NEW PIPE LINE PROJECT SCHEDULED FOR 1950

Ever since the Portland-Montreal Pipe Line was built and put into operation in 1941, it has had a reputation of doing big things in the way of making improvements in order to better serve its customers in Montreal. Notable events in our pipeline's progress were the building of the new steel and concrete pier at the South Portland Terminal in 1946, erection of the South Portland Treating Plant in 1946, and installation of the third pumping units at each station in 1947. 1950 looks as if it might prove to be the biggest year of all on the construction calendar.

There has been under consideration for some time various projects for increasing the capacity of the system to handle the estimated increase in throughput requirements over the next ten years and at the same time to provide for a reasonable increase in capacity in future years at satisfactory operating costs. The question of building a pipe line to insure reasonably low operating costs is extremely important from the standpoint of assuring insofar as possible, continued business for our Company and job security for our employees. As a result of these studies, it has been decided to construct a second main line, 22 inch in diameter, from South Portland to Montreal East, Quebec, to be operated in conjunction with the present 12 inch line with three operating stations (South Portland, North Waterford and Lancaster) which will make possible a wide capacity range. The Company has just recently been advised that the pipe for this project will be available for delivery in May and June next year, and construction of the new line is planned for next summer, with completion sched-

(Continued on page 3)

SUPER TANKER MAKES PORT

History was made in Portland harbor and at the Pipe Line Terminal on May 14th, when the super tanker, Imperial Alberta, arrived to discharge a cargo of 190,000 barrels of light oilcrina crude. She was the largest tanker ever to enter this port — 628 feet in length, 822 foot beam and a draft of 314 feet. She is capable of traveling at 16 knots per hour on the high seas. A beautiful sight she was with her shiny black hull and her trim red and white superstructure.

Four hoses were used in the process of discharging. For over an hour, she pumped in excess of 27,000 barrels per hour into our tanks. The cargo of 190,000 barrels was pumped from ship to shore in 11 hrs., 19 min., an average rate of 17,133 barrels per

(Continued on page 2)
THE PORT OF PORTLAND

A few days ago, after the announcement was made in the local papers about the proposed new pipe line, a statement appeared in Harold Boyle's Financial column of the Evening Express, stating that the Portland Pipe Line Corporation was about the only permanent industry to remain in Portland that was a product of the war.

We are loath to feel that our organization is a war product, but a fact is a fact, and there is nothing now for us to do but to continue to justify our existence in the future -- look ahead and forget the past.

Without a doubt, in a small port, the size of Portland, our oil cargoes go a long way to furnish life blood to keep the harbor business flowing and should we have had the misfortune of being liquidated like the shipyard was following the war, the Port of Portland would have had to look hard for something else.

Portland has some very real obstacles to hurdle in developing its port business. Probably, the biggest disadvantage is its geographical location which places it away from the centers of great population, further to the south. Ports like Philadelphia, Norfolk, New York, and Boston being nearer to the centers of industry naturally have better railroad facilities and far more port activity as a result.

Portland should, however, develop her port business and take advantage of what potential commerce could come her way. This, she has tried to do through the efforts of a group of farsighted businessmen who head up the Greater Portland Development Commission. But, a lot more lies ahead to be accomplished.

The co-operation that the Portland Pipe Line has had with customs and port officials has been splendid. It leaves nothing to be desired, and is indicative of the type of co-operation that will bring business to the port.

The fact that the Portland Pipe Line contributes largely to the port business of our city leaves no room for dispute. Here is a table showing the incoming cargo tonnage for the year 1948 into Portland Harbor. These figures were furnished by the Portland Chamber of Commerce.

<table>
<thead>
<tr>
<th>Portland Harbor Incoming Cargo Tonnage</th>
<th>Year 1948</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Portland Chamber of Commerce Records)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tons</td>
</tr>
<tr>
<td>Portland Pipe Line Corporation (1)</td>
<td>3,707,157</td>
</tr>
<tr>
<td>Other Companies - Petroleum Products (2)</td>
<td>2,077,002</td>
</tr>
<tr>
<td>Coal</td>
<td>843,298</td>
</tr>
<tr>
<td>General Cargo</td>
<td>97,266</td>
</tr>
<tr>
<td></td>
<td>6,724,723</td>
</tr>
</tbody>
</table>

(1) Based on 300.9 lbs./bbl. for 33° A.P.I. crude.

