David Ivers and sister Margaret, along with many other children of the community were recently visited by "Old Man Mumps".

We extend sincere congratulations to Red Perham for his fine article "The Christmas Spirit", that appeared in our last issue.

The year 1950 commences as did 1949, with Andy, our sea-going dock foreman, still looking for a rent in South Portland.

Only a few paragraphs ago, I classified Frank Foss as an eligible bache- lor, but that was yesterday. Today's paper carries an announcement of his engagement to Norma Mae Davis, a cute little lass from South Portland. That pare's our list of eligibles down to a mere three.

We have ten veterans working for the Portland Pipe Line in South Portland and all ten are watching the mail box very closely these days for that G. I. insurance dividend check to show up.

Honest George Flavin entered the Maine General Hospital January 17th for a surgical operation. We all wish him a speedy recovery and hope to see him back on the job again shortly.

The boys are leaving the single men's division so fast that I'm having trouble keeping tabs on them. Vic Ward of Lab fame took the plunge on the 21. Vic was wedded to Miss Sue Davis of South Portland. Happy sailing to you newly weds from all of us. Our list of eligibles is now shaved to a duo. One member of this duo, Les "Nature Boy" Carter, has a wild gleam in his eye of late. Could he have matrimony in mind?

Regardless of the losses suffered in 1949 by the non-profit Ticket Agency of Chas. Martin Co., business as usual will continue through 1950. A certain client who dead-headed his way during 1949 will be dropped from the eligible list.

Here's hoping that all you wage earners are prepared to graciously receive that be-whiskered old fellow with the boarding-house reach and the bottomless sack, who will be a-calling on us with his usual regularity on or before March 15th, to scrape up any crumbs that his helpers over-looked during the fiscal year.

Jimmie Lunn hereby announces his candidacy for office to the Planning Board of "The Hotel Gilbert Enterprises". His campaign manager has not been selected to date.

Art Cote entered the Marine Hospital, Portland, Maine on January 17th.
Hope you are up and at 'em soon Art.

So long for now, and how is your coal holding out?

Frank Ivers.

TANK FARM

The Annual Christmas Party held on December 14th was a highly successful affair. Guests of the main office included Mr. and Mrs. Schultz, and Mr. and Mrs. Champlin. Other guests included Mr. William Seabury of the Chas. Martin Co. Supervisors of the Tank Farm and Terminal included Mr. and Mrs. L. Fennel, Mr. and Mrs. H. L. Phillips, Mr. and Mrs. G. R. Flavin, Mr. and Mrs. C. A. Andrews. The majority of the members of the Portland Pipe Line Club members and their wives showed to the occasion.

A fine chicken dinner followed by floor show after which dancing was held until midnight. Although the L.A. glee club was unable to perform much comment was given about the performance of the South Portland Pipeliners chorus which carol-ed and chortl-ed-d-d-d.

P.S. Does anyone connected with this affair know why a punch-bowl is called a PUNCH-BOWL?

Sickness of one kind or another has cut a mighty swath at the Tank Farm the past week. George Flavin has entered the hospital for an operation. Arthur L. Cote is in the hospital for observation and rest. Best wishes for an early recovery are voiced by all.

"Whitey" has come forth with a nice looking Post war Ford. When asking "Whitey" as to how he liked his new purchase his only comment was, "It runs".

Sam, the Used Car Man, has been mighty busy and just concluded the sale of a pre war bus well preserved Chevrolet to John J. Rafferty. There seems to be some competition Boland vs Treferthan.

Only six of us at South Portland are without the blessedness of having within our possession one of them new fangled critters called a horseless carriage. Benard MacFaddens way to health is by walking. Frankly though, I hardly think I could find one among us who is a true believer. There is a general sign of weakening among the "silent six" soon without doubt there will be six new "men of Hut and Put variety".

Vic Ward took the Big Step this past week end and has to his credit a beautiful new bride and a new home. Congratulations to both of you and long life and happiness is the wish from all the gang.

