OUR COMPANY
PORTLAND ---- MONTREAL

Last month, we told you a little about the top band of the organization of the Portland-Montreal Pipe Line Companies--namely, our Boards of Directors. This month, we will go a little further into our Companies and talk about some of the folks we meet a little oftener.

Following the custom of every good business organization, our Companies have duly appointed officers who are responsible to our Boards of Directors for the successful operation of the business. Fortunately, due to the comparatively small size of our Companies, most of our officers have met many of our fellow workers. However, several of our newcomers and many of our families have not enjoyed this opportunity of getting acquainted with the officers. For this reason, we think it

GOVERNOR VISITS TERMINAL

Governor Horace Hildreth, our head man of the State of Maine, paid us a surprise visit on the afternoon of July 9th. The Governor's son, Horace, Jr., signed on as a crew member of the Tanker Nordahl Grieg, that was discharging cargo at our pier. The Nordahl Grieg is now skippered by Capt. Albert Karlsen, ex-chief officer of the Alar.

The Governor said that during his days as a youngster, he had sailed in a Swedish freighter as a crew member, and that the training and discipline were of the best, and, as his boy was interested in sea life, he also desired to make a few cruises, the same as his father had done in the years before him.

After visiting the ship, the Governor inspected the Terminal, Station and grounds, expressing

MAIN LINE SURVEY PROGRESSING

Work is nearly completed by the two survey crews, one headed by Mr. Edwin Parks, the other by Mr. Lee Wescott, on the U.S. section of the Portland-Montreal Pipe Line right-of-way to gather all pertinent information on the soil and ground characteristics required by the Interstate Commerce Commission for their records, and also to provide our company with this important information as an aid in our projected study of the second main line. These parties are also checking the actual location of the pipe line with respect to the right-of-way boundaries and securing information regarding the type of growth through which the line passes. At the present time, Mr. Parks' party has crossed the International Boundary and is working north toward Montreal from the Highwater Station. Mr. Wescott's party

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is appropriate to mention our officers here, giving also a little information about their careers.

Portland Pipe Line Corporation

President - Frederick C. Schultz

Home address: Windham Hill, Maine. Started with Standard Oil Company (New Jersey) in 1914 - Carter Oil Company, 1916. Worked in Mexico, 1917 to 1921, with E.J. Sadler of Standard Oil Company (New Jersey). Transferred to Bolivia, South America, 1921, with the Standard Oil Company of Bolivia, in charge of drilling and producing activities. In 1924, he was made manager of all producing activities of the Standard Oil Companies of Argentina and Bolivia. September, 1941, transferred to Portland Pipe Line Company where he became Vice President and General Manager. 1944, appointed President of this Company, succeeding W. R. Plimley. When the new Corporation was organized in April, 1946, Mr. Schultz was appointed President.

Vice President - Samuel E. Hart.

Home address: 230 Baxter Boulevard, Portland, Maine. Started with Samsball Oil Company in 1910. Went with Carter Oil Company in 1918 and in 1920, was transferred to Penn-Mex Fuel Company. On February 26, 1925, Mr. Hart was transferred to the Standard Oil Company (New Jersey) to join the Auditing staff. For next 16 years, he served in various foreign and domestic assignments which took him over a greater part of the world, covering South America, Europe, Mexico, and the United States. In September, 1941, transferred to Portland Pipe Line Company as Secretary-Treasurer. When the new Corporation was formed in April, 1946, Mr. Hart was appointed Vice President.

Secretary-Treasurer - Stuart E. Thoits.

Home address: 16 Forest Park, Portland, Maine. Mr. Thoits came with the Portland Pipe Line Company in September, 1941, after serving in various school-teaching, and U. S. Government Treasury Department assignments in Maine and Massachusetts, covering a span of 5 years. He started in the Portland Pipe Line Company accounting department in 1941 and received several promotions leading up to his present assignment which he took over on September 5, 1947. Mr. Thoits succeeded Mr. Place, the latter being transferred to the New York office of the Middle East Pipe Line Corporation in August, 1947.

(Editor's Note: Space does not permit us to complete the story of our officers, in this issue. In next month's issue, we will give our readers a resume of the officers of the Montreal Pipe Line Company, Limited.)

