PIPE LINE IMPROVEMENTS

The Portland-Montreal Pipe Line is ever conscious of making improvements to its properties with the thought of bringing about more efficient operations. Several important improvement projects have been underway for quite a while. Recently, the Engineering Department reported to the editors on the progress that has been made on these various plans. South Portland Tank Farm and Terminal have especially been in the lime light on the improvement program, but added work has been underway at the Gorham warehouse to improve the facilities at that point.

Jacking Up and Leveling 2 Crude Oil Storage Tanks at the South Portland Tank Farm. The last two storage tanks, Nos. 8 and 9, that were constructed at the South Portland Tank Farm in 1941 had settled approximately 8" from one side to the other during the past two years.

(Please Turn to Page 2)

COMPANY OUTING PLANS UNDERWAY

The Annual Company Outing plans are well under way. The Committees are already hard at work cooking up the brew to make a merry old time.

On May 15th, a general meeting of a group of employees from Portland and South Portland was held in the Portland office to discuss plans for the coming event and to select committees to organize the outing activities. Several points were voted on in order to get things off to an early start.

(1) It was voted to hold the outing within a reasonable distance of Portland.

(2) It was voted to have the outing at a fresh water location and Government Beach on Sebago Lake (scene of last year's outing) was the unanimous choice.

(3) Tentative dates were set for Saturday, June 21.

(Please Turn to Page 2)

BOATING SEASON ENDS

The office boating season has ended. The tired teams, Beatty's Biddies and Abbott's Agnies, relaxed for the summer. All agreed that a very enjoyable season had transpired and a lot of fun had been derived from the weekly matches. The only deep regrets were in the hearts of the members of the losing team. They didn't win.

Before turning their thoughts away from boating, however, the bowlers felt a desire to share their enjoyment of the past season with someone else. The bowling funds which have been accumulating for the usual winners, the prizes and conventional bowling banquet have been devoted to a very worthy cause.

The team members get together and voted the allocation of their funds to some under-privileged youngster for attending a summer camp. Judge Mahoney of the County Court sug-

(Please Turn to Page 3)
years. It was felt that this situation would give considerable trouble if allowed to continue. These two tanks have been jacked up into level position with large hydraulic jacks by the Chicago Bridge and Iron Company and sand has been placed under the steel bottoms to hold them in the proper level position. At the same time these two tanks were steamed out and Mr. Kenne of his personnel plus several extra men furnished by the Colonial Beacon Refinery in Everett, Mass., cleaned the interiors. The Chicago Bridge and Iron Company then made some necessary repairs to the two floating roofs which had developed slight buckles when the roofs had been set down on the uneven foundations. Both of these tanks, we hope, will give us no further trouble.

55,000 Barrel Slop Tank at the South Portland Tank Farm. Chicago Bridge and Iron Company have completed the construction of the tank proper and are now putting on the finishing touches consisting of the ladders, foam lines and miscellaneous fittings. Mr. Jesse Miles, Jack Barnes and other members of the Maintenance Department have made the necessary piping tie-in connections. There still remains the work of installing the foam lines and the small piping connections to the new treating plant before the plant can be given a trial run.

Treating Plant at the South Portland Tank Farm. The new boiler for the treating plant arrived during the month and has been set in its new location in the boiler house and office building. Work has been resumed on the necessary piping between the various parts of the plant and part of the electrical installations have been completed.

Tractor and Equipment Building at the South Portland Tank Farm. The Samuel Aceto Company has finished the foundations and concrete block walls for this building and are now in the process of placing the roof framing.

Storeroom and Guard House at the South Portland Terminal. The concrete foundations for this building were completed dur-
The company has generously come forward to offer in defraying a large share of the cost of running the Outing by providing the location which has to be rented from the State Park Commission and buying a share of the food and beverages.

Latest developments have brought forth the announcement that the outing will be held on Saturday, June 21st. In case of a real rainy day, the affair will be postponed until June 28th.

When the outing plans are completed, a general announcement will be made to all employees and their families.

* * *

BOWLING SEASON ENDS
(Continued from Page 1)

gested that the group contact the Probation officer for selecting a boy and working out the details for sending him to a camp. Jeannette Orr was appointed by the group to carry out this task.

The Y.M.C.A. camp on Little Ossipee was voted by the teams as a desirable spot for the boy. The Probation officer advised Miss Orr that he would be glad to select one of several boys he had in mind. At the same time, he expressed his deep appreciation to the bowling teams for their thoughtfulness and generosity in this gesture. He remarked that more of this sort of thing should be done.