(2) Based on 280.5 lbs./bbl.

(Average 50° - 60° A.P.I. gasoline @ 258.3 lbs./bbl.

(Average 50° - 32° A.P.I. No. 2 Fuel Oil @ 302.7 lbs./bbl.

When the new line is completed, the port business involving the Portland Pipe Line will be greater than it is now.

(continued on page 3)
NEW PIPE LINE PROJECT SCHEDULED FOR 1950
(continued from page 1)

uled for November, 1950. The new system, with four of the present Gould pumps equipped with larger plungers at each of the three stations, will have an average capacity of up to 140,000 barrels per day of a percentage of light, medium and heavy crude. The reduction from eight to three station operation on the new system will be possible because of greater main line capacity and will bring about a reduction in operating expense which is extremely important from the standpoint of the Company's future position. This project includes the construction of a new 30" discharge line from the pier to the Tank Farm and four additional 150,000-barrel floating roof tanks at the Tank Farm in South Portland.

Careful consideration has been given to just what affect the reduction to three-station operation will have on the Portland Pipe Line personnel and it is felt that there is very little question that when the new system starts operating the line will require in the United States the same number of employees that are regularly employed at the present time. The operation of four large Gould units at each of the three stations will probably require two men on shift, an Operator and Assistant Operator. This will make it necessary to reduce some of the present Diesel Operators to Electric Station Operator rates and some of the present Electric Station Operators to Assistant Operators. It is impossible at present to say what men will be moved back to the lower rate jobs and just what the Assistant Operator rate will be. It is also anticipated that, with increased throughput, some additional men will be required at the South Portland Terminal for handling tankers.

When this project is completed in November, 1950, the Canadian stations - Highwater and St. Cesaire - can no longer be used because the increase in line capacity will provide the required increase in throughput with only three-station operation. This affects Canadian employees at these stations who are on the payroll of Imperial Oil, Limited, Pipe Line Divi-
sion. It is anticipated that with increased deliveries at Montreal East, an Assistant Gauger on each shift will be required in addition to the present Gaugers so that at least four men from the two shut-down stations can be absorbed in the new Assistant Gauger jobs. With regard to the balance of employees affected by the shut-down, the Montreal Pipe Line Company has developed with Imperial the possibility of other employment. Imperial recognizes these employees as members of the Imperial organization and they desire to offer employment, insofar as possible, to any present employees who will be affected by the shut-down of Highwater and St. Cesaire Stations. They advise that there is a possibility of employment on the new Inter-Provincial Pipe Line from Edmonton to Regina which is scheduled for completion in 1950. However, this will depend on the timing of that project in relation to the Portland-Montreal Line. They also point out that their present project terminating at Regina is expected to be a first step in a long line system and they are looking forward to a large-scale expansion of pipe lines aside from the immediate Edmonton-Regina section. They have advised that the general outlook for new pipe lines is such that they feel very hopeful that there will be employment for all employees with pipe line experience who wish to continue with Imperial Oil.

It is interesting to note that during 1948, the Portland Pipe Line Corporation received 223 tankers at its South Portland Terminal with crude oil receipts amounting to 24,640,457 barrels, which represented approximately 55% of the total incoming Portland Harbor tonnage for that year. Capacity of the present system averages around 67,000 barrels per day with deliveries being made at Montreal East, Province of Quebec to four Refineries located at that point.

THE PORT OF PORTLAND (cont from page 2)

Assuming that each tanker leaves approximately $5,000, business in the city on each port call, an increase in tanker movements in the harbor portends a good future for our waterfront business.

* * * * *
The Imperial Alberta on completion of her first voyage to the Portland Pipe Line Dock - May 14, 1949. This super tanker is one of the largest vessels of its kind afloat. It measures 628' long, has a 82½' beam, draws 31½' loaded and has a capacity of approximately 195,000 barrels of crude oil. One of the unique features of this tanker is its fast discharging time as it is capable of unloading crude at a rate over 27,000 barrels an hour, thus making it highly desirable from dock operations point-of-view.