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GOVERNOR VISITS TERMINAL

(continued from page 1)

keen interest in the plant and its functions, inquiring about pumping rates, etc. The louvers around the manifold room was something that fascinated him. He asked all about this type of construction which is unusual in this part of the country.

While employed by the Central Maine Power Company, the Governor said he had done considerable negotiation work on pipe lines and, therefore, was very interested in them.

On bidding us, Good-bye, Governor Hildreth paid the Terminal a high compliment by saying we had a very neat and smart looking plant.

Call again, Governor. It was a pleasure to have you visit with us.

The last time we can recall a governor visiting our South Portland installations was in November, 1941, when Governor Summer Sewall was a guest in the official party at the opening ceremonies of the pipe line.

F. L. Ivers

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MAIN LINE SURVEY PROGRESSING
(continued from page 1)

is completing the section between the Presumpscot River in Westbrook and the South Portland Tank Farm. To aid these parties in their work, electrical line locators have been secured, and these have proven to be a great help, especially in the gravel and ledge sections of the line where probing operations are very difficult.

Approximately a month ago, our company was fortunate in securing the services of Mr. O. C. Mudd of the Shell Pipe Line Corporation, who is probably the leading authority in this Country on corrosion study. Mr. Mudd spent a week with members of our organization taking spot checks along the line from Portland to Montreal, and as a result, informed us that we would probably experience very little difficulty with corrosion through the mountainous sections, but that it is very probable that we will experience corrosion difficulties through the flat section of country south of Montreal, and also in the Montreal area. Following Mr. Mudd's visit, our company placed orders for a complete outfit of electrical corrosion survey equipment, most of which has now arrived. It was Mr. Mudd's suggestion that we conduct a complete corrosion survey of our entire system, and arrangements were made by him to send one of his division engineers, Mr. E. G. Mitchell, to head up this corrosion survey for us. Mr. Mitchell drove up from Houston, arriving in Portland on July 5, bringing with him additional instruments which we were unable to secure in time for this work. It was decided by the Company that Mr. Carlton Goodwin should accompany Mr. Mitchell during the period of this survey in order to assist Mr. Mitchell and carry on corrosion studies that might be required in the future. Several days were spent in Portland by these men getting together the necessary tools and equipment, and work was actually started from the Highwater Station toward Montreal on July 12th. The other members of this corrosion survey party are: Lawrence Fennell's son, Larry Fennell, Jr., and Mr. Theodore Atwood's son, Thomas W. W. Atwood. Both of these young men are taking engin-

eering courses in Maine universities and it is expected that this work will prove to be very worthy experience for them.

Mr. Mitchell's party will be following directly behind Mr. Edwin Parks' party, making use of the center-line stakes which are set out at 100-foot intervals directly over the pipe line. The work done by the corrosion party consists mainly in the taking of soil potential readings and soil resistance readings, which, when properly analyzed by an experienced corrosion engineer, furnish the necessary data to accurately locate potential corrosion points.

C. D. Batchelder

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PORTLAND-VENEZUELA-PORTLAND

In the March 1947 edition of the PIPELINER, there was an interesting article written by Frank Wegner, "One-Eye-Open Dream of Dock Pipelining". Some of you will recall, it was a story of a tanker ready to be docked at our modern dock and oil unloaded into our tanks. Here is a little article on what takes place after a ship is unloaded and leaves Portland, goes to sea, and arrives back in Portland.

The harbor pilot has just left the ship. The tugs are blowing three blows and the ship answers with three blows which signifies farewell. Then, the tanker proceeds slowly but through the harbor toward the Portland lightship which takes a little more than an hour. Here the rugged little pilot boat takes the coast pilot off. Then, full speed ahead in the engine room.

The first day at sea is kind of quiet, as most of the crew are resting after a hectic day or two ashore. The next day, you will see every man at his job. Decks are scrubbed and washed with sand, if it is a wooden deck, because in port a ship always gets dirty. Then, up come all hatch covers on the oil tanks for fresh air and to rid the tanks of gas fumes. If necessary, they will have to be cleaned.
out, but that is usually done further south where the water is warmer. Out come ship hammers, wire brushes, paint brushes and paint. You will see activity all over the ship. In the engine room you will see dirty oilers grinding valves, if it is a diesel ship, and working on other minor repair jobs.