Altogether, the teams had saved up $40.00. Nearly $60.00 is needed to send a boy to camp for two weeks so special donations were added to the funds by certain members of the office staff to bring the sum up to $60.00. If any money is left over, it is planned to be used to purchase Y.M.C.A. memberships for under-privileged boys.

To get down to the mechanics of bowling, Frank Abbott and his team will, no doubt, be pleased to have us announce that they stand as the champions for the season. For the last half of the season, the score stands as follows:

<table>
<thead>
<tr>
<th>Team</th>
<th>Total Pins</th>
<th>No. of Strings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frank Abbott</td>
<td>5507</td>
<td>60</td>
</tr>
<tr>
<td>K. Sullivan</td>
<td>5681</td>
<td>66</td>
</tr>
<tr>
<td>J. P. O.</td>
<td>5745</td>
<td>69</td>
</tr>
<tr>
<td>N. T.</td>
<td>4994</td>
<td>60</td>
</tr>
<tr>
<td>E. Dunn</td>
<td>5386</td>
<td>69</td>
</tr>
<tr>
<td>L. Holmes</td>
<td>4319</td>
<td>57</td>
</tr>
<tr>
<td>J. Orr</td>
<td>4278</td>
<td>57</td>
</tr>
<tr>
<td>M. Wroczak</td>
<td>4809</td>
<td>66</td>
</tr>
</tbody>
</table>

Tom Beatty's Team...... 24 points
Frank Abbott's Team..... 36 points

We can see from this that the Agonies beat the Biddies by 12 points. Concerning the total number of pins, Frank's team was out ahead by a pinfall of 111. These figures make the Agonies the undisputed champions for the season. Congratulations to the winners and sympathetic thoughts to the losers. Mary Curran has been the official score keeper for the season and a vote of thanks goes to her for the time that she has spent keeping and preparing the tallies. Mary worked up a schedule showing the averages for each player along with the total pinfall and number of strings played for the entire season. Following is the schedule which Mary has prepared:

<table>
<thead>
<tr>
<th>Name</th>
<th>Team</th>
<th>Total Pins</th>
<th>No. of Strings</th>
<th>Yearly Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>T. Beatty</td>
<td>I</td>
<td>5777</td>
<td>63</td>
<td>92</td>
</tr>
<tr>
<td>F. Abbott</td>
<td>II</td>
<td>5507</td>
<td>60</td>
<td>92</td>
</tr>
<tr>
<td>K. Sullivan</td>
<td>I</td>
<td>5681</td>
<td>66</td>
<td>86</td>
</tr>
<tr>
<td>J. P. O.</td>
<td>II</td>
<td>5745</td>
<td>69</td>
<td>83</td>
</tr>
<tr>
<td>N. T.</td>
<td>II</td>
<td>4994</td>
<td>60</td>
<td>83</td>
</tr>
<tr>
<td>E. Dunn</td>
<td>I</td>
<td>5386</td>
<td>69</td>
<td>78</td>
</tr>
<tr>
<td>L. Holmes</td>
<td>II</td>
<td>4319</td>
<td>57</td>
<td>76</td>
</tr>
<tr>
<td>J. Orr</td>
<td>II</td>
<td>4278</td>
<td>57</td>
<td>75</td>
</tr>
<tr>
<td>M. Wroczak</td>
<td>I</td>
<td>4809</td>
<td>66</td>
<td>73</td>
</tr>
</tbody>
</table>

One point of interest that we noted is the fact that both team captains ended up with the same yearly average. The editors feel that the captains should go down to the alley some night and have a play-off match. If they are willing to do this, the editors will furnish the soda pop!

* * *

FOR VETERANS ONLY......

Our back page has been prepared expressly for our veterans who are now all back on the job. The Veterans' Time Table, so called, was originally prepared by the New York State Division of Veterans' Affairs in order to give the discharged serviceman a bird's-eye view of his rights under the G.I. Bill. We believe our veterans will find the chart very informative.
PUMPING UNITS UNDERGO MAJOR OPERATION

The past month has been a period of intense activity at every one of the pumping stations along the line. Plans had been underway for some time to increase the throughput capacity of the line in order to do everything possible for meeting the mounting demand for crude oil by the Montreal refineries.