A business meeting of the Portland Pipe Line Club was held in the Danish Hall preceded by a real fancy "Ham and Spinach" dinner. Bob McKaig was elected as President of the P.P.L.C. for the new year. Much satisfaction was expressed at the way the committee handled the activities for the preceding year. The meeting was followed by a few quiet, games of cribbage and round table discussions.

D. C. Emery

NO. WATERFORD

Mr. and Mrs. R. B. Lewis, Jr. moved from North Waterford to Gorham, January 3rd. Bob, we will be looking forward to seeing you and Lucia around North Waterford often. Bob has been here since the station began operations and seems like part of the North Waterford equipment.

Mr. and Mrs. W. A. Smith moved into a North Waterford Cottage, January 3rd. Bill will be our Chief Operator and we know he is an able Chief as he has been here before in the same capacity. We think Bill and Mrs. Smith enjoy their new home and we know the station families enjoy having them here as neighbors.

Mrs. Stearns and Mrs. Hutchison have joined P. T. A. and are attending meetings regularly.

Summer-like weather left us January
9th. We are looking forward now to some heavy snow and extremely cold weather the rest of the winter season.

Mrs. George Wentworth was given a baby shower in the home of Mrs. Murray Ring, January 16th. Mrs. Stearns, Mrs. Hutchison and 17 others attended. There were many nice presents.

George Dustin of the Hutchison family and Miss Helen Appleby of West Paris Maine were married January 14th, at the home of the bride's parents. They will make their home in Norway.

Bill Sawyer and Bob Henderson were out on wire trouble January 15th due to high winds. Bill, Bob, and Leo Garneau (by the way, we haven't introduced Leo, our hard working pipeliner from Gorham, N.H.) expect to have everything cleaned up by January 25th.

Mr. and Mrs. Bill Smith motored to Portland, January 14th.

Walter Simmons and Bill Sawyer seem to be gaining some "respect" for the old mud hole "College Swamp". Gentlemen, their respect is such that it shouldn't be mentioned in their presence, especially in stormy weather.

We are sorry to hear John E. Barber is ill and expecting an operation. John we sincerely wish you to be fully recovered before this news is out.

Your reporter is sorry about the December North Waterford news being too late to get in the PIPELINER but maybe the Editors still have it kicking around and will publish it this month.

Mr. and Mrs. Red Perham have received word from Colby College that their son Sidney was a member of the debating team representing Colby College in the Colby-Maine Inter-Collegiate Debate. Also during the same week he was awarded second prize money in the Forest Goodwin Speaking Contest at Colby.

Red Perham has seven children in West Paris school, two sons in college and Red himself is a member of the Paris School Board. There is always a "kettle on to boil" at the Perham farm in the educational and sports line.

Bob Hicks suffered a birthday January 17th, he was 45 years young. Mrs. Hicks presented him with a nice cake but Bob didn't say if she presented 45 licks which is usual on a birthday.

Fred Stearns while working in his orchard, which is surrounded by a fence 7 feet high, topped with barbed wire, spotted two doe. He said they took off fast and one of them climbed over the fence by putting her feet on the wires just as a man would do (What a nice shot and no gun) The other deer couldn't be found. Wonder what the State will do about fence climbing deer?

Red Perham says no wonder the deer climbed the fence, they were doe's and easily excited.

Mr. and Mrs. W. A. Smith and Mr. and Mrs. R. B. Lewis enjoyed a nice dinner, January 3rd at the home of the Stearns'.

(November News)

Fred and Elinor Stearns had their 3 young children sick the first part of December. They were attended by Dr. McCormack of Norway.

Bill Sawyer enjoyed a two weeks vacation which began December 8th.

Our friend "Peanuts" LaFontaine, from Casco, served as relief Yardman-Operator during December.

To our friend Bill Smith, we are going to like seeing you around Bill and don't let this Waterford crew teach you any bad habits.

Fred Stearns is in the market for life insurance but told the salesman he wouldn't be interested until March. The salesman said he had rather insure Fred now, because there was no guarantee he would be alive in March, and he would hate to lose the sale.

