OTTAWA MOTOR TANK TRUCK—
In Service all Winter
The Passing of Our President

WIDESPREAD as have been the expressions of regret at the death of Hon. William John Hanna, President of this Company, by the Canadian community at large, and which have come in such unexulted measure from abroad, they but faintly echo the sorrow that is felt by those of us who were his personal associates and fellow-workers in this organization. To everyone connected with this Company, to whom Mr. Hanna was ever slightly known, his death comes as a personal bereavement.

It has been the good fortune of but few men holding such a post of industrial leadership to win in so great a degree, not only the respect, but the affection of those in whom he has any given to the Company's employees. His death is a deep loss to the Company, and his memory will ever be a source of inspiration to all who knew him. His wisdom and judgment were always sought after, and his counsel was always respected.

The Final Ceremonies


The remains were taken to Sarins for internment and on Tuesday, March 25, after a very impressive service in the Central Methodist Church were laid in their last resting place in Lakeview Cemetery.

The service was conducted by Rev. Dr. Manning, pastor of the Central Methodist Church, Sarins, and with him were associated Rev. Dr. Strachan, formerly minister of Rose Dale Presbyterian Church, Toronto, and Canon Davis of the local Anglican Church.

The funeral rites opened with the singing of that beautiful, time-honored hymn, "O God, Our Help in Ages Past," in which the assembled congregation joined with deep earnestness. This was followed by prayer and the singing of "Rock of Ages."

It was most fitting that the task of speaking of the late statesman should fall to Rev. Dr. Strachan. Not only was he closely connected with Mr. Hanna in the welfare work and industrial relationship plan so recently instituted for the employees of Imperial Oil Limited, but he had known the deceased gentleman most intimately for the greater part of a lifetime.

In well-chosen words he paid eloquent tribute to Mr. Hanna and spoke the thoughts that were in the hearts of every one assembled there.

"In the day when the keepers of the house shall tremble, and the strong men shall bow themselves, and the doors shall be shut in the streets, and the mowers shall go about their business, then shall man tremble, and men shall be moved, and be very careful to walk upon the ways of their houses. The dead bodies shall be the property of the dogs." (Jeremiah 16:9, 10.)

"The writer of these words," said Rev. Dr. Strachan, "anticipated the universal heart of humanity. There is no day when it is not true. The only difference is that it becomes vocal when it comes home to ourselves."

"To-day, indeed, may go about the streets as mowers, and a multi-

He gave himself without stint or measure that we all might be happier, better and more prosperous. His life was an inspiring example worthy of universal imitation. What Mr. Hanna has done will long be remembered; what he will never be forgotten. We deeply mourn his death and we shall ever treasure his memory.

The Late Hon. W. J. Hanna, K. C.
tude of strong men are looking out upon the days to come and are crying out, "Idiots."
"What is next?"
"We have no answers for our friend and chief has been taken from our side."
"The task has been assigned to me-to-day is not an easy one. It is to express these words in such a way that it will reach your heart. It is not to praise him; he was beyond all that.
"It is to satisfy ourselves with some simple tribute to a man whom we knew, loved, and whom every part of the English-speaking world delighted to honor."
SOME time last October it was de- cided to form a social club or lodge members of the office staff at Sarnia. The objects of this club were to promote the social welfare of its members and to encourage a spirit of co-operation among the employees of the various departments. At the same time it was felt that much good charitable work could be carried on through the medium of entertainments.

The first occasion was a benefit dance which was held in aid of the Sarnia General Hospital. The date chosen was November 28th, 1918, and the affair developed into one of the biggest and best dances ever held in Sarnia. It was highly successful from the social standpoint, but particular pride is taken in the fact that a cheque for over $450 was handed to the hospital authorities after all outstanding accounts were cleared.

"Get Acquainted" Party

About two months later, on the 7th of February, a second party and dance for Imperial Oil Limited employees and their families was arranged. It was intended to be purely a "Get Acquainted" meeting and many novel features were introduced that resulted in sustained interest and enjoyment throughout the evening. Both men and ladies who attended each came provided with a box handkerchief. The gentleman each drew from the box to enliven his lunch was that particular lady whose number had been drawn. An added feature of the evening was the surprise that was sprung on Mr. W. J. Gilchrist, the general superintendent of the Sarnia plant. Through a discarded letter it was discovered by one of the girls that it was Mr. Gilchrist's birthday, and as a surprise to him, and indeed to practically everyone else, a birthday cake was prepared. Not knowing exactly how old Mr. Gilchrist was in years, but knowing his age in spirit, sixteen candles were placed on the cake. It made a very brave show and Mr. McCobb very likely the presentation.

At the first meeting the election of officers caused great enthusiasm, and the following is the list for the present officers: Mr. Walter H. Dickson, President; Miss Mabel Lockhart and Miss Agnes Simpson, Vice-Presidents; Mr. John R. Simpson, Hon. Treasurer, Miss Norma E. Burrie, Hon. Secretary.