The most expedient method of bringing about this increase as soon as possible was to increase the size of the plungers in the pumps, thereby pushing most of the crude through the line at a faster rate. This operation was successfully and efficiently completed under the supervision of Bill Luebeck, our Chief Mechanic and a selected group of men to work with him. John Baker took a leave of absence from his duties as Chief at Lancaster Station in order to act as Bill’s assistant. Sam Sinclair and Ben Bowerman were selected from South Portland and Raymond station respectively to work up and down the line with Bill and John. As this crew went from station to station they had the 100% cooperation of each one of the Chiefs and the local station personnel. It was a job that had to be done in the shortest time possible and every shoulder was put to the wheel in order to complete the operation. The first pumps to be changed over were those at South Portland and this changeover began on April 7th. The entire project was completed about May 10 and crude is now flowing through the line at over 70,000 barrels a day.

For a flattering description of the actual operation, we turn to Red Perham who has prepared an article on his observations as to how the old plungers were removed and the over-size plungers installed.

OVER 70,000 BARRELS A DAY

Introduction

A month ago, the boys were talking about it. Today, May 10th, they are actually doing it...actually pumping at the rate of over 70,000 barrels of oil per day.

A lot of hard work has been performed the past month and a lot of overtime paid to the work men, but nine out of ten men will cheerfully admit that the experience gained on the job rated higher than the overtime pay received. The writer had three cracks at it...Raymond, North Waterford, Lancaster and wouldn’t swap the experience gained for any monthly pay checks received to date.

Bill Luebeck, as Chief Mechanic, has done a swell piece of work with his varied crews recruited. Not everything has gone 100% perfect, but on the whole, it can be classed as a mighty fine performance. My hat is off to him for two things...a good job completed and the cheerful manner in which he took things in his stride.

At South Portland, the boys "wound themselves down" for three and one-half hours pulling one throat bushing. Again at Waterford, Corrigan and Perham hit one Jonah that cost two and half hours time. But when the crew hit Gorham station, Bill Luebeck introduced a hydraulic jack puller that broke that bottleneck, stopped the misery and saved much valuable time. In fact, that hydraulic puller combined with its mate (used to insert the throat bushings) proved to be life savers for everyone and practically indispensable from a mechanical viewpoint.

THE PLUNGER JOB

Were a stranger to walk into the pump room when the first dismantling operation got underway, he would get the impression that the boys were endeavoring to ruin the looks of a good looking station in record time. With pump room doors wide open and floors covered with sheathing and roofing paper for protection, the sight is one of action rather than beauty. All hoods disappeared from the pumps and out of doors in a hurry.

The pumps are set so that all plunger nuts and side rod nuts can be loosened. One crew is pulling the cross head slides on the fluid end and pulling the plungers while another group are dismantling the power end, laying aside the cross head connecting rods and taking out the power and plungers. At the same time, a couple of men are cleaning out the surplus oil from the pits and wiping up the machinery parts.
Side rods are removed and a crew immediately begins pulling the throat bushings, that will quickly be replaced with new ones to fit the larger plungers. The overhead crane is ever in motion, and the rattle and zing of the chain falls even more so. As the work progresses from one pump to another, the new plungers are inserted in the fluid end of the first pump, side rods are replaced and then the crosshead slides replaced and bolted to the new plungers. Next, new plungers are inserted in the power end, crossheads and connecting rods are replaced and bolted to those plungers. It is during this work that all connections are checked for tightness and alignment... a job requiring good teamwork, care and thoroughness in each piece of work.

The packing of the pumps come next and usually two crews are busily engaged in inserting the nine rings of Garlock and three of rubber in the main glands and one of rubber and one of Garlock in the wiper glands. When this job is finished, things are "getting well along" and back on go the power end hoods and oil pipes in preparation for the testing. The oil is let into the pumps again and they run for thirty minutes at 250 lb. pressure while every bearing and plunger is checked for heat, and nuts and rods for tightness and alignment. The lube system is carefully checked to be sure that every crank bearing and crosshead is receiving its allotment of oil and some to spare. If all is well, the Dispatcher is notified and the order comes back to go on to the line at an appointed time. Then the regular station operator takes over, puts his station on the line, and prepares for his most important shift of work for many a month.