Super Tanker Makes Port
(continued from page 1)

Plenty of local interest was aroused, days in advance of her arrival. Many visitors from neighboring oil companies were on hand for the occasion. Hundreds had to be stopped at the gate and asked to view the Alberta from the city pier that is only a few hundred feet from our own. Camera enthusiasts were very much in evidence throughout the day, snapping pictures and taking movies from every vantage point. The picture above was taken by our PIPELINER photographer, Ray Henry.

The Imperial Alberta is expected to make return trips to the Portland Pipe Line and already she has the makings of a habitual visitor. This big tanker made her second visit to the South Portland Terminal on May 27, with approximately 195,000 barrels of light oficina crude with A.P.I. gravity somewhat higher than in the first cargo of May 14.

As a matter of interest on tanker statistics, this big ship contained the 1,331st petroleum cargo to arrive at the Portland Pipe Line dock since the first one came in, in November, 1941.

* * * * *
R. E. KEPKE ELECTED TO PORTLAND BOARD OF DIRECTORS

Robert E. Kepke was elected to the Board of Directors of the Portland Pipe Line Corporation at the annual stockholders meeting held in Portland on May 10. All of the directors were re-elected excepting Mr. M. S. Beringer who was replaced by Mr. Kepke.

Mr. Kepke was elected to the Board of Directors of the Montreal Pipe Line Company, Limited, as reported in last month's PIPELINER. He is Vice President of the British American Oil Producing Company and the Toronto Pipe Line Company.

** ** **

BEATTY'S BRUISERS WIN TOP BOWLING HONORS.

Beatty's Bruisers are indomitable. They won the Championship title for the Office Bowling Club for 1948-49 by severely pounding Dunn's Dudes in the final match. The Dudes, who were within easy reach of the title, let it slip from their grasp in the final hectic match on May 5. It was a sad night for the Dudes as their confidence slowly melted away under the constant pounding of the Bruisers. It was only thru great team work and years of long bowling experience that kept the Dudes from losing worse than the final results show.

The muscular brawn and adroit playing of the Bruisers was too much for the skilled artisans of the Dudes team. It was a good fight - the Bruisers winning by force and speed, and holding the Dudes slightly under the winning margin all the way. The final tally showed the Bruisers came out with a pinfall victory of only 15 pins. The biggest pinfall margin they had in any of the three strings was only seven. However, they captured all four points. Here is the score:

<table>
<thead>
<tr>
<th>Pinfall</th>
<th>Bruisers</th>
<th>Dudes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st string</td>
<td>406</td>
<td>404</td>
</tr>
<tr>
<td>2nd string</td>
<td>417</td>
<td>410</td>
</tr>
<tr>
<td>3rd string</td>
<td>432</td>
<td>426</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1255</strong></td>
<td><strong>1240</strong></td>
</tr>
</tbody>
</table>

Anyway, the Dudes take off their ten-gallon hats and hand their spurs over to the unsurmountable, impeccable, impeachable, omniscient, indefatigable Bruisers. They are now the "blue bloods" of bowling.

** ** **

BOWLING BANQUET TOPS THE SEASON

With all the rivalry hatchets buried, all the feudin' dissipated, and all the competition melted away, the four bowling teams gathered at Vallee's Inn, Dunstan's Corner for the season finale on May 23.

It was a friendly gathering with nary a trace of the sporting rivalry that used to prevail on the allies when the teams met face to face. There were plenty of good things to eat, shore dinners being the popular choice, although a steak showed up here and there, on the table. Twenty-one bowlers were present. During and after the dinner, a floor show was staged and dancing highlighted the entertainment. All agreed that it was a swell time, and should provide an incentive for a good turnout at bowling next year.