The chairman of the active committee are Mr. W. C. Loomis (Entertainment), Miss Nellie Horsey (Welfare), and Mr. Gordon Hodges (Memorabilia).

One of the particular plans adopted was to furnish and maintain an "Imperial" room at the Sarnia General Hospital, and judging from present reports this is well on the way to fulfillment.

Other work to be undertaken consists of leaving a remembrance in the form of a gift of flowers or something more appropriate to any members who are at home through sickness, to give some tangible token to those who leave our midst to accept other positions and to provide floral pieces in the rooms.

"Keep Acquainted" Party

On Monday, February 24th, the second of the series of "At-Home" was held. This took the form of a "Get Acquainted" party and proved to be an even greater success than the first "Get Acquainted" party held in the mouth. Fully 160 members assembled and enjoyed a very pleasant and enjoyable time.

The first item of the evening took the form of community, and was very ably led by Mr. George E. Gahtler of the Treasurer's Department. The entertainment committee made a secret of all the games until they were brought out, and there was a great surprise as to the form they would take. Far from spoiling the evening, however, this only increased the fun.

After the prizes were given, partners were taken for a turn, after which supper the programme consisted of dances which continued into the "new year's" hour, the party finally breaking up at 2 a.m. The membership of this Club continues to grow, and it is with pleasure to complete the second hundred.

Ioco Good Cheer Club

The Ioco Good Cheer Club is continuing the good work for which they originally handed themselves and to forward this end a very successful dance and euchre party was held in the Foresters’ Hall, Toronto, on Monday night.

Twenty-five tables for euchre were set up, and after the dinner a high trick of charges. Some handsome prices were awarded, and won by Mrs. Dunlop, Mrs. Tilt, Mrs. Oke, Messrs. W. Brown, G. L. Greydon and G. H. Chubb.

The music for the dancing was provided by an orchestra of four pieces led by Hal Fair. The manner in which they rendered the various numbers called forth unstinted applause and was very largely instrumental in the success of the dancing. The hall had been tastefully decorated. A large wicker screen was hung with flowers containing for flowers. The half that held the musicians was screened by palms, and their mugs and corners were similarly decorated.

The thanks of the committee are due to the many people who assisted towards the success of the evening by their generous donation of the concern of materials, particularly those who supplied the score cards, tickets, and refreshments.

The committee in charge of the evening were Misses N. E. Campbell (coenvenor), M. McKeen, C. Dinnan, N. Mannion, J. Brown, R. Young, G. Wright and E. Bird.

When the accounts were made up it was found that the net proceeds amounted to the handsome sum of $201, which was placed in the Club’s savings bank to be used to cover expenses incurred by carrying on the work of the Ioco Good Cheer Club.

Another, on account of this refuge, being obliged to run a certain per cent.

The spring of 1907, ground was broken at Sarnia for the erection of the new refinery of Imperial Oil Limited. Since that time the Company has carried forward a constant programme covering the whole of Canada.

This is the construction work with which the Mechanical Department has largely to deal and, therefore, a brief outline of the variety of this work this department is called upon to perform, together with some account of what has been accomplished during the intervening twenty-one years, will give readers, The Review some idea of the work of this department.

Like the work of other departments, that of the Mechanical Department is distributed between the two natural divisions of the Company—the Manufacturing Department and the Marketing Department.

Increased Production.

During the early period of the Company’s growth, the Manufacturing Department was confined to the Sarnia Refinery, but during the last four years it has been extended to other refineries. This has been accomplished, in a special still known as a Sweetening Still, into which copper oxide is pumped and kept in suspension and mixed with the distillate by a special stirring apparatus. In connection with this process a Revolving Department is necessary for reconstituting or desulphurizing the copper oxide for further use.

of high sulphur or crude, it is necessary to have a process for sweetening or removing the sulphur from the distillates in the course of their distillation. This is accomplished in a special still known as a Sweetening Still, into which copper oxide is pumped and kept in suspension and mixed with the distillate by a special stirring apparatus.

In connection with this process a Revolving Department is necessary for reconstituting or desulphurizing the copper oxide for further use.
many miles of piping are installed. In addition to the above equipment there are also mechanical shops, offices and many other buildings.

Growth of Refineries.
To give readers of this Review a true conception of the extensive construction programme carried out by the Chemical Department in recent years, we must begin by referring to the Manufacturing Department. Since 1910 Sarnia Refinery has been practically rebuilt. The capacity of every department there has been more than doubled. Besides this, refineries have been erected at Icic, Regina, Montreal and Halifax.

As we have already said, stills and tanks are, generally speaking, the basis of refinery construction, and, therefore, in giving an outline of recent constructions we can only mention that in the five refineries now operating there are altogether 44 stills of various types, with a total tankage capacity of approximately 4,591,500 barrels and requiring 40,620 tons of steel for their erection.