CONCLUSION

In order that folks won't think this job "all work and no play", I might say that after the Waterford job was finished we went down to Fred Stearns for a midnight lunch. Bill Luebeck and his four horsemen, John Baker, Sam Sinclair, Ben Powerman and Tommy Hayes were there. Bob Lewis, Billie Sawyer, Larry Wheeler, Bob Hiles, Geo. Wentworth, Buddy Cormier, Doc Lapoint, Red Perham and Harry Corrigan were also there.

PORTLAND OFFICE

Our popular Chief Dispatcher, Fred Seales has embarked on his annual vacation and headed for points south. We know that Fred is enjoying his vacation in Arkansas and Oklahoma as we have already received his cheerful postcards.

The editors have excused A.C. from writing his column since he is pinch-hitting for the Chief. He seems to have plenty to do besides reeling off copy on his little typewriter.

Birthdays continue to assume a role of importance in the office as Mary Curran was treated to a lunch by the girls at the famous Casco Grill where seafood is a specialty. This event took place on May 16th.

We are extremely happy to announce that a June wedding is to take place amidst our office group. Miss Mona Winchenbach is to be married to John (Jack) L. Iott on June 28th. The engagement was announced a few days ago in the local paper. Jack is attending Boston College in Boston, Mass., at the present time and Mona, as we all know, is our versatile stenographer in the Personnel Department.

Our heartiest congratulations are extended to Stuart Thoits who is the Accounting Department's bridge champion. As a matter of fact, Stuart's bridge talents have taken him to the point where he has won the New England Masters Individual Duplicate Contract Bridge Tournament. He received an invitation to participate in this tournament which was held in Boston on May 17 and 18. The winning of this contest entitles Stuart to the Kenneth P. Hill Trophy which is retained by the winner for a year's time. If the winner is a champion in three annual tournaments, he gains permanent possession of this trophy. Good luck, Stuart, we hope that this trophy comes to your permanent possession.

WHO HAS A HOUSE TO RENT? Clarence Place is at the present time a man without a home. After their lease had expired, the Places had to give up their

(Continued on Page 11)
Welcome back, Matey. Warren Griffin, our dynamic second mate, returned to work after a seven-month illness. The old story applies here... "Can't keep a good man down". Needless to say, Griff, everyone is happy it happened that way.

The bonus checks were again circulated on May 8th and again we say thanks for the same.

Resolved: That we all spend more time in our own gardens this summer than we spend in the "Hollywood Garden".

Sgt. Frank Whitten of the S.P.D.D., an old favorite on the dock, has resumed his police duties after completing a brief course with the U.S. Customs. Keep an eye on your job, Mr. Maguire.

The children and adults alike are looking forward to the company picnic next month. Last year's affair was a gala event and this one will surpass it, we know.

May 17th, being "Norwegian Independence Day", the Strinda arrived with a cargo for us and is discharging at her regular pumping rate. The ship was gaily decorated with bunting from bow to stern, or dress ship in naval lingo. The officers and crew celebrated the independence of Norway from Sweden in the Year 1814, and may I say these fellows really have the spirit and use their spirit for such events.

Mr. and Mrs. John Barber, our newlyweds, were presented with a nifty toastmaster as a wedding gift by fellow employees of the Tank Farm and Terminal. John in expressing their thanks says, "Drop in anytime, fellows, for tea and toast". Incidentally, John is hospitalized at present with...you guessed it... the new pipe line plague — ulcers.

The near collision in heavy fog early this month between the Esso Wilmington headed for our pier to discharge, and the S/S Glen Morgan Seam riding at anchor near the harbor entrance, was one for Ripley. According to eye witnesses in the crew, nothing ever came so close to happening and didn't as in this case. A mere few feet clearance separated these two heaps of pig iron as the Wilmington glided past near disaster. The crew, from their statements, actually froze in their tracks and remained breathless expecting the crash. They could visualize the grinding of steel plates causing sparks that would ignite the fumes and cargo. The pilot of the Wilmington, Captain Lubeck, rates a medal for coolness and judgment in handling his ship and the rest of us should never drift far from the thought of the potential power and dangers in the commodity we handle.

We understand that Rapid Robert McKeag has acquired a new set of "China Clippers" and is looking forward with interest and enthusiasm to the sweet corn season.

The code of the Ozarks:
A woman, an ass, and a walnut tree,
The more you beat 'em, the better they be.

Lee Wescott has been completing an inventory here lately and may we say that if a more thorough or precise check were ever taken anywhere, we would appreciate knowing where and by whom.

Art Cote is changing sides in the next war... well, not exactly, just shifting from the Army to the Navy.