There are one of each on watch: an oiler, fireman and engineer. Four hours on and eight off. On the bridge, two men are on watch: one at the lookout and one at the wheel. As the ship proceeds south, it will have new paint where needed, tanks will be cleaned, pipe lines will have to be looked over and necessary repairs made if leaks are discovered.

At night the crew takes it easy, except for those on watch. Some play cards, write letters, read books and magazines and others listen to their radios.

Off and on, you will strike bad weather and rough seas. Cape Hatteras is a bad place for the Portland tankers. Then, you have to fill in more ballast. Ballast is sea water and is put into the oil tanks. Sometimes the ship is almost loaded with ballast. When weather conditions become normal, then some of the ballast will be taken out a little bit every day as the ship proceeds south.

About five days after leaving Portland, the ship will pass Cuba. Here, it will cut in between Cuba and Haiti known as the Windward Strait. Other ships go through the Mona Passage which is between Hispaniola and Puerto Rico. It depends upon the current, etc. We are now in the Caribbean Sea. It is getting warmer every day and the boys in the engine room are consuming the biggest part of the icewater. We will also see them sneak up on deck to get cooled off in the nice cool trade wind that is always in the Caribbean. Going down you get it on the port side and coming back it is on the starboard side. The crew who have their cabins on the port side can have their portholes open and get a nice cool breeze at night, going down. The crew on starboard side have to close their portholes on the way back as the ship is loaded down and those choppy Caribbean waves are known to have soaked many a sailor trying to sneak some of the nice cool breeze. This breeze never changes direction.

After a couple of days, we are close to Puerto La Cruz, Venezuela. The first thing you will notice is that the seawater has changed to a dark brown color. It comes from a river in Venezuela that brings this muddy water out into the ocean. Then, you will see some high mountains. They aren't as high as the ones we have in New Hampshire, but they look high from a ship. In back of them is Puerto La Cruz. As soon as you can see Puerto La Cruz, all ballast pumping is stopped. They are just as strict about polluting the harbor as they are here in Portland. Soon the pilot boat comes out and not long after we are at the dock. It is the same restrictions as in the U.S.A. about health laws, immigration, etc. Nobody aboard before the yellow flag is down. Then, busy men from the dock come aboard to connect up the hoses. The rest of the ballast will be pumped ashore into a special pit for that purpose. The custom officers come aboard and do their duty of sealing up cigarettes, etc. If a ship has more cigarettes declared then they can produce, the Captain will run into a lot of trouble. Big fines have to be paid in Venezuela for things like that. At the gates, they have policemen armed with rifles. Often they search you for weapons before you go ashore.

Puerto La Cruz isn't a very large town and there isn't very much to do. The streets aren't like the ones we see here. They are mostly dirt and mud. The houses have straw roofs. Barcelona, which is a few miles away, is supposed to be a nice town, but one sailor out of a hundred ever gets that far. The ships don't stay in port long enough. They can load in seven to ten hours and then, out goes the ship. It is a very busy port. From Puerto La Cruz, we stop at Curacao for bunker oil. Some ships stop at St. Thomas Virgin Islands, for bunker. This trip we will go to Curacao.
We are still far out at sea. Probably, 150 miles east of Hatteras. Very often the ships meet bad weather, here. We are only a couple of days from Portland and it is getting cool as we hit the Labrador current that comes down from Canada. In the Portland to Venezuela run, they say it is one day between Winter and Summer. We will be heading in toward shore a few degrees. We might see Nantucket Lightship off Cape Cod, if it is a clear day.