In connection with the Marketing Department, readers of this Review will have noted the extensive distribution stations located at all the principal lake and ocean ports, at all important cities and towns and in numerous smaller centres and outlying districts. Bulk shipments of oil to all these stations are handled by the Company's steamships and tankers, necessitating large tankage accommodations, warehouses, wharves, pumps and other equipment. The tankage for this department aggregates about 2,740,000 barrels, requiring over 14,000 tons of steel for its erection.

The practical of the Company today, as in the past, is to do all its own construction work with the sole exception of some of the smaller warehouses for wildcats, lead burners and car repairers, each with their small quota of helpers.

The Sarnia works being the most centrally located, the largest of the five plants and also the parent refinery, has naturally become the headquarters of the greater part of the mechanical force. On account of this and also that the main shops are located there, it has been deemed advisable to have the Engineering Department at Sarnia.

The Engineering Department.
It is there that all plans are prepared and requisitions for the Purchasing Department made for all materials and equipment used in our constructions.

The Plant at Sarnia.
The Sarnia refinery is composed of a boiler and plate shop equipped with modern punchers, both vertical and horizontal types, straight and rotary bevel plate shears, angle shears, power plate bending rolls, angle bending and other necessary machines. The shop is also provided with electric cranes for handling a capacity of about 400 tons of steel per week.

There is a very complete machine shop, fully equipped with lathes, planers, drill presses, grinders and equipment for doing tank-car work—axle lathes, wheel borers and wheel presses. The blacksmith shop is equipped with steam hammers, oil furnaces, standard smithing forges, together with tools necessary to make up a complete forging shop. The other shops, pipe shop, carpenter and pattern shop, welding shop, electrical shop and paint shop, are all fully equipped with up-to-date tools and supplies.

There is also a compressed air plant with steam-driven and electrically-driven compressors and with a total compressing capacity of 3,000 cubic feet of air per minute to a pressure of 110 pounds per square inch.

The buildings occupied by the Mechanical Department are of modern design and constructed principally of brick and steel. The total floor space is 34,100 square feet.

The length of this article will not permit a more complete description of the various shops, their equipment and some details of the work performed, but to many readers this is no doubt familiar and only differs from the work at other refineries in that it is more extensive.

Method in New Construction.
When some new construction is to be undertaken, whether it be a refinery or a distribution station, the first thing to do is to develop plans. Then, as soon as the necessary equipment and materials are on hand, the construction engineer and foremen of the various trades are sent out. The greater number of these are usually supplied from Sarnia and are supplemented by men from the other refineries. Other tradesmen and labourers are then gathered together, generally from near at hand, whereupon the work of construction begins.

In some instances the building site has to be cleared of trees, stumps and underbrush and considerable grading done before any commencement can be made in the building operations proper. These details may involve a great deal of work and expense, depending on the nature of the site.

For instance, the site of the Joco Refinery, which has an extent of 80 acres, was nothing more or less than a forest. At Dartmouth, a similar condition existed with this addition, that due to the contents of the land a vast amount of grading was necessary. This alone required the use of three steam shovels for a period of many months in order to remove more economically thousands of yards of earth and boilders.

Next, foundations must be constructed, preparatory to the erection of all buildings, stills, condensers, agitators and tanks. Then follows the instalation of boilers, pumps, machinery, power equipment, piping, sewers and roads, in the erection of which several gangs of labourers, representing almost every trade, are employed.

With the number of men employed in the Mechanical Department, no definite figures can be given. And now there is very little new construction going forward and, in consequence, the force of men is much smaller than at other times, being now slightly under 2,000. It may be interesting, though, to note that, during periods of greater activity in recent years, as many as 4,000 men have been employed at one time at the various refineries and marketing stations.
“And So Say All of Us.”

HAMILTON, Ont., Jan. 15, 1919.

HON. W. J. HANNA,
President, Imperial Oil Ltd.,
Toronto, Ont.

Dear Sir:

We, the employees of Imperial Oil Limited of the Hamilton Branch, beg to acknowledge your latest letter, dated January 1st, relative to our Company’s Insurance, Sick Benefit and Pension Schemes.

Your message has not been placed in our portfolios, nor upon our files, but has been taken to our homes. The purpose of this acknowledgment is to publicly assure you of our deep and sincere appreciation, and assure you of our co-operation in a broader spirit among ourselves and with our officials for the advancement and welfare of our Company’s interests.

This year we come with our superheated loyalty, which we pledge to you and your associates who with your guidance and upon whose shoulders lay the burdens and responsibilities of the destiny of our great Organization and Brotherhood.

Heartily reciprocating your good wishes, we beg to remain,

Yours very truly,

W. E. BAKER
H. G. BARLEY
CICELY BURNS
L. J. CHERRELL
H. B. CHUTE
E. CLEARY
LLOYD CLARK
HUGH CUNNINGHAM
FRANCIS DICK
J. ERNEST EVANS
MRS. J. HAMBLIN
REG. GEO. HOBBS
HILDA H. HUBBARD
ALEX. JIMSON
VERA L. MAY
E. S. MENDHAM

J. MCDONALD
THOM. MOORE
FRED MOHR
F. MUNRO
ROBERT R. SHAWARD
E. SIMMONS
A. H. SNIDER
J. TAYLOR
W. W. TRELLOPS
H. H. TRELLOPS

Mr. G. L. Hambly

“Congratulations, Mr. Hambly.”