Martin Jensen has purchased plenty acres in Cumberland, and is planning a dream house if the cost of building ever takes a tumble.

"Ole" Brudevold received a fine looking medal lately from the Norwegian government for services rendered that country during the war. "Ole" speaks little of his war experiences, but we learned from friends and mates that being torpedoed and drifting in a life boat for days, being rained on with bombs when the Germans took Brest are a few of the hardships he did go through. These things don't amount to much, says Ole, who modestly refuses to talk and give me a good article.

Overheard at Old Orchard Beach:
My goodness, isn't that Fanny Brown over
there?

Chet Rowe went fishing up Raymond way with Bill Smith and Gus Plummer. The smelting was good, but bad luck overtook Chet on the start (or near start) home to Cumberland. After grinding on the car starter for a spell and getting no action, the hood was gently lifted for a peek at the nuke. Some prankster, thief, or just plain cuss, had removed part of the motor, Bill Smith, our hero in the case, who was hovering around drove Chet home to the Smith establishment in South Portland and bedded him down for the night. Chet arrived at the Terminal by hoof the following A.M. for the day trick, and was troubled throughout the day with hideous thoughts of his car in Raymond being stripped. Am glad to report such was not the case.

FRANK IVERS

TANK FARM

General spring cleaning is in progress; lawns are being mowed and raked, fruit trees sprayed and the usual touching up here and there to make the place look presentable for the coming summer months.

Our new 50,000 bbl. tank in the Treating Plant area is almost completed except the final touches in the roof. Tank #9 has been pumped out and steamed and is now under repairs by the Chicago Bridge & Iron Works who have been building the new tank. Tank #8 is next in line for a bath and general cleaning and also repairs; they have just started to do this one today.

Mr. Fennel has just finished a new welding bench with a cement base and uprights and frame for a canvas top for rainy weather (That canvas top has sure come in mighty handy during the past week). This structure is in the Pipe Rack area. We also are having a new building erected in the same vicinity. This building is being put up with cement blocks and will house the tractor and accessories such as plows, harrows and other implements.

Carlton Goodwin is on his vacation. He heads the list as the first one from here this season.

Mrs. Goodwin has been sick for several days but we are glad to report that she is much better at this time.

Mrs. Frank LaBounty is home after spending several days in a local Hospital for treatment. We certainly hope she is feeling better and won't have to return.

George Mooney has gone to the office as Dispatcher for vacation relief.

Duffy Lewis has gone to take the one-day-a-week relief dispatcher job. Best of luck to you, Duffy, we know you will like it.

Sam Sinclair is at West Burke this week working on the pumps and engines.

Bob McKaig has a brand new Plymouth coupe. I understand he has the speedometer almost ready to trip over, so soon.

We wonder what is the matter with all of the new cars. Or is it the gas gauge indicators, as everyone that has bought a new car has had lots of trouble running out of gas.

Allen Kennedy made a trip by bus to Corham, N.H. and Milan last week.

Mrs. Herman L. Emery and children spent the weekend of May 3rd in So. Peabody, Mass.

We are sorry to report that Victor Ingersoll was called to Cherryfield, Me. on account of the death of his mother.

We are glad to hear that Ken Blanchard is back on the job again after being in the hospital for several days.

Gilbert (the Great Gildersleeve) Cuskeloy, we hear, made a trip up to Suffolks Downs Race Track last Saturday. Gil says, "It just doesn't pay to plan on doing too much these days".

Richard (Dick Tracy) Bruns, alias "Open-the-door Richard" is working on the mystery of hydraulics, or what caused the fluid to leak from the brake cylinder.

We understand that Dick Bruns is look-
ing to Christmas in hopes to receive a pleasant thank you for taking special samples for a certain referee gauger.

Leo Sampson is nearly recovered from over indulgence of Danish pastry. Leo says that he expects to start eating again soon.

Will somebody please escort Ralph Roderick around the boiler house, or build a fence around the boiler????

We would like to welcome to our gang Frank Hunt, Jr., who hails from Bethel, Maine.

HERMAN L. EMERY

GORHAM

Mr. and Mrs. Edward Kloberg are receiving congratulations on the birth of a girl born Thursday May 15th. The baby weighed 9 lbs. 3 ozs.

Mrs. Eleanor Pugliese was a recent patient at the St. Louis Hospital. She had a tonsillectomy.

Tony Pugliese had a week's vacation recently, which he spent visiting relatives and friends in New York City.