** ** **

SUPERVISORS' CONFERENCE HELD IN PORTLAND, MAY 5th

The first general all day conference of Supervisors since October 14th, 1948 was held in the Conference Room of the Portland Office on May 5th. It was the largest gathering of the supervisory group since the conference program was established back in 1944. Besides the Portland Pipe Line group, Messrs. Copeland, Maclean, Irwin, Hornby and Cruden represented the Montreal Pipe Line Company, Limited.

A discussion of the "Plan for Annuities Supplements Under the Thrift Plan" was held, during the first hour of the morning session. The remainder of the day was devoted to discussions on the "Proposed Second Main Line Project", which is expected to get underway in 1950.

** ** **
TERMINAL

Andy our sea going dock foreman has made several trips in the past few months as guest and observer on the harbor tug boats while they were berthing tankers at our dock. Andy has seen plenty leaving the dock with the assistance of tugs, and now he is acquainted with the docking problems of the tow boats and pilots. The grub on the tugs is grade A and plentiful, Andy says.

Roy Brydon of Burke Gulch was a mid month, dropper-inner at the Terminal. Roy has slipped quietly into the capitalist class and purchased a new, no! not a Frazer, but a Plymouth.

Now that Ken Blanchard has broken the ice on the Annual Picnic, or outing, I shall second the motion that the wheels be set in motion for another grand day of fun - frolic - and feed. Sam and the Mrs. will indeed be missed by all of us on that occasion. Years ago, when the powers that were, carved up this country of ours, they could have just as easily slipped Texas into the New England states, then we could plan on the Harts attending the Annual Outings with us.

Bill Spear will never again be superstitious of Friday the 13th. On that date in May, Bill found a legitimate ten dollar bill under the pier that had drifted in on the tide. "Beachcomber Bill", he is known as now.

Rusty Higgins, formerly with Snodgrass Co., is now temporarily employed by the line in the Engineering Department. Rusty is no stranger to us, as he worked on the construction of our new pier, supplying much of the brain power, and, at times when needed, the manpower that went into the pier construction. Welcome to the line Rusty. We know you will enjoy working with us.

Arthur "The Great" Cote, headed the vacation parade from South Portland. Art took off May 14th, destination unknown, and somewhat uncertain.
The "Blue Goose", pride of the Terminal parking lot, is moulting. Must be the salt air.

Martin Jensen has a pet frog at the Terminal. The frog waits in the same spot each day and Martin scratches the frog's back with a straw and it wiggles in delight during the operation.

"Ensign Pipeliner" Bill Spear USNR, left Portland May 15th for New York City and a two weeks tour of duty with the U. S. Navy.

The new Tank Farm property is being cleared of trees and brush by our gang. Len Darling is acclaimed by his mates as a woodsman of the first order. The timber topples like ten pins when Len starts laying the axe to it.

Warren "The Eye" Griffin spotted a porpoise drifting along our shore in a rather dead and ripened condition. Benny Norton launched the Green Hornet, threw a noose around the porpoise and towed him well off shore where the tide could take him to sea. Brother! if the sun ever got to work on that porpoise lying on the shore, it would drive half the population of South Portland out of town.

Nice going Griff, and nice seaman-ship Benny. Incidentally, Griff tells me that for some unknown reason the sea gulls will not eat a porpoise, although they will eat just about anything else they can cram down their gullets.

Frank LeBounty is due in this area soon. The flying horses, or merry-go-round to some, have been in operation for the past week at Old Orchard. They can always lure Frank out of the hills.

Dick Bruns has the jump on the rest of us amateur farmers at the Tank Farm garden plot. His next winter's stock is well above ground before the rest of us have planted.

Victor Ingersoll had a complete row of radishes levelled by cutworms, but a little thing like that doesn't discour...

age Victor, it's all in the game.

... Nancy and Johnny Roderick will soon have tonsillectomies performed at a Portland hospital.

Frank, "The Throat", Wagner is limbering up his vocal chords in anticipation of the Hotel Gilbert opening.

We hear through the underground that the Pyramid Club plans a strong comeback in Portland this summer. Are you listening Shirley and Eva?

Harry Corrigan, first string catcher of the Raymond Rockets, was given a good write-up on the sports page of the Portland paper after his team trounced one of their competitors in the league. Harry seems to be in mid-season form, so soon, especially with the willow.