With the appointment dating from February 1st of the present year, Mr. G. L. Hambly has been made Manager of the Eastern Ontario Sales Division, with headquarters in the Imperial Oil Building, Toronto.

Mr. Hambly has been associated with Imperial Oil Limited for more than twenty-five years and during the last five has been Assistant Manager of the same division.

His promotion is well-deserved and very popular. Salesmen and readers of your Review will join in extending heartfelt congratulations to Mr. Hambly on his appointment.

“Same to You,
Mr. Green.”

The promotion of Mr. Turley to the head of the Edmonton Branch created a vacancy for a new Assistant Manager at Calgary. The choice fell on Mr. V. E. Green, and we are delighted to extend our felicitations to Mr. Green.

For the past eight years Mr. V. E. Green has been on the sales force of the Calgary Division, with headquarters at Lethbridge, Alta. During that time he has proved himself a good salesman and has shown capabilities which marked him out for promotion.

While in Lethbridge he was interested in many movements for the betterment of the city. He was an active member of the Board of Trade and last year was elected President of the Lethbridge Auto Club. Mr. Green was also greatly instrumental in completing the task of posting all the roads in Southern Alberta.

The good wishes of his fellow townsmen, as well as those of our readers, follow him in his new duties at the headquarters of the Calgary Sales Division, where he now fills the position of Assistant Manager.

SALESMEN IN CONVENTION

ENTHUSIASM AT MEETINGS IN ALL DIVISIONS ACCURS WELL FOR A SUCCESSFUL YEAR.

FROM all reports there was no lack of enthusiasm at the annual conventions of salesmen this year. These meetings offer a splendid opportunity for the various members of our sales force to “get together” for the discussion of sales plans and policies, the free exchange of opinions, and those who attend are bound to gain inspiration valuable to them while “on the road.”

Mr. Oswald closes his report with: “The selling force of Montreal Division starts 1919 with renewed deter-

Mr. Oswald closes his report with: “The selling force of Montreal Division starts 1919 with renewed deter-

At Toronto,
The Eastern Ontario Division met at Toronto, January 8-10. Mr. G. L. Hambly presided, with Mr. F. G. Hill in the vice-chair.

Close attention was given to the distribution of refined oil and gasoline and the need for closer relations between salesmen and tank-wagon agents. Mr. D. S. L. Patterson gave a short address on the tank-car trade, from which much useful information was gathered.

Mr. E. D. Gray dealt with the manufacture and marketing of Asphall in an interesting manner, and was followed by Mr. G. L. Greason on the question of Lubricating Oil as related to turbines, tractors and other types of machinery.

CALGARY DIVISION SALESMEN IN CONVENTION

FRONT ROW (STANDING) — W. J. TURLEY, H. E. CRIPPEN, H. K. MURPHY, A. J. ANGEL
FRONT (SEATED) — W. J. TURLEY, A. J. ANGEL, H. E. CRIPPEN, H. K. MURPHY
SECOND ROW (STANDING) — A. J. ANGEL, H. K. MURPHY, W. J. TURLEY, H. E. CRIPPEN
SECOND ROW (SEATED) — A. J. ANGEL, H. K. MURPHY, W. J. TURLEY, H. E. CRIPPEN
THIRD ROW (STANDING) — A. J. ANGEL, H. K. MURPHY, W. J. TURLEY, H. E. CRIPPEN
THIRD ROW (SEATED) — A. J. ANGEL, H. K. MURPHY, W. J. TURLEY, H. E. CRIPPEN

Mr. E. D. Gray dealt with the manufacture and marketing of Asphall in an interesting manner, and was followed by Mr. G. L. Greason on the question of Lubricating Oil as related to turbines, tractors and other types of machinery.
The gathering was also addressed by Mr. L. J. Cummiff, who explained the various advertising campaigns, and by Mr. Thompson, who outlined the new amenities and benefits' plans.

The general opinion was decided that this was the most successful meeting ever held by the Eastern Ontario salesmen.

Western Ontario Division.

The second annual convention of this division opened at the Royal Connaught Hotel, Hamilton, on January 7. Mr. F. J. Wolfe presided, supported by Mr. F. W. Deere.

The programme was very full, and following an excellent year's work, a very optimistic spirit prevailed in all addresses and discussions. The addresses on Tuesday were delivered by Mr. F. W. Deere on the work of the past year; Mr. E. T. Wolfe, General Sales Manager, on our general sales policy; Mr. J. H. Gray on Road Materials; and Mr. J. C. Gibson on the extent to which a lubrication engineer's services may be used to advantage.