Dee C. Hutchison
GORHAM

The first month of a New Year should find me with a lot of enthusiasm for gathering news and gossip, but I guess it must have been the cold, windy weather that kept me close to my own fireside, and growing lax on the reporting job.

I have tried my luck at ice fishing several times and so far my luck has been with me.

Leo Garneau is at work with the Maintenance Crew during the absence of Mr. LaBounty.

Bruno LaBounty returned home from the St. Louis Hospital, Berlin, recently where he had been receiving treatment.

Everyone here extends congratulations to Jesse Miles on his promotion to General Superintendent of Construction of the new line. However, we are going to miss Mr. and Mrs. Miles at our Station.

Mrs. William White entertained at a stork shower honoring Mrs. Bud Cormier. A social evening was enjoyed and Mrs. Cormier was presented with gifts from the twelve guests.

Mr. Jesse Miles and Mr. Lawrence Fennel were visitors here on January 19.

We wish to welcome Mr. and Mrs. R. B. Lewis, Jr. to our station and we hope they will like it here. Perhaps the White Mountain scenery will compensate in a small way for the excellent hunting and fishing they have left at Waterford.

Mr. and Mrs. J. O. Barber were in White River Junction, Vermont, several weeks ago to visit their son, John, who remains a patient at the Veterans’ Hospital there.

Tony Pugliese

LANCASTER

It was lucky for me that I received some help in preparing the news for last month’s issue.

Hope everyone had as nice a Christmas and New Year’s as the Emerys did.

The Winter Carnival sponsored by the Kiwanis Club has been held. It included the Mushers Ball the first evening, which was New Year’s Eve. Sunday included figure skating and dog races. Monday, hockey and fancy skating in the evening the final wind up was the Coronation Ball. George Murphy was on several committees for the events.

Clara Emery has started the New Year right. She has been confined to her bed a couple of times since Christmas but is on the mend now.

Mrs. George Whittum underwent an operation at the Weeks’ Memorial Hospital on January 6th. Last reports were that she is coming along fine.

I don’t seem to have much news on the Glenn Smiths. I do know that Mrs. Smith is busy this winter as secretary of our local P.T.A. and is doing a fine job.

On December 27th, Billie Hickey played basketball in the Boston Arena when Lancaster played Norway, Maine.

Thelma Murphy has left her duties at the Lancaster Diner for the reason she had the misfortune to be involved in an accident recently. Their car was damaged quite a bit but luckily no one seriously hurt.

George Whittum has installed a new oil burner in his furnace, that’s the reason Lancaster and surrounding community haven’t had much snow this Winter.

Recent callers at the Emerys have been John and Anna Lee Barber and Clara Emery’s sister and husband, Mr. and Mrs. Everett Wallace of Hollis, Maine.

George Champlin and son paid us a short call recently on their way home from Canada. Call often we are glad to see you any time.
John and Lil Baker entertained Mr. and Mrs. Leigh Bacon of Jefferson and Mr. and Mrs. Gaylor Gibson of Lancaster.

Mr. and Mrs. Glenn Smith and Mr. and Mrs. Ed Hickey attended the basketball game at Gorham recently.

Herman L. Emery

HIGHWATER

The recent Christmas holidays brought its usual pleasant activity to our station in the form of out-of-town visitors: Mrs. Jos. Sirdewan, of Toronto, visiting at the Sirdewans for a few weeks; Capt. and Mrs. Jos. Colvin, of Montreal, who spent Christmas and New Year with the Crudens; Miss Norma Kingston and Mr. Don Hendry of Cornwall, Ontario, visitors at the Kavanaghs for Christmas; Mr. and Mrs. Bernard Montague, of Montreal, visiting with the Eldridges' and Mrs. Harry Clipston of Montreal, a New Year's guest at the Liots. The Irwins and the Liots, following the regular tradition spent the Christmas holidays with their respective families in Montreal, and the Provosts managed to get as far as Valleyfield for New Year. Indications on all sides were that it was a most enjoyable holiday.