Benny Norton recently purchased and installed one seat (old ivory) in his Chic Sale that is situated 30 yards, or paces, NNW from his cottage.

Arthur Cowme has been our host on vacation, no doubt AC is gathering some data for the next issue, we hope, we hope we hope!!!

Bob McKaig's pa-in-law, Marshall Ball of Groveton, N.H., is visiting with Shirley, Bob, and Jonnie. "Marsh" is a red hot sport fan, and plans to root the Pilots into first place before June 5th.

The PIPELINER welcomes Eleanor and Tony Pugliese as the new news-hawks for the Gorham Station. Tony claims to have no flair for writing, but the last issue definitely disproves that statement. While we are on the subject of Tony, we presume that he will be in condition to defend his title won at the 1948 outing, in the stout man's race. We have a dark horse here in South Portland that intends to make Tony really get out and go in the next contest.

In the last issue I stated that Allen Kennedy and myself would be at Fenway Park, June 12th, to witness a ball game. Had my schedule mixed up at the
time so please transfer us to Braves Field for that date, a double header with Chicago. Paul Kennedy is also joining the group for his first look at big league baseball. Wouldn't Allen and myself look funny sitting all alone at Fenway Park feeding the pigeons and waiting for the game to start on June 12th.

Pipe Line attendance at the New England Music Festival at Old Orchard Beach, May 21st, included, Mr. and Mrs. Robert McKaig; Mrs. Frank E. Wagner, Mr. Victor Ward and the Ivers' quartet. Apologies, if any were omitted, it was a big gathering (only 25,000 strong) and I was lucky to spot the folks mentioned above.

Lawrence Fennel departed from South Portland May 23rd, destination New York City and a two week course at the supervisors' school.

We have two cargoes of Tabu due shortly at the Terminal. Don't get excited girls, it's not the Tabu that you are thinking of that scented our morning paper not so long ago.

See you again in July, or perhaps before that, if the outing falls in June.

Frank Ivers.

NO. WATERFORD

Bob Lewis was away from Waterford three weeks during the month of May taking over the duties of Jesse Miles at Gorham.

E. E. Hickey was with us for three weeks starting May 2nd as Chief Operator. We want to say he was a very good one. Ed, if you have spots before your eyes in the future and they happen to be red, let us know, and we will diagnose your trouble in the next edition of the PIPE-LINER.

Harold Perham's two boys, attending West Paris High School, tied for first place in the Annual Prize Speaking Contest held at the school. Sidney Perham entered the University of Maine speaking contest and placed second in the Popular Vote of his division. He will compete in the Montgomery interscholastic prize speaking at Colby College the latter part of May. Sidney hit the prize money in 1948.

Joseph Perham entered the speaking contest held at Bates College and won first place for boys. He entered the state finals at Augusta and tied for first place and won third in the final placement vote. Both boys will speak at the Norway and South Paris High assemblies. Both boys are letter men in basketball. Joseph Perham holds down 2nd base on the West Paris Baseball Team.

Ernest Wilkins paid us a visit May 9th and gave us several valuable hints concerning the proper use of desk blotter's.

The Hutchisons became owners of a shiny new Ford Tudor, April 30th.

Messrs. Luebeck, Hornby, Irwin, Copeland, Baker and Cruden were visitors here recently.

Mr. Creed visited with us quite a while May 10th and we say he appears in the pink of condition with that acquired Louisiana suntan.

Billie Sawyer reported for duty May 10th after quite a siege of illness. He is sporting a new pair of "monocles" to correct his eye-sight, which Bob Hicks says makes him look "exhustiished".

Fred Stearns is a nice "gent" in every way but he "unconsciously" (?) reminds the fellows here very often that third trick is coming up soon, while all the time we are trying to forget that part of the future.

Mr. and Mrs. Robert Hicks celebrated their 16th Wedding Anniversary May 15th.

Dr. and Mrs. Hebb were visitors at the Stearns' home for a short while May 16th.
Mrs. Hutchison attended Young Adults Meeting May 16th.