Wednesday morning was devoted to visiting the new plant at Hamilton and upon returning to the convention room, Mr. Batchel gave a talk on "How to market our specialties." Mr. W. M. Mills dealt fully with the Automobile Oil Contest. Mr. Cody reviewed his work in securing twenty carload orders, and was the recipient of a portfolio for his work. Mr. W. P. C. Andrewes received a club flag from the G. & B. firm for leading the sales in their products. A clear exposition of our advertising campaigns was also given by Mr. L. J. Cummiff. The programme for the evening was a complimentary theatrical party, and a most enjoyable time was spent.

Further addresses and discussions followed at the concluding sessions, Messrs. C. W. McGaughran, Belleville, Connors, Powell and Troplong giving the addresses, which were well received, and determining to make 1919 a banner year.

At Regina.

Mr. R. C. Halley presided over a very earnest meeting at Regina on January 7. The past year's records showed a considerable expansion, and plans were laid for still greater and better business in 1919.

A pleasant feature of the convention was the dinner party at the Assiniboia Club, which was followed by a theatre party.

Saskattoo, Too.

After the most enthusiastic meeting that has yet been held in Saskatoon, the sales force in that division, under the direction of Mr. P. W. Gordon, held a very enjoyable concert, dance and banquet. There were 153 guests, and judging by the picture we reproduce, they must have had a good time.

Calgary Convention.

The Alberta Division met at the Hotel Paliser, Calgary, on January 7-9. The splendid results of the year's work was reflected in their deliberations and reports. Mr. M. B. Green presided and voiced the feelings of all for the success of the newly-organized Edmonton Division.

Haltfax, St. John, Winnipeg and Vancouver also held successful meetings at their respective centres.

Imperial Oil Review.

The splendor of the Province of Quebec about thirty years ago, originally intended as a substitute for coal tar for oiling shingle roofs, barn doors and all rough wood outbuildings. It is also used for fence posts, the ground end of the posts being dipped into the oil as a preventative of decay. The mode of application is to leave the barrel a day or two in the summer sun, then draw oil through the barges into kegs from which it is habitually applied with a white clothbrush on the bad soddened wood.

When applied it has a neat black appearance with a brownish tinge becoming lighter when weather-worn for a few years. It can be refinished with light re-oiling that will increase the life of shingles indefinitely, as wood so impregnated is waterproof, moss-proof and insect-proof.

Unlike coal tar or carbolic paints, it does not crack, warp or peel under atmospheric conditions and is practically indestructible except for very slow evaporation and surface wash-off by rain. We know of no prettier countryside than that of eastern and central Quebec where the white-washed barns have their roofs treated with Imperial Shingle Oil.

Imperial Shingle Oil.

This is a heavy, dark oil of a resinous nature introduced into the Province of Quebec about thirty years ago, originally intended as a substitute for coal tar for oiling shingle roofs, barn doors and all rough wood outbuildings. It is also used for fence posts, the ground end of the posts being dipped into the oil as a preventative of decay. The mode of application is to leave the barrel a day or two in the summer sun, then draw oil through the barges into kegs from which it is habitually applied with a white clothbrush on the bad soddened wood.

When applied it has a neat black appearance with a brownish tinge becoming lighter when weather-worn for a few years. It can be refinished with light re-oiling that will increase the life of shingles indefinitely, as wood so impregnated is waterproof, moss-proof and insect-proof.

Unlike coal tar or carbolic paints, it does not crack, warp or peel under atmospheric conditions and is practically indestructible except for very slow evaporation and surface wash-off by rain. We know of no prettier countryside than that of eastern and central Quebec where the white-washed barns have their roofs treated with Imperial Shingle Oil.

Mr. C. Maginnis.

Mr. Constantine Maginnis is our agent at No. 1 Plant, Edmonton. He is an Irishman by birth, but like many other Irishmen he was eventually driven as if by magnet to the wonderful land which lies beyond the seas to the west of his native land. After various adventures he finally landed in Pittsburgh, Pa., where he took a thorough course in commercial work and had the honor of graduating from business college at the head of his class.

For a number of years after this he followed the accounting profession. Later, he joined the Standard Oil Company and worked for different periods at Pratt Works, Bayonne and Ocean. Having the required examinations, he was pronounced efficient for foreign service in the Standard Oil Company, and shortly afterwards was assigned to one of the Chinese ports, namely, Shanghai.

To quote his own words, "I started out like a gentleman, everything first class all the way, and I received a primrose salary." He said he will ever remember that trip as he landed in Shanghai in time to join in a regular American celebration on the Fourth of July. After spending some time in Shanghai he was recalled to New York.