The boys are getting their clothes in order: pants might need pressing, etc. Everyone aboard is getting ready for port. The Steward is busy figuring out how much provisions he will need. The Chief Mate is figuring out how much rope, paint or brushes he will need, besides figuring out his cargo, keeping track of his navigation and a dozen other things he has to do. A Chief Mate in this run certainly earns his money as he has so much bookkeeping to do and has such a short time to do it in. The crew in the engine room is getting ready for a cylinder job. Tools will be laid out and a spare piston will be fixed up with new rings ready to be put into the cylinder. Soon, the engine telegraph will ring "Stand By". You will see the oiler on watch running around getting the auxiliary machinery ready. He will turn all kinds of valves and in a little while, you will see pumps, air compressors, and other things running, necessary to maneuver a big ship's engine. In a little while, the telegraph will ring "Slow Ahead", and soon it will be another ring "Stop", as we are at the Portland Lightship. The Pilot boat is there. In a few minutes, the pilot will be aboard and here, he takes over the navigation and responsibility. The ship moves slowly toward Portland harbor. The tugboats are waiting in the harbor and soon we are along side the dock. There, the pipeliners are ready for action.

Ole and Mrs. Brudevold

Editor's Note: We are indebted to Mr. & Mrs. Brudevold for their very fine article on a tanker trip from Portland to Venezuela and back. Many times we have wondered what it is like on a trip of this kind and, since this is the longer (continued on page 11)
News around the Terminal, as in all line stations this month, centers on the vacation schedule. Art Cote, Chet Rowe and Ralph Roderick are now having their fling. Chet Rowe is devoting his vacation to applying paint in great quantities to his Cumberland home, that job, plus gardening should keep him out of mischief.

Mr. and Mrs. Len Darling are the proud parents of the fourth little darling "Rosemary" born June 20th. Len passed out the cigars and expanded his chest a few inches in the process. Three gals and a boy now for Len.

Frank Foss while working on the dock lost his shoes over the side in some mysterious manner, and returned home that evening the proverbial barefoot boy.

Welcome to Allen Kennedy and Ralph Roderick, the boys from the banks of Redbank, who were lately assigned as new pumper gaugers at the Terminal. Allen has been under the weather lately, not feeling so good about the Pilots either, are you Allen? Robert "pinch hit" McKaig is batting 1000 as relief supervisor during vacations.

The skeeters are still putting the bite on anything that looks edible around here. When two tankers are berthed at the same time the air between them is dead, but a lively spot for mosquitoes. The dock men and customs officers can be seen shadow boxing the little fellows the greater part of the shift.

Warren Griffin is planning his vacation trip to California, which he had to postpone last year due to illness. All I ask is a crate of avocados be shipped me Warren, no oranges, I like mine out of the can.

Gilbert "on the nose" Cuskley spent a few days in New Hampshire lately, any of you fellows see him around Lancaster?

Frank Hunt, Jr. is patiently waiting delivery of a new car. See Benny, Frank, he can tell you how to wait it out with the greatest of ease, and a minimum of worries.

Frank "Lamplighter" LaBounty, of West Burke station was sighted on Route #1 south of Portland in his chariot the 17th. He was bound for Old Orchard with the family for a fling at the resort, including a series of rides on the merry-go-round, am told that Frank really loves to ride 'em.

Sorry to hear Harry Corrigan's boy at Raymond met with a piece of misfortune, fractured leg we hear.

We claim the honor of having the most beautiful roses in South Portland at the Terminal. Ten ramblers spaced around the inside of the fence with colors, hues, and shades that defy matching.

Victor Ingersoll has a bountiful looking stand of peas at the Tank Farm gardens.

Our boy David had his tonsils removed last week at the Maine Eye and Ear Hospital, he spent two days there and from reports, he gave the nurses a very bad time when they tried to put a "Johnnie" or hospital night shirt on him. After a great struggle and nothing accomplished, one of the nurses told him that all the men in the hospital wear them, so he donned his without further argument. He had an idea that it was a girls' rig and would have no part of it.

The Treating Plant at the Tank Farm is going full blast under the watchful eyes of Oscar Flink and John Rafferty.

The crew installed a smart looking guard rail along the newly graded and tarred yardway and parking area, at the Terminal.

George "Bullseye" Mooney is taking off for camp shortly with the National Guard. After training for two weeks, George will immediately start his vacation. Well planned George, you will need the first week of vacation to cure the foot blisters and aches picked up in the training camp.
Ole Brudevold is our latest on the vacation list.

What's this we hear about a stabbing at the treating plant?

Any of you lucky and wealthy guys had any pork chops of late?

So long for now, mine is the last two in August, looks like a front porch vacation this year.

Frank Ivers.