Mrs. Catherine Kloberg and daughter, Mary Ann, of New York are spending a few weeks with her brother-in-law Ed Kloberg and family.

E. Cole & Sons, contractors from Wundheim, Me., are reshingling the warehouse roof and making other improvements inside of the building.

The gardens have been plowed and quite a few of us have already some things planted.

Harry Corrigan of Raymond, Stubby Noyes of West Burke, Lee Wescott of Raymond, and Doc Cassidy of Portland were recent visitors at our station.

R. H. KEIR

MONTREAL EAST

JOINT INDUSTRIAL COUNCIL

The second regular meeting of our Joint Industrial Council was held in the office of the Company at Montreal East on the afternoon of Friday, May 2nd.


According to the copy of the minutes it was a very satisfactory meeting.

MAYTIME

May, being the month for Spring Flowers, I take advantage of it, to say a few words about our bulbs which were planted and are open and blooming already. The flowers and the green grass give one the feeling of approaching summer. Of course there are a lot of things to be done yet, but in a month or so there should be a big change.

Talking of flowers - I cannot let this Fact pass by without saying something about it. One day in the first week of May I went up to the Manifold House to make a refinery change when suddenly I saw Ivan Hamilton sowing flower seeds with a winter coat on. That was a sight worth seeing!

On May 8th, our three musketeers, Leo Desmarais, Ray Brouillet and Bob Pipe went to St. Cesaire to help with the installation of new plungers in the pumps. They worked until the job was completed at 5:30 P.M. and then rushed to catch the train at 6 P.M. What was the rush for, boys - the farmer's daughter or the farmer himself?

STAIRWAY - CEMENT CONTRACT

Leo Desmarais and Oliver Lacroix are now known as supermen after making the firewall stairway, with a mixture of two parts to one for the cement base. When the job was completed they found that the stairway was crooked and had to be straightened. I wonder what would have happened if the mixture was one and one. Don't misunderstand me, Leo and Oliver, I am talking about cement mixture and
not cocktails.

ROMEO LIZOTTE

HIGHWATER

Having somehow or other missed the boat with our news for April, we'd like to make a brief reference to that month of showers (?) before heading on into the May doings up here.

Mrs. James Mearns and Mrs. Alex. McRae, of Three Rivers, and Mrs. H. Clipston, of Montreal, were guests of the Liots the week before Easter, while for the Easter holidays Mrs. John Irwin and young Margaret, also Mr. and Mrs. Liot, made their way to Montreal to celebrate the holiday with their relatives.

During the week of April 7th, we must report on Phil Kavanagh's activities. All of his free time was devoted to a diligent canvassing of Highwater and the surrounding countryside in the interests of forming the Highwater Team (Baseball) of 1947, and his efforts took him over a wide territory, including Mansonville, Dunkin, Glen Sutton, and points north, south, east and west therefrom. However, we are sorry to state that, due to impending highway construction this summer, it would be too difficult to arrange transportation of visiting teams, etc., and Phil, together with equally enthusiastic Frank Sirdevan, regretfully decided to leave the matter to another Spring. We'll be looking for big things next year, boys!

One of the most enjoyable events of April was the 20th wedding anniversary party given by the Liots on Saturday, April 19th. The actual date was the 18th but a Saturday provided an opportunity for friends and relatives to join the Liots in their celebration - and a real celebration it was. All of our Pipe Line family up on the hill attended, plus Miss Frances Boucher and Ernest Boucher, of Highwater, while out-of-town guests included Mrs. McRae and Mr. and Mrs. Letch & family, of Three Rivers, Mr. & Mrs. M. Kilcup and Mr. Bob Smith of Montreal - and most important of all, Mrs. Liot's three sisters, Mrs. Mearns, Mrs. Hine and Mrs. Stapley. This was the first occasion in many years that the four sisters were all together in the same house, and needless to say, much chit-chat was exchanged.

Mr. & Mrs. Liot were the recipients of a gift from the members of the Pipe Line at Highwater, and, just to commemorate the event a bit more, old J.P. took a coin of the realm, punched their two sets of initials and twenty holes into it, and with due ceremony and speech presented it to Harold, hanging it around his neck with a nice green ribbon.

Mrs. McRae provided a two-tiered cake, sandwiches were brought from Montreal; the Liots, of course, provided many other good things, and the evening was a wonderful one for everyone. We only hope the Liots enjoyed it as much as the rest of us did - and we wish them many more happy years together.