Mr. Maginnis afterwards moved westwards and finally located at Edmonton. He has now been agent at Edmonton for six years, during which time he has shown enthusiastic and loyal service and has come to be regarded by a large number of customers as a conspicuous exponent of one hundred per cent. Imperial Service.
Another Tribute

In an organization where upwards of a thousand men and women are employed, if you ask the question, "Who is the oldest employee?" you will probably find several would claim that distinction. In the case of the Sarnia works, however, this is not so, for, in the person of Mr. Richard Robinson, Sarnia has a really and truly "oldest employee."

Mr. Robinson was born September 13, 1897, in the town of Petrolia, Ontario, where he attended public school. When he left school he took to farm work and followed that occupation for five years. At the age of twenty, he left Petrolia for the lumber woods of Michigan, where he worked for the next fifteen years.

In 1922, "Dick" went to Sarnia, and was engaged for three years in the construction of the tunnel under the St. Clair River, which connects the Canadian and American shores, and which up to that time was one of the greatest engineering works on the continent. After the completion of the tunnel in 1895, "Dick" was employed by the Canadian Oil Company, which company occupied a small portion of the site now covered by the Sarnia Refinery, and he was on the ground when the plant was taken over by Imperial Oil Limited.

While Mr. Robinson's direct connection with Imperial Oil Limited covers twenty years, his activities have not been confined to Sarnia. In the five years spent about two months over-seen part of the work during the reorganization of the Cote St. Paul (Montreal) plant. Part of the work at that plant which Mr. Robinson supervised was the moving of a number of storage tanks, all of which were moved by the floating process. This process consists of building an embankment around the tank and pumping in enough water to float the tank, even if it is then moved to its new location. The water is then drawn off and the tank carefully lowered to its new foundation.

Needless to say this work, under Mr. Robinson's supervision, was accomplished in a most satisfactory manner. At the Sarnia plant from its very beginning up to date, "Dick" has played an important part in all construction work. Not only this, but in the operations of the plant he has always had an interest in, particularly, both in the manufacturing and in the handling of fuel.

Apart from the work which he has done at Sarnia and Montreal, he also spent two months last summer, supervising construction work at the Icaco Refinery.

There is one incident which occurred during "Dick's" sojourn at Eves, when he carelessly wandered off into the "jungle," in which a bear figure rather prominently. He is rather sensitive about this, so we will not tell the story any further than to say that the fact that we still have "Dick," with us proves that the bear lost the race.

It is our hope that for many years to come Mr. Robinson will continue to win his race with bears or anything else that threatens his physical welfare. He is highly esteemed by all who know him, and his work is thoroughly appreciated by the officials of the Company and all his Sarnia associates.

Another Use for Imperial Parawax

By Salesman H. C. Vivian, Winnipeg.

Here is another use for Imperial Parawax to add to the already long list.

In trapping, the odor of metal from the steel traps has a great tendency to frighten away the animals as they have a very keen sense of smell.

To overcome this, it has come to our notice that trappers dip their traps in melted Imperial Parawax. Careful handling is necessary so that the film of wax is not broken when setting the traps. The wax coating completely shuts in the metallic odor and thereby increases the efficiency of the traps.

The Oldest Employee at Sarnia Refinery

Mr. R. Robinson

Street Paved by Imperial Oil Limited

Gift of Hot-Mix Asphalt Pavement to City of Sarnia

The public spiritedness of Imperial Oil Limited is well exemplified by the excellently constructed roadway from the corner of Mitton and Wellington Streets to the Tunnel Station, which was recently opened to the public. This roadway was built entirely at the expense of Imperial Oil Limited, and was presented by the Mayor to the City of Sarnia.

The roadway is approximately one and one-third miles long and twenty-four feet wide. At the south terminus the pavement is extended to a width of forty feet. The sub-base is heavy clay but well drained by three miles of five-inch tile and fifteen-inch gravel trench. The base is of six-inch concrete and the surface Hot-Mix Asphalt (Sheet Asphalt type three inches in depth) made by an admirer of Imperial Asphalt with sand and stone.

The completed roadway offers a smooth, level, continuous, elastic dustless surface from end to end. It is a good recommendation for Hot-Mix Asphalt pavements, and a credit to the Imperial Road Engineer, under whom it was built, to the Milton Hersey Company who carried out the inspection, and to the Warren Bituminous Paving Company of Ontario Limited, who constructed it.

The sand used in the asphalt surface, and the gravel for the base came from Sarnia's own twenty-one gravel deposits. It is interesting to note in this connection that Mr. E. D. Gray, the Imperial Road Engineer, states that the vicinity of Sarnia provides excellent gravel and sand for this high type of road construction.

Formal Presentation.

The pavement was formally inspected and presented to the city on December 16th, 1948. At four o'clock in the afternoon the leading citizens of Sarnia, headed by Mayor James S. Crawford, proceeded to the offices of Imperial Oil Limited, where they were joined by Hon. W. J. Hanna, Mears, C. O. Stillman, G. W. Mayer, G. H. Smith, A. M. McQueen, D. Strachan, Victor Ross, Hector Charlesworth and W. J. Gilchrist.