NO. WATERFORD

Mr. Schultz, Mr. Creed and directors were visitors the latter part of June.

Mr. Stearns and family, Polly Arris, Mr. and Mrs. Lewis and Mr. Sawyer and family attended the Company’s Annual Picnic reporting a very nice time.

Mr. and Mrs. Clarke of St. Cesaire station in Canada, were visitors June 26th.

Bob Lewis, Larry Wheeler, Bob Henderson, Ralph Heimi, Stanley Dodge and Norman Day were very busy June 24th and 25th, removing discharge air chambers from the Goulds Pumps.

Doc Cassidy was a visitor June 29th. He staked grounds behind storage tank for drainage of water outside the fire dike.

Chick Construction Company finished painting the storage tank and boiler stack July 10th.

Glen Dustin had a firecracker explode in his hand lacerating thumb and index finger. Dr. Hubbard attended.

Bob Lewis and crew extracted valve seats from #3 pump. They were refaced and installed July 6th, 7th and 8th.

Mr. Parks and crew were visitors July 2nd.

Mrs. Lewis and Mrs. Hutchison accompanied Mrs. Stearns to Portland on a shopping tour June 30th.

George Dustin arrived home on furlough from the Great Lakes Naval Training Center July 1st. George says he has found a good home in the Navy.

Bill Sawyer returned to work from his vacation July 7th, taking over his duties as operator.

The Hutchison family visited the big land slide and relatives in New Hampshire July 4th and 5th.

Bob Hicks took over his duties as yardman relieving Bob Henderson.

Bob Lewis purchased a new canvas covered boat recently, July 8th.

Mr. and Mrs. Bill Smith were visitors July 11th. Bill, we bet you can’t get away by yourself anymore if Waterford news is edited a few more months.

Bob Hicks started his vacation July 17th to be gone a week.

Polly Arris went courting July 20th. She reports they had a wonderful time on the rides at Old Orchard Beach.

Bob Henderson is relieving Bob Hicks as yardman for one week starting July 19th.

Latest report on Larry Wheeler by grapevine. He is considering resigning his job at Waterford and going to Lancaster to be a home demonstrator.

Mr. Creed was a visitor July 20th.

Dee C. Hutchison

LANCASTER

Mr. and Mrs. Ed Hickey, Mrs. Clara Emery and daughter Catherine and Barbara Murphy attended the company outing at Red Beach, Sebago Lake, Maine. They reported having a very fine time. Many thanks to the Richard Bruns for the transportation
furnished for Mrs. Emery and doing a favor for me and taking them to Westbrook.

The Emerys accompanied by Mrs. Ross, went to Portland on Saturday June 26th, to attend Mrs. Ross's son's wedding. It was held at Bar Mills on Sunday the 27th.

Mr. John Baker and Mr. Ed Hickey attended the 150th anniversary of the Masonic Order held in Lancaster on the 24th of June.

Arno Bishop returned from Portland recently to work with us for the summer but only stayed with us a few days before he accepted a job at Gorham station as Yardman Operator. We were sorry to have you leave us Arno. Guess you must have forgotten how to run your farm while in the big city, or else you were playing smart and let the wife continue to do the chores.

Glen Smith has returned from his vacation and reports of having a fine time with excellent weather. (Yep, that's right chummies GOOD WEATHER). IMAGINE!!! The family motored to Massachusetts and the rocky coast of Maine.

Ed Hickey is now on his vacation. After taking several short trips nearby the first week finally ventured down as far as Worcester Massachusetts. While there he had a new coat of paint put on the old Pontiac, and speaking of painting chariots, we had a bad case of it here. First the Murphy chariot gallops out with a new shiny coat of paint followed by the car that was stopped in a certain town in Maine recently for speeding. Incidentally it was the car in which "Short-pockets" was an occupant and we hear he has recently published a novel entitled "How Not To Drive And Who Not To Drive With." Some newspaper is bound to get him yet. Wonder how he's doing in the driving lessons he is giving Herman by mail.

The painters are doing a swell job on the houses, but do they start at an ungodly hour. (8:00 A.M.)

We are not exactly old busy bodies and do not like to be too nosey, but just what kind of a book racket are Mr. McKaig, Mr. Blanchard and Miss Carter into anyway?