On Saturday, April 26th, something new was added to Mansonville life. The Owl's Head Chapter of the Order of Eastern Star was inaugurated, and among the ladies taking part in this event were Mrs. Leon Eldridge and Mrs. Harold Liot. It was a big affair, which brought more than two hundred visitors to Mansonville, and our ladies reported that everything went off beautifully.

Another celebration, also on April 26th, took place in Montreal. This was the occasion of the Golden Wedding of Mrs. John Irwin's parents, Mr. and Mrs. W. Simpson. Their celebration was limited to a family party, at which eighteen members were present, and was held in the Queen's Hotel, in Montreal. They were the recipients of many beautiful flowers and other individual gifts, and the joint gift from the family took the form of one hundred dollars in crisp new bills. The Irwins described the event on their return home, and it seemed to have been a very happy occasion for everyone.

There is one item of special note which fell somewhere between the March and April news - little Jimmy Sirdevan has a new baby brother. John Patrick arrived on March 26th, and now, at six weeks, is a thriving, healthy boy, and growing fast.
On May 2nd, J. P. Cruden & John Irwin attended a meeting of the Industrial Council at Montreal East.

And now, a word about Phil Kavanagh's new car. Phil is now an experienced driver. We say that with certainty, for on Sunday, May 4th, Phil and his lady set off for a trip to Cornwall, Ontario, via Montreal, returning on Tuesday, May 6th. As the weather was of the very worst, with heavy rain, plenty of fog, etc., to say nothing of the Montreal traffic jams, Phil now feels he has earned the title "experienced driver". We were all glad to see them back safely. The sad part now is that, having negotiated that trip successfully, poor Phil has had the misadventure to fall and break some ribs, right at his own front door, too - a feat which will keep him quietly at home for a week or so. There's no justice in life, is there?

We were very pleased, on Tuesday, May 6th, to welcome a visit from a group of student teachers from Nacdonald College, Ste. Anne de Bellevue, who were visiting Mansonville for a week of student teaching - in other words, getting a taste of the real thing before being appointed to various schools next Fall. They were a most interesting and interested group, and also included our own three teachers from Mansonville school. After tramping around and investigating everything, even to the top of Tank 140, everyone collected at the Crudens for tea, which was served by Mrs. Irwin and Mrs. Cruden, and a couple of hours of pleasant chat all around.

Summer must surely be on the way now - just to prove it, we have to report that at last the trout have started to bite. In the past week, the score stands as follows:

**F. Sirdevan - 1 trout - 10" (from our own brook)**

**H. Liot - 3 trout - largest 9½" (do.)**

**J. Irwin - 3 trout - largest 7½" (???)**

**J. Cruden - 8 trout - largest 9" (from the brook)**

Just to be different, Leon Eldridge and Phil Kavanagh went out, after hearing the above record, all the way to Fullerton Pond, and came back with a wondrous catch, which they amiably shared all around. They were rainbow trout, and not the spokelied brook variety, but extremely good eating, as we can personally report. We didn't take time out to measure our share, but they far exceeded in size any of the above. Now all we are waiting for is for someone to get out to the lake and catch a salmon.

J. P. CRUDEN

**RAYMOND**

We haven't too much news for The Pipeliner this month. Most of the Raymond family groups have been knocked down and dragged out by an attack of the 24-hour flu or the kiddies are recuperating from smallpox vaccinations. Mr. Simmons spent two days at the Mercy Hospital having a complete check-up. We're very glad to know that he proved to be in top-flight condition after all.

Benny Bowerman came back to work on the 11th after spending some long working days and nights with Bill Luebeck's plunger crew. He seems none the worse for the long grind but was glad to settle down to a life of peace and quiet as an operator once again.

Monte Stoddard, who has filled in as temporary yardman here for the past few summers, will not be around this summer. He has found a more lucrative position and we wish him good luck at it.

Merle Tenney, a congenial gentleman from Casco, has been given the temporary job for the summer. He is a likeable lad with some great fish stories and a thorough knowledge of the Sebago Lake fishing grounds. It seems that at one time he was a fishing guide.

Between snow and rain storms, Sherman Day, the casual laborer, has been mighty busy trying to get the lawns and gardens in top shape.