Mrs. Lewis gives us the idea that a bachelor's life is kind of lonesome even for a short period of time. Cheer up Lucia, maybe Bob won't be going out on another job for awhile.

The boys were asking if Tony Pugliese could tell them how fishing is up his way and if it were very expensive. Tony, you can give us all this dope in the June PIPELINDER.

Fred Lamb visited us a short while May 19th.

Dec C. Hutchison

GORHAM

In last month's news, an erroneous statement was made regarding the cars of Bud Cormier and Bruno LaBounty. These cars are of a 1941 vintage - not 1940 as previously stated. Perhaps we were confused with our own, new-to-us car. Yes! At last the Puglieses parted with their faithful 1935 Plymouth, and advanced five years to a 1940 Plymouth. This sounds very well until you write down that Larry Wheeler has a 1949 Chevrolet. Seems like the single fellows trade cars every year.

Mrs. Jesse Miles was in Portland, April 21st doing a bit of vacation shopping.

Miss Barbara Learned, Bethel, spent the week of April 17th with the Puglieses.

John Barber was ill the last of April. Two days were all John would stay in, as he wanted to be up and ready for fishing by May 1st. On this long awaited day, John, Bill White, and the male member of this reporting team, tried their fishing luck. Each returned about noon with no fish and the report that the water was too cold for good fishing!

Ernie Wilkins stopped at the Station the night of April 27th.

Mr. and Mrs. Jesse Miles left for Missouri on April 30th, to visit Jess' mother who is ill. Bob Lewis filled in for Jess during his vacation.

Mr. and Mrs. J. L. Creed visited at Gorham on May 11th. Mrs. Creed called on Mrs. Fred Lamb, while Mr. Creed visited the station. Welcome to our station Mrs. Creed. We hope you call again.

Congratulations to Mr. and Mrs. Bruno LaBounty! They are the proud parents of a baby daughter born May 11th.

Tommy Corrigan spent several weeks at the Veterans' Hospital, White River Junction, having a physical check-up. While there, a minor operation was performed and Tommy has a date to go back in a month for further treatment. Good luck to you Tommy. We all hope your stay at the hospital will be short.

Miss Carolyn Barber, of West Burke, spent the week with her grandparents Mr. and Mrs. J. O. Barber. No doubt the week went by much too fast for grandpa and grandma. On Saturday, John went fishing and brought back eight fish all over six inches, too!

Mr. and Mrs. William White and sons Gerry and Donny, spent the weekend visiting relatives in Waldoboro and Portland. This was the first long ride for the twins, who were very obliging and slept all the way down to Maine and also on the return trip home.

Mr. and Mrs. Jesse Miles have returned from Missouri and Jesse is taking advantage of the last days of his vacation to plant his garden.

Mr. and Mrs. O L. Chilcoat, Shirley Jo and Miss Judy Irvin of Portland spent a weekend here at their cottage recently.

Anyone seeking information on Maine Inland Fishing Laws should contact a Mr. A. L. Pugliese. It is understood he is spending considerable time and attention on this subject!

Mr. Merle Tomney is making plans
for a fishing trip to the Rangeley Lakes in the near future. It would seem Merle had made a good choice. No doubt many of us read about, and envied, the youth who recently caught a nineteen pound brown trout at Rangeley Lake.

Mr. Bruno LaBounty has been absent from work for several days due to a leg operation. We hope everything is okay now and that you will be back to work soon, Bruno.

Tony and Eleanor Pugliese.

PORTLAND OFFICE

The month of May was wedding month for the Portland Pipe Line Office. We can't recall when we have had two weddings in one month on any previous occasion.

On May 14th, Miss Barbara Elaine Parsons, daughter of Mr. and Mrs. George A. Parsons of Deering Avenue, became the bride of F. Gilbert Congdon, Jr., son of Mr. and Mrs. F. Gilbert Congdon of Prospect Street. The wedding was held in the First Parish Church of Portland, the Rev. Alexander Winston officiated. Miss Barbara E. Congdon sister of the bridegroom was the soloist. Mrs. Bertrand C. Cobb played the wedding music. Bouquets of white gladioli, snapdragons and blue delphinium, decorated the church for the wedding.