Just too late for Christmas, but a most welcome New Year's gift, was the arrival of little Elizabeth Ann Sirdewan on January 3rd, 1950. We all extend our congratulations to the Sirdewans and are very happy that young Jim and Jack now have a baby sister within the family circle.

Mr. John Irwin, at present hospitalized in Montreal following an operation is progressing very favorably, we are glad to report and we are looking forward to having him back here with us soon. With the peaceful (?) life of the family around him, and the good Highwater air, we feel sure his period of convalescence will be both pleasant and speedy!

The unseasonably mild weather of December helped the cold germ to spread itself freely around those parts, among the victims being Ernie Hodgson, who narrowly missed pneumonia, and is only now getting back to normal. Jim and Jack Sirdewan also suffered from colds recently, but quickly recovered their usual health and spirits.

There was a marked absence of any New Year celebrations atop The Hill, owing to the fact that every available man was at work on #3 unit, which chose that particular time to break down. Messrs. Fennel and Lamb stayed right with us through this period and one and all were much too occupied with what was taking place in #3 engine room, to even sound off the siren marking the passing of 1949 and the entrance of 1950 - surely the first time on record that this custom has been broken.

J.P.C. and Ernie Hodgson managed to fit in a hasty trip to Toronto early in January - but it was so nasty that they couldn't answer any questions as to how things look up in the Queen City now, with subways being built, etc., etc., - said they hadn't had time to notice!

The extremely icy conditions of The Hill, and even of the road around the Station and Cottages, is a subject of concern to everyone these days - especially to those among us fortunate enough to have acquired 1949 model autos in the past few months; This includes Eldridges, Irwins, Crudens and Kavanaghs and there is no doubt that everyone who must navigate on the Hill would be delighted to see those big yawning ditches filled in with nice, soft, safe snow - carloads of it. And, since it is only early January at the time of writing, it is reasonable to expect that the aforementioned carloads of snow may descend on us any time. With that thought in mind, your reporter will now take leave of you, and prepare to hibernate along with the bears. (Yes, we actually have them - right down the back road!) We will take our next look into things about the time the hedgehog does in February.

J. P. Cruden

* * * * * * *
MONTREAL EAST

The office staff started their Christmas festivities by accepting Mr. Maclean’s invitation to a cocktail party at his home Friday afternoon, December 23. After devouring Mrs. Maclean’s delectable assortment of refreshments, everyone joined in carol singing and a very enjoyable time was had by all.

Christmas week Messrs. F.C. Schultz and C.D. Batchelder were visitors at the Terminal.

Jimmy Lunn favored us with a visit during the early part of the month.

We were pleased to have L. Fennel, accompanied by Mrs. Fennel, pay us a visit a week or so ago.

Graham George has been transferred to the Terminal from Highwater Station. We do say “Welcome to the Terminal, Graham” and hope you’ll enjoy working with us.

Sorry to hear that Johnny Irwin was on the sick list, but understand he is now on the road to recovery.

The Company Auditors are now with us. Mr. MacKenzie from Toronto representing the Shell Oil Company and Mr. Bear representing Imperial Oil Limited and hailing from the sunny south, Florida to be exact.

Our dream for a White Christmas will have to be carried over to 1950 I’m afraid and our theme changed to I Can Dream Can’t I as we have had so little snow this winter. Yours truly has managed to get in one afternoon of skiing and a few hours of skating and the situation is such that special prayer services have been held in ski resort towns in the Laurentians which have been hard hit by the lack of snow. Poor old Santa himself isn’t very popular with the kiddies who received skates, skis, sleighs and toboggans for Christmas. We still have February and March to go so let’s not give up hope.

Irene Juniper

PORTLAND OFFICE

The PIPELINDER is proud to announce the addition of two new little pipeliners to our office families. Wilson L. Abbott son of Mr. and Mrs. Frank Abbott, born January 21 weighed 7 lbs. 11-3/4 ozs. at birth. Patricia Ann McCarthy, daughter of Mr. and Mrs. F. Justin McCarthy born January 25 weighed 7 lbs. 5 ozs. at birth. In both families mother and baby are getting along fine and we are happy to report that the fathers came through the ordeal in fine shape.