I wish to inform Mr. Mckaig and his buddies that Raymond is going to have a championship baseball club this year... or some other! What with managing, organizing, soliciting funds, etc. for the
past two years, I believe that this year we will have a winning team. We certainly have town interest behind us and that will help a tremendous amount. So watch out, you Portlanders, cause we-uns will one day be coming into the big city to play you-all a game, I reckon.

Here is an amusing little story about our next-door neighbor which is just too good to keep and should be set down for posterity - or whatever. It seems that when Mr. B. gets real tired he has a twitchy eye muscle which makes the ladies really sit up and take notice! In all fairness to Mr. B., we thought we had better explain that first. Well, one day, Mrs. B. took him on a shopping tour on one of these days that he was pretty tired. In several stores, while looking at some merchandise and asking questions of the salesgirls, that doggedon eye muscle caused Mr. B.'s, eye to, shall we say WINK? Yes, let's do. Anyway, without fail, the salesgirl would wink right back. Of course, Mrs. B. couldn't let that go by without comment so she teased him unmercifully. Well, in one store, they were waited on by an elderly lady. During the course of the sale that damburned eye muscle did it again. The astonished saleslady just stood there with her eyes popping. Then feminine vanity taking possession of her, she smiled, winked and walked off. It was Mr. B.'s turn to stare; but before Mrs. B. could say a word, he exploded, "Why, she's old enough to be my grandmother!" We forgot to ask Mrs. B. if she ever took Benny on another shopping tour with her.

HARRY CORRIGAN

OFFICE NEWS (Continued)

home at 43 Fullbrook Street. After a diligent search covering a span of several months, Clarence has been unsuccessful for obtaining suitable quarters so a couple of weeks ago, he drove the family out to Mrs. Place's home in Villisca, Iowa where the Mrs. and kiddies will sojourn for a while. In the meantime, if anybody can help Clarence out to get located, we are sure he will appreciate a lift. We heard rumors that Tom Beatty and Clarence Place were going to form a house-hunting club and they invite anybody to join who desires to do so. The rumor has it that these members plan roam the streets of Portland and South Portland until they find something that looks vacant. The first man who sees a house grabs it. We hear the housing situation is so bad that there will be no hard feelings in this procedure.

Johnny Creed, "Batch" Batchelder and Bill Luebeck have recently returned from a week's trip out west, visiting Kansas City and Des Moines, Iowa. While there, they had an opportunity to visit the Great Lakes Pipe Line which is a system throughout the mid-west totaling something around 3,000 miles. Mr. Creed reports that he was very much impressed by the appearance of their pumping stations but still thinks that the Portland Pipe Line is first on this score. While Batch and Bill were returning east, Johnny made a hasty trip to Shreveport, La., where he spent a couple of days with his family. The first thing that Johnny said when he got back in Portland was, "Well, boys, it was 90° in the shade, I had to sleep out doors it was so hot and I nearly died.

* * * *

THIBODEAU ACCEPTS ASSIGNMENT WITH CREOLE

Gauthier A. Thibodeau, who is at present one of our Diesel Station Operators, has accepted a foreign service assignment with the Creole Petroleum Corporation. Tibby expects to leave the Portland Pipe Line around the end of July and embark for Maracaibo, Venezuela. His new job will be that of a pump station operator on the Amuay Pipe Line project. No doubt, Tib will be right at home as the pumping stations on this line have 900 HP Diesel engines and horizontal double acting triplex pumps which will operate at 900 lbs. p.s.i. pressure. Mr. Thibodeau is the third man to leave our company within approximately a year's time to take a foreign service assignment.

We wish him lots of success in his new position.
VETERANS' TIME TABLE

BURIAL BENEFITS
Disability Pensions
Within 10 yrs. after discharge or end of war
Within 2 yrs. after death

APPEAL FOR REVIEW OF DISCHARGE
Within 15 yrs. after discharge

APPLY FOR G.I. LOAN
Within 2 yrs. after war end

APPLY FOR OLD JOB
Within 90 days after discharge

REINSTATE TERM INSURANCE
Before 2/1/47

APPLY FOR TERMINAL LEAVE PAY
Within 2 yrs. after discharge or end of war

TAKE ADVANTAGE OF YOUR BENEFITS
Before 2/1/47

READJUSTMENT ALLOWANCE
Within 4 yrs. after discharge or end of war

BEGIN EDUCATION
Within 2 yrs. after discharge or end of war

CONVERT EDUCATION
TAKING OUT POLICY

Max. 52 Wks.

RECEIVED
MAY 30, 1947
R. C. MOORE