Guests from the Portland Office at the wedding included, Mr. and Mrs. C. D. Batchelder, Mr. W. R. Henry, Mrs. Lear Holmes, the Misses Elsie Carter, Mary Curran, Joannette Orr, Anne Scanlon, Barbara Spiller, and Katherine Sullivan.

Mr. Congdon and his bride enjoyed a wedding trip to Bermuda. Mrs. Congdon has been employed in the Engineering Department since June 23, 1947. Mr. Congdon is a graduate of Deering High School and Worcester Academy and served 5 years with the armed forces in World War 2. He is now president of the Congdon Transportation Company.

In the South Congregational Church at Newport, N.H., Saturday afternoon, May 28th, Miss Dorothy E. Davis, daughter of Mr. and Mrs. George E. Davis of Newport, N.H., became the bride of Neil S. Johnson, Jr., son of Mr. and Mrs. Neil S. Johnson, Scarborough, Maine. Spring flowers and candelabras decorated the altar for the ceremony, which was performed by the Rev. Harold Suttner.

Following a wedding trip to Virginia Neil S. Johnson and his bride will pass the summer at Little Sebago Lake, where they have a cottage.

Mrs. Johnson is a graduate of Towle High School, Newport, N.H., and attended the New England Conservatory of Music, in Boston. Neil S. Johnson is a graduate of Scarborough High School, Northeastern Business College and the Bentley School of Accounting and Financing, Boston. He served 3 years in the U.S. Army. After graduating from the Bentley School in Boston, he started to work in the Accounting Department of the Portland Pipe Line on June 30, 1947.

We were very happy to extend a welcome to Mr. Graham Horne, who visited with us for a few days, during his vacation. Mr. Horne was a guest of the Engineering Department. He is Chief Electrical Engineer of the Eastern Division of the Creole Petroleum Corporation and has his headquarters at Maracaibo, Venezuela.

We extend our kindest sympathies to Eddie Dunn and his family in the loss of his father, who passed away in Norway on Sunday, May 29th. Funeral services were held at the Raymond Funeral Home in Norway on May 31st.

Lee Wescott has been heard from via a communication with Mrs. Wescott. She reports that Lee is happy and well and is enjoying his extended trip to Oklahoma where he is with a group which is studying pipe line valuation problems. Lee reports that he has been fishing a couple of weekends but failed to mention how the fishing compares with Maine wa-
ters. We hope to hear about this later.

We know now why John Pero has practically worn the print off of all the road maps that are available around the office. The reason is that he is the proud owner of a new, shiny, maroon Plymouth. John's new car bids to make a very happy vacation trip for the Pero family when they go to Pennsylvania this summer.

Someone came into the Editors' office the other day and asked us if we knew who it was who went on a month's vacation and couldn't get back to work on time. We said we didn't know, but we sympathized with the poor guy anyone who has been out a month probably would find it pretty hard to get back into the saddle and harness on time. We also heard that this same fellow continued to have his difficulties after getting back to work and settling down. It seems that he has a '39 Mercury, which runs so quietly that when he gets out of it in the morning he can't tell whether it's running or not. As a consequence he is prone to leave it running. The poor Mercury protests this abuse and proceeds to boil as a result of the motor idling. One day recently for a couple of hours it was emitting clouds of steam which came wafting up by the Accounting Department windows, thus giving a fair warning that something was wrong and that the owner should be told about it.

**TANK FARM**

We were very glad to welcome Mr. and Mrs. Creed back to Portland and the Portland Pipe Line after Mr. Creed's illness of the past winter. We noticed that the climate seems to have given Mr. Creed a very hearty appearance, and I feel sure that this Maine weather will continue to be an asset to his recovery.

Harry Phillips has returned from New York, where he participated in a supervisors' training course for two weeks.

Len Darling, Warren Leighton, and Mark Smith, have rejoined us at the Tank Farm.

The "Tank Farm Gardeners" are busy as bees, hoeing, and planting their gardens so that they may be sure to have peas by the 4th.