We extend our deepest sympathy to Lear Holmes and her family in the loss of her father who passed away January 2. Mr. Clark had been ill for a short time and at the time of his death was in the Veteran’s Hospital at Topsham, Maine.

Marjorie, daughter of Carl Goodwin, has been confined to the Maine General Hospital for several days where she underwent an operation. Carl reports that she is getting along very well, although it is expected she will remain in the hospital for a couple of weeks more.

Doc Cassidy reports that Mrs. Cassidy has also been confined to the Maine General Hospital where she underwent an operation last week. Edie has been getting along very well and we are glad to hear that she is now at home once more.

We extend a warm and hearty welcome to Miss Katherine I. Brown, who has been added to our office stenographic staff. Miss Brown is handling secretarial duties for Mr. Champlin. She was formerly employed by the U. S. Army Civilian Service at Fort Williams in the Ordnance Dept. under the supervision of Captain H. C. Bacon. Prior to this assignment, which started in 1941, she worked in other divisions of the War Department and for 3 years she was employed by the State of Maine in the Old Age Assistance Bureau. Miss Brown is a graduate of Cathedral High School and attended Portland Evening Business School prior to her starting to work. We hope that you enjoy working with us Katherine and wish you success on your new assignment.
We have heard from the Harts several times over the Christmas holidays and the latest news from them reveals that they have sold their home in San Antonio and have moved to Kerrville, Texas, which is about an hour's drive from this famous city. All of Mr. and Mrs. Hart's friends on the Pipe Line might be interested to know that their address now is General Delivery, Kerrville, Texas.

We welcome Johnny Creed back to the office after he and Mrs. Creed enjoyed a winter vacation in Louisiana. Johnny and the Mrs. drove down and back in his new Buick and reported a pleasant trip both ways. Upon his return to the office, Johnny appeared as fit as a fiddle, which gave proof that a Louisiana winter vacation is beneficial to one's constitution where one has to endure the northern climes.

Although the 1949 Annual Office Christmas Party now is but a dim memory, everyone had such a good time it is worth mentioning. The committees may be assured that all of the hard work that they put in on decorating, preparing food and arranging program was well worth while. The new section of the office proved to be an excellent place in which to hold a party, since it afforded plenty of room for our accommodations. Around 100 persons attended the party.

Another new car sparkles daily in the office parking lot. The proud owner is Neil Starr. Neil and Mrs. Starr have been trying out different makes of new cars for awhile prior to making their purchase and it now appears as if the trusty Ford won the final decision.

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BRUISERS IN FIRST PLACE
FOR FIRST HALF OF BOWLING SEASON

For the second consecutive season, Tom Beatty's Bruisers have captured first place on the bowling line up for the season's first half. With this record behind them, the Bruisers now ought to be very famous in pipe line bowling history. They took the lead early in the season, and maintained it to the very end coming out far ahead of their nearest opponent the Weasels. We do not know whether the Bruisers are deserving of congratulations or not, in view of the fact that their winning streaks have become a habit, however, we are going to offer our compliments just the same. Following are the team standings for the first half:

<table>
<thead>
<tr>
<th>TEAM STANDINGS</th>
<th>Won</th>
<th>Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruins</td>
<td>34</td>
<td>10</td>
</tr>
<tr>
<td>Weasels</td>
<td>23</td>
<td>21</td>
</tr>
<tr>
<td>Hotshots</td>
<td>17</td>
<td>27</td>
</tr>
<tr>
<td>Spitballs</td>
<td>14</td>
<td>30</td>
</tr>
<tr>
<td>High Team Total</td>
<td>Bruisers</td>
<td>1323</td>
</tr>
<tr>
<td>High Team Single</td>
<td>Hotshots</td>
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<tr>
<td>High Single</td>
<td>T. Beatty</td>
<td>121</td>
</tr>
<tr>
<td>High 3 Strings</td>
<td>T. Beatty</td>
<td>340</td>
</tr>
</tbody>
</table>