The party then travelled over the new pavement along Mitton and Green Streets to the Tunnel Depot and thence back to the council chamber at municipal headquarters. Arriving at the City Hall, Mayor Crawford opened the proceedings, and the mayor had the opportunity been given, our people would have turned out, 'em manes' to demonstrate their appreciation in a practical way.

"Several years ago it was whispered that on the occasion of a visit to this city by one of your officials, his car stalled in the mud on one of our streets and that the same official said he would have the street paved if he had to do it himself. Many citizens thought this was only the dream of a dreamer. But that it may be, if it is true, a monument ought to be erected on the mud hole where the car stalled.

"Early last spring, through the influence of our Mr. McArthur and your general manager, Mr. Gilchrist, arrangements were made and the work commenced. To-day we have a stretch of pavement that is second to none on the continent of America, a piece of
work that will stand as a monument to the generosity of Imperial Oil Limited and its endorsement to the contractors. It was a big undertaking during war conditions, but like other matters undertaken by the Imperial, nothing stops them. It seems to me it would meet with general approval if the city council would rename this thoroughfare "Imperial Avenue," and I shall be pleased to suggest it.

"Now, Mr. President, you will please pardon me for the few further remarks I make. I feel that I would not be fulfilling my duty as mayor of this city if I were to neglect telling you of the cordial and friendly feeling that exists towards Imperial Oil Limited by the people of this city, and more especially so since our good friend Mr. J. A. Hanna, began the presidency. He has always taken a deep interest in our city's welfare and, I feel sure, will continue to do so.

"I think I have the distinction of being the first mayor of Sarnia who has been chosen from the ranks of labor. I appreciate this very highly, but I want to say to you as a representative of labor speaking to the Imperial Oil Limited representatives, that it is a lasting credit to you to be in a position to be present in this room many years of war, with all its various labor troubles and conditions, without the slightest friction or trouble with any of its employees. There is some reason for this unity and I am sure that Imperial Oil Limited condition exists because of the fair dealing and consideration given your employees.

"Now, sir, in conclusion, I would ask you to accept the thanks of myself and the people I have the honor to represent for the great favor you have done us in so fittingly bestow upon this city in the gift of the pavement just inspected and completed and which now becomes a part of the property of the city."

Mr. Hanna Replies.

Hon. W. J. Hanna replied fittingly for Imperial Oil Limited, appreciating the sentiments expressed by Mr. Gray. He said:

"We, as members of Imperial Oil Limited, appreciate the spirit which has ever existed between us and the City of Sarnia."

"It is not new for us to find an expression of this kind, but I think that the lasting and permanent fact that during the whole twenty-one years of the Company's career as an institution here, the most friendly and kind feelings have at all times existed between the two.

"Perhaps this thoroughfare which we now present to the City of Sarnia was built more because of a series of accidents than otherwise. The first accident was probably when some time ago a representative of our Company happened to be in conversation with the late Mayor Thomas Doherty and Mr. David Milne. The representative said that the Company had an idea of some construction in the City of Montreal and thereupon the Sarnians suggested that some kind of construction might be placed in this city. The next accident was when Charles McArthur and the city council had the pleasure of entertaining some of the local board of works with others, deliberately conspired towards this end.

"While I was travelling in South America some time later I received a cable from my office in Toronto asking if I would endorse the idea of placing a pavement in Sarnia at an approximate cost of $80,000. The message did not say when or on what streets it should be placed. I had no information at hand whatever. If I had begun cycling at that hour I probably would have found soon that road construction was expensive even before the wages of workmen."

"When I came back to Toronto I found that one of our men, Mr. Gray, had been up to Sarnia and that Charles McArthur and other co-conspirators had been exerting himself. He had been over to Toronto all filled up with the highway idea and even had pictures before him, showing the plans and specifications. I think Charlie McArthur drew a picture and the other question but I could plainly see that I could do nothing and he returned to Sarnia and had allowed those fellows to show him about. Personally I think that when it was here the city council simply swallowed him. I think I thought I just as well then and there line up with the idea too; and I did.

"I had to know that the highway is a good one. We hope that it will become the best of all and it shall express our sentiments regarding the ceremony in general. We not only hope that the pavement in itself will last, but we hope, too, that the splendid idea which has always existed between the City of Sarnia and Imperial Oil Limited, will also last."

Other Speakers.

Other speakers followed. Mr. W. J. Kenny, President of the Sarnia Board of Trade, heartily seconded Mayor Creedon's expression of appreciation. Mr. Hector Charlesworth expressed pleasure at the evident goodwill that existed between the corporation of Sarnia and Imperial Oil Limited. It was his opinion that such an action as the one witnessed that afternoon would go far to strengthen the present good roads movement in Ontario.

Mr. Thomas Cook, Secretary to the Board of Trade, traced the relations between Imperial Oil Limited and the city of Sarnia from the early days of 1897. He believed that it was in the very first city council that the beginnings of Imperial Oil were discussed. The most admirable feelings had always existed and even had the pavement not been presented to the city it would have extended the gentlemen present would have accepted it as sincere and hearty.