The landscape around us has begun to show a gradual change. Punt outlines of what will be, in the not too distant future, firewalls, can now be seen by us imaginative ones.

The Imperial Alberta made her Maiden Voyage to the Portland Pipe Line Corporation's Terminal at South Portland with 190,000 barrels of Crude Oil.

Several world records in discharging of Crude Oil Cargoes were set when this Mightiest Monarch of the Imperial Tanker Fleet discharged up to as high as 27,000 barrels of oil per hour.

Mr. Schultz has notified all personnel of the expected completion of the present proposed expansion program at the South Portland Tank Farm, and Terminal late in 1950, with the completion of the new additional line to Montreal to be completed at that time.

"Don't be Late" is Art Cote's motto as he comes to work 24 hours early.

Chief Rat Exterminator is the title we are about to bestow on Vic Ward after he showed us his ability with the rat-trap. Vic succeeded so well in his first venture, he is thinking of becoming the "Pied Piper" of South Portland.

I would like to end this month with this thought. These are the months that the greatest number of the gang of the Portland Pipe Line will be going on vacations. Go North, South, East and West; Fishing, Boating, Swimming, and Camping; Have Fun, but remember, practise SAFETY First, and come back in Good Health, and Good Spirits.

D. C. Emery

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1949 ANNUAL OUTING PLANS UNDERWAY
E. G. WILKINS ELECTED CHAIRMAN

Plans for a "bang up" good time for all employees and their families got under way at an employees meeting held in the Portland Office on Tuesday, May 31st. Those attending the meeting, representing all departments of the Company, selected E. G. Wilkins as General Chairman of the Outing activities.

Saturday, June 25th, was voted as the big day for the gathering. Sunday, June 26, is the alternate day in case of rain.

Sebago Lake Government Beach Park which proved to be the popular spot for last year's Outing was the unanimous choice for this year's gathering.

10:00 A.M. was selected for the time for the fun to begin. Sporting events will be arranged from ten to noon, and other activities are planned for the afternoon.

Committees were lined up at the May 31st meeting to assist Ernie Wilkins in making the 1949 Outing the biggest and best one yet. Here is a list of the committees with the Chairman, and Co-Chairman elected at the meeting.

FOOD COMMITTEE:
Harry Phillips    - Chairman
Mary Curran
Lear Holmes      - Co-Chairmen

PICTURE COMMITTEE:
Ray Henry        - Chairman
Ole Brudevold    - Co-Chairman

FUEL COMMITTEE:
Andy Andrews     - Chairman
Ray Higgins      - Co-Chairman

REPORTING COMMITTEE:
Frank Irors      - Co-Chairmen
Harold Perham

ACTIVITIES COMMITTEE:
Harry Corrigan   - Co-Chairmen
Anne Scanlon

FIRST AID COMMITTEE:
Mae McCarthy     - Chairman
Jeannette Orr    - Co-Chairman

TAG COMMITTEE:
Elsie Carter     - Chairman
Neil Starr       - Co-Chairman

GUEST BOOK COMMITTEE:
Barbara Spiller  - Co-Chairman
Sam Sinclair

CLEAN-UP COMMITTEE:
Bob McKaig, or   - Chairman
George Flavin
Kay Sullivan     - Co-Chairman

Several suggestions were brought up for improving the distribution of food and organizing the outing activities and all those at the meeting agreed that the improvements would make the outing more attractive, and better organized than in former years.

Looks like a whale of a good time folks - better plan on attending!

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THE BAT'S ROOST

Occasionally, we have a very interesting column written by author, A. A. Cowne. He writes under the nom de plume of Bat's Roost and tells us what is going on in the Dispatchers' Office. At this writing, however, the Bat's Roost has been so terrifically battered around that the poor fellow is in no condition to write. He came back from Arkansas, after his vacation, a crippled man, with an attach of sciatica and he is at present in the throes of substituting for our good Chief Dispatcher Fred Scales, while the latter is also in Arkansas for his vacation. We hope he doesn't come back crippled up like "AC" - drain it or Arkansas habit?

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