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ANOTHER NEW HAMPShIRE CRACKER BARREL

Transporting crude oil in barrels from producing wells to railroad stations certainly had its shortcomings in the old days. A wagon loaded with newly made wooden barrels would maneuver to position at a well and loaded by means of buckets, or in some cases, by a swing pipe from a small storage tank. Then the bungs driven into place and the teamster was ready to start his bouncing trip to the station with the hard job yet to come. Transferring the heavy barrels from wagon to box car was no easy chore and if the barrels were loaded too full, quite often the seams would leak or worse still, a bung would pop out with a sickening thud that spelled trouble for all concerned.

As demand increased for this new product, that was fast bringing light to the country, the transportation problem became grave. The teamsters and coopers, though battling among themselves, were happy with conditions, but the producers saw the need for a better means. Without any doubt it was the mind of Earl
Pliner that conceived the first pipe line and saw this new brain child take form and progress to a workable reality. The railroads thought the idea great but not so with the teams and teams and teams and seeing their means of livelihood diminishing, took the recourse that man has taken from the beginning of time when his gravy train was being derailed: Battle!

The wheels of progress can seldom be greased with gravy, but when stirred until very thick and mixed with a generous proportion of ground mustard it makes a satisfactory plaster for bruised parts of the body. The portion was in great demand until Pliner got his hands under control, and very little trouble again developed from that quarter.

Our hero really came into his own a short time later, in 1875 to be exact. The Hostetter Pipe Line had been built about a year and the good Doctor had again enjoyed the wages of financial success that had the appearance of surpassing the patent medicine business. That is; until it became increasingly more difficult to pump oil through the line. After theories galore and no small amount of research, a section of the line was disconnected and found to be plugged with a heavy black substance of some kind. What to do? Where it came from and what it was, could wait. To get rid of it was the object of the moment. The line could be taken apart joint for joint and each piece swabbed out, but that would be a long and expensive procedure. And how about the customers? They had been promised a certain delivery which was behind schedule. A new line could be laid by a competitor and his customers taken away before the Doctor could complete his swabbing job. Competition was already too keen.

Mr. Hostetter called in our friend Earl for a consultation telling him all the details and concluding with a statement to the effect that he would probably revert to his former business of curing people of all their ills, extolling the virtues and remedial powers of the product that made him famous.

There were no text books to consult no old timers to ask for advice. No one had ever been faced with the problem before. Trial and error which is typical of an infant industry may require too much time and prove fatal only a stroke of genius and great daring could save the day. It was with unequalled courage that Pliner chose his course of action and was rewarded the next morning when he learned that a full stream was again running into Pittsburgh. The tanks were either full or running over and continued to flow for two weeks without starting the pump. What did Pliner do?

Remembering all the Doctor had said he waited for the cover of darkness, slipped down and poured a barrel of liquid into the line and closed the header gate. Hostetter's Stomach Bitters had stood the supreme test; it surely would work.

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THREE SUPERVISORS AT TRAINING CENTER THIS MONTH

The Esso Training, a familiar and friendly spot for many of our Supervisors, is being visited by three of our supervisors this month. Bill Luebeck, Cecil Andrews and Jesse Miles packed their "old kit bags" and headed for Elizabeth, N.J. on January 29th. All three are attending The Basics of Supervision Course at the Center from January 30th to February 10th. The staff at the Training Center, headed by Lou Lerda and assisted by Frank DeBermond, Linc Holroyd and Dave Tyre, have made many friends among the Portland Pipe Line personnel who have already been to the Center, and each time one of our group salutes forth to this seat of learning they take with them the greetings from all of those who have been fortunate to come under the tutelage of Lou Lerda and his staff.

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A motorist and his wife had not spoken for miles. They'd gotten into a quarrel and neither would budge. Suddenly the man pointed at a mule in a pasture they were passing. "Relative of yours?" he asked. "Yes", the wife replied, "by marriage".