Well I will have to finish here as I have got to write to Jimmie Lunn for reservations at the Hotel Gilbert for the month of August. Whooppe!!

Herman L. Emery

WEST BURKE

Mr. and Mrs. Fred Lamb returned from their trip to Texas.

Joy Benedict is working at "Ye Olde Homestead", Willoughby Lake, this summer.

Mr. and Mrs. A. A. Cowne of South Portland visited Mr. and Mrs. John Barber.

Warren Noyes enjoyed a two weeks vacation at his home in Gorham.

Eddie Chicoine was on vacation the first of July.

Mr. and Mrs. Robert Sullivan and family and Billy Randle were in Gorham the weekend of July 4th.

Mr. and Mrs. John E. Barber and Carolyn Anne of Portland were guests of the Barbers.

Mrs. Roy Brydon was in Portland the first of the month. Her sister returned with her.

Frank LaBounty is enjoying two weeks vacation.

Pauline and Beverly LaBounty are visiting friends in Maine.

The houses at West Burke station are getting the "new" look.

Mr. Creed visited the station July 19th.

Marion LaBounty has employment at Pine Crest during the summer.
Mr. and Mrs. Clyde Heath of Windsor were guests of the Masseys.

Milton Nichols who worked summers at the station enlisted in the Army and is now stationed in Texas.

Raymond Massey.

PORTLAND OFFICE

Neils Johnson returned from his two weeks' vacation brown as a chestnut and fit as a fiddle. He tells us that one week was spent at Sunapee Lake in New Hampshire enjoying the scenery and the swimming while there.

Mr. and Mrs. Schultz are at present on a three weeks vacation, spending most of their time at the Mountain View House in Whitefield, New Hampshire, enjoying the pleasant atmosphere of the White Mountains.

Anne Scanlon and Mary Curran are also on vacation adding to that beautiful ten that they already had acquired earlier in the season from spending weekends at most any place where there is sunshine. The fact that they are having a good time is evident by the funny little cards that they sent to the girls who are still slaving away those warm summer days waiting their turn to reverse the tables on Mary and Anne.

Our thanks to Mr. Fennel's crew of pipeliners who cut the grass and cleaned up the debris scattered around the edges of our parking lot. The area now looks very presentable and the elimination of the tall grass brings to an end the hazards of ducking out of the parking lot entrance without seeing some oncoming vehicle on the street.

We were pleased to have as a visitor in our office last week, Mr. David Simpson of the Standard Oil Company (NJ). Mr. and Mrs. Simpson hail from Georgia and were guests at the home of Mr. and Mrs. Hart while vacationing in Maine for a few days. Mr. Simpson has had twenty-eight years of service with the company in many foreign assignments in South America and Europe.

We all appreciated Harry Phillips card from Los Angeles, California, where Harry states that he is having a swell time enjoying the west coast scenery. Harry and Mrs. Phillips are great travellers, having made several trips across the continent since coming to Portland in 1941. No doubt if Harry keeps up his touring long enough, many of us at the office will catch the fever and do the same thing.

CHATTER BOX

There is a certain gentleman who, by chance, once in a while travels on the Newburyport Turnpike out of Boston. Over those rolling hills his car gathers a momentum which is not within keeping of the requirements of the Massachusetts State Police. He whizzes by the guardians of the law parked very cagily at the side of the road while they are waiting to spring upon some unfortunate prey. When they begin to chase him down the road our gentleman-friend sharply pulls in off the main highway at a blind spot where the police do not see him. Thus, they whiz right by him, losing track of our friend altogether. After speeding up the road several miles in the hope of bringing the unfortunate motorist to bay, they turn around and drive back looking hard and fast for their lost prize. Our friend merely sits at the side of the road in front of a hot dog stand chuckling and chuckling over the elusive qualities he has used in outwitting the poor, unfortunate state police.

We are wondering if a certain radio program has served to put Harold Liot and his mother-in-law on speaking terms after 2½ years. Harold works at our Highwater Station and recently spent a vacation in New York. I just happened to be listening to the radio on July 20th when Harold made his debut. Cheer up, Harold, you may not have won the grand prize but you were a good sport and so we decided to buy a horse for you and Mrs. Liot. You should have received it by this time -- if it didn't die on the way.
Neighbors certainly come in handy — so Anne Scanlon found out while she spent her vacation at camp. She had been down on the pier sunning herself when she decided to go back up to the camp. She didn't quite make it for a snake crossed her path and left her stranded on the pier. A neighbor came to her rescue and shooed the snake off. Anne is now a firm believer in the "good neighbor policy'.

THOTS OR LESS

SHOULD WE LOOK NEITHER TO THE RIGHT NOR THE LEFT?

The writer in driving by the shortest route to the office each morning and returning each afternoon passes through Deering Oaks. Those of you who are familiar with this place know that it is a beautiful park. Yesterday he invited a friend to lunch, afterwards they returned to the office along the same route the writer travels each morning and afternoon. As they came through the Oaks the friend said, "Look at the beautiful rose garden."

The writer stopped the car and saw for the first time in wonderment a marvelously beautiful galaxy of color. The two men delighted from the car end for a moment walked through the marvelous display of horticultural beauty.

Many of us travel along the highway of life looking perhaps too much straight ahead. Certainly it is well to devote a great deal of time to travelling straight ahead and when one is driving the vehicle of life certainly he should keep his eye on the road looking straight ahead a great deal of the time. Benjamin Franklin has very wisely said, among many other of his wise admonitions, "Keep your shop and your shop will keep you". But should we always be in the driver's seat? By doing so it would seem that we would pass by many beautiful rose gardens of life that otherwise would be apparent to the eye and the mind.

When we are driving along the road of life should we not, ever and anon, relinquish the wheel to someone else and look with a discerning eye both to the right and the left?

* * * * * * * * *

A grain of real knowledge, of genuine controllable conviction, will outweigh a bushel of adroitness; and to produce persuasion there is one golden principle of rhetoric not put down in the books — to understand what you are talking about.

--- Seeley

* * * * * * * * *

There is no personal charm so great as the charm of a cheerful temperament. It is a great error to suppose this comes entirely by nature -- it comes quite as much by culture.

--- Henry Van Dyke

* * * * * * * * *

The fruits of the earth do not more obviously require labor and cultivation to prepare them for our use and subsistence, than our faculties demand instruction and regulation in order to qualify us to become upright and valuable members of society, useful to others, or happy ourselves.

--- Barrow

Instead of learning the tricks of the trade, why not learn just the trade?

* * * * * * * * *

If the boy is slow in school, he needs glasses; if he leads the class, it's heredity.

* * * * * * * * *

These young fellows say their girls are "out of this world." The old generation liked them closer.

Pray for the best but prepare for the worse; even churches have lightning rods.
CHILCOAT TO ASSUME DUTIES AS
ACTING PURCHASING AGENT

On July 25, O. L. Chilcoat, who has been our Chief Operator at Gorham Station since 1941, will again come to Portland and work in the purchasing department on a temporary assignment. We recall that last summer Chilly was with us assisting Ernie Wilkins on purchasing details, during the third unit construction. On his new assignment this time, however, he will be placed in charge of purchasing activities while Mr. Wilkins will devote his entire time to right-of-way problems in connection with the contemplated new pipe line. Although the starting of the construction of the new line is still very indefinite, it was thought expedient, at this time, to contact the property owners, whose property the present line crosses, in order to acquaint them with the plans of the new project, and in order to negotiate with the owners for clearing the new line over their properties.

J. O. Barber, who has acted as relief chief operator at most of our pumping stations, on many occasions, will replace Mr. Chilcoat at Gorham, until Chilly returns to his regular assignment.

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PORTLAND-VENEZUELA-PORTLAND
(continued from page 5);

part of the journey that our oil takes on its way to Montreal, we think our readers have enjoyed this story, too.

Clay, as you may all know, has made this tanker run many times, having formerly been a crew member of the Tanker "Teal." No doubt, Clay knows this route like a paper boy knows his way from door to door.

***

A woman who has been 39 for the past eight years, accuses a car dealer of setting a speedometer back.

PERMANENT BOWLING OFFICERS SELECTED

At a meeting in the Portland Office conference room, in June, the office bowling team members voted to install permanent officers, in order to formulate plans and carry on the bowling activities for next year. The following were elected:

Chairman - T. A. Beatty
Treasurer - B. L. Spiller
Secretary - A. E. Scanlon

Those present, at the meeting, also voted to retain the present balance in the Bowling Fund Treasury, instead of spending, at this time, any of the money collected during the past season. Considerable discussion was held on this matter and, since there was a balance of only $80.00 in the Treasury, it was thought best not to spend it, now. The consensus of opinion was that if the fund was left to grow to a larger sum, more and better use could be made of the proceeds.

The group also voted to have the treasurer collect $.50 a month from each team member until the bowling season starts in the fall, thereby, further increasing the bowling fund.

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Two Sailors had been adrift on a raft for days, when one, losing all hope of rescue, knelt in prayer. "Oh, Lord!" he moaned, "I’ve led a worthless life. I’ve drunk to excess. I’ve neglected my children. But, if you save me from this I promise...". "Hold it, Jess," interrupted his companion, "don’t promise anything drastic. I think I see land."

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Sign in a restaurant: "Our silver is not medicine. Don’t take it after meals."

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"Nothing can be proposed so wild or so absurd as not to find a party to espouse it." -- Richard Cecil.
Some of Our Small Fry with Tummies Full and Feet Full of Sand

Putting on the Feed Bag at One of the Many Picnic Tables
EMPLOYEES ANNUAL OUTING
June 26, 1948

Fly Casting Contest in Full Swing

In the Grove at Lunch Time
FIFTH ANNIVERSARY

This issue will mark our Fifth Anniversary of publication. Most of us will recall that we started back in the war year of 1943, and at that time, our little journal served a very valuable purpose in keeping contact with our fellow employees who were in military service, scattered far and wide over the world. Aside from keeping our men in the service informed of what we were doing back home, our paper served as a happy medium of contact between stations, due to the restrictions on travel during the hectic war years. Now, we have covered a span of five years and we are still plugging along into our sixth. Compared to the number of employees that we send the PIPELINER to in the United States and Canada, our mailing list is large, as our paper still goes to many former employees and friends scattered throughout the world.

In our Fifth Anniversary issue, we desire to give our readers something a little special, with an eye to making improvements wherever we can. In November 1946, we introduced to our readers our first colored front page issue and since then, we have been varying the colors in order to provide a little change of front page scenery. Now, in July 1948, to start off Volume VI, we are happy to provide for our readers, the first set of pictures to be published in the PIPELINER. These pictures have been produced on a photo-lithographic process by one of our local printers, and if this innovation proves to be popular, we hope to have several more, from time to time. You will find, on the preceding page, a set of four pictures that were taken at the 1948 outing, last June, by Ray Henry. This birthday special on our Fifth Anniversary, we hope will give all of our readers a little participation in our celebration.

Now, a word about the staff that forms the backbone of our journal. May we say at the outset, that our paper could not exist without the wholehearted and enthusiastic co-operation of our contributors. Compared to the combined effort of our reporters, the editors do very little of the work. Their main job is to assemble the news and write a few lines, here and there. We feel that this is a very appropriate time to give a word of thanks and appreciation to all of those individuals who have so kindly and faithfully taken their time to prepare the articles that they have sent in and which have provided so much for our readers enjoyment. In order that all of our readers may know who is on our PIPELINER STAFF, we present our PIPELINER STAFF, as follows:

- K. H. Blanchard...Portland Editor
- J. M. Copeland...Montreal Editor
- E. G. Wilkins...Portland Editor
- L. C. Holmes...Make-up Editor
- A. E. Scanlon...Make-up Editor

Feature Reporters:
- H. C. Perham
- F. L. Ivers
- C. D. Batchelder
- Chatter Box (anonymous)
- Thots or Less (anonymous)

Location Reporters:
- A. A. Cowme...Dispatchers' Office
- F. L. Ivers...So. Portland Terminal
- F. E. Wagner...So. Portland Station
- H. E. Corrigan...Raymond Station
- D. C. Hutchison...No. Waterford Station
- R. H. Keir...Gorham Station
- H. L. Emery...Lancaster Station
- Mr. & Mrs. R. E. Massey...West Burke
- J. P. Cruden...Highwater Station

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