Mr. G. H. Smith spoke briefly. He liked Sarnia. It was a nice city and he was glad to have had the opportunity of being present on such an occasion.

Alderman McVicker voiced his appreciation in a few well-chosen words, which were followed in turn by Mr. W. Ross and Mr. A. M. McQueen.

Mr. Thomas Manley welcomed the chance of expressing his gratitude for the gift that had been made that day. It was only a small situation, but one that had been fully appreciated by the citizens and that his whole council in saying it was a great encouragement to their work in the future.

Ever an advocate of good roads, Alderman MacIntosh found such work put under the sign of cent was then the name to more about the services of the Sarnia Board of Trade, commenting on the efficiency of the street department and the excellence of the service. He said the new roadway directly affected the citizens on a dollar and cent basis.

Alderman Gates and Mr. S. L. Gifford had much to express sentiment regarding the ceremony in general. We not only hope that the pavement in itself will last, but we hope, too, that the splendid idea which has always existed between the City of Sarnia and Imperial Oil Limited, will also last.

City and Harbor of St. John, N.B.

The St. John Power Boat Club had its beginning on April 8th, 1910, when about seventy of St. John's yachtmen interested in power boats, assembled to discuss the advisability of forming a club.

Mr. S. P. Groom was elected the first commodore, and held that office until he enlisted for overseas service in 1916. The membership increased very rapidly, until to-day the club is one of the largest in its kind in Canada.

At Marble Cove

In the fall of 1910, a magnificent club house was built and furnished. It is situated at the head of Marble Cove—a beautiful, well-sheltered basin about five hundred feet north of the world's greatest reverses falls. In order to make the harbor the very best in Canada, approximately seventy-five thousand cubic yards of mud were removed, thus giving ample accommodation to the fleet. Piers were driven and floats, capable of giving individual berths to six hundred yachts, were built. Gasoline tanks with a capacity of fifteen hundred gallons, and the most modern facilities for supplying the boats, were installed. The average sale of gasoline to the members is approximately forty thousand gallons each year. Two permanent land-ups were constructed—one on each side of the club house—and berths capable of storing the fleet were built, thus giving ample accommodation to the fleet during the winter.

The club has its headquarters at the mouth of the St. John River. This river is the most beautiful in natural scenery on earth, and navigable for over a hundred miles, exclusive of many large tributaries. Its shores are bordered by very high and picturesque falls. It gives ample opportunity to the club members for cruising, and the noise from the exhausts of the boats can be heard at any time from the opening of navigation in March till its close in December.

There are few rivers that provide such excellent opportunities for pleasure trips, and the fact may be attributed much of the success of the St. John Power Boat Club.

One of the annual features of St. John is the cruise of the St. John Power Boat Club, which is held on Dominion Day. The entire fleet assembles at Belvics Point, a pretty spot about twelve miles from the city. Here boats range in speed from twenty to thirty-five miles per hour, race in their respective classes, suitable prizes are given the winners. These and all other races held during the season are under the auspices of the American Power Boat Association, with which club is affiliated.

A Memorable Day

Sunday, August 18th, 1918, was a day never to be forgotten by the members of the club, and indeed by the whole city of St. John, for on that day this club held its first annual service, to which a very large number of people were conveyed in about five hundred boats. A beautiful service had been arranged and one of the city's best bands and an excellent orchestra furnished the music with the trips up and down and for the service. The service was conducted by the fleet chaplain, Rev. Craig W. Nichols, and the entire offering was handed over to the St. John branch of the Navy League of Canada. The success of the service warranted an annual repetition.
The Imperial Oil Review

March 1919

THE ANNUAL MEETING

Many Important Announcements by the President

The Annual Meeting of Imperial Oil Limited was held at the head office, 56 Church Street, Toronto, on Thursday, February 27th, 1919. The directors elected for the ensuing years were: Hon. W. J. Hanna, president; Messrs. J. S. Englehardt, G. W. Mayor, G. H. Smith and C. O. Stillman, Toronto, vice-presidents; Messrs. W. W. Oswald, Montreal; A. S. Rogers, J. T. Rogers, Sir Edmund Oder, Toronto, and W. C. Tragoe, New York, directors; Mr. W. T. McKeel, secretary-treasurer.

In presenting the report, Mr. Hanna stated that largely to provide for war requirements the Company had expended twenty million dollars on the purchase and plant expansion during the war period. While it was obvious that these expenditures would have been more economically provided if they had been deferred until after the war, the Company had been forced to make them because of the nature of a war necessity, the Company had considered it a matter of duty to provide plant accommodation and equipment that would be adequate sufficient for all requirements of that critical time and to be influenced by any consideration of cost.

The services which the Company had been able to render were not small, and the authorities concerned had made cordial recognition of them. From the Halifax and Montreal plants, there had been delivered to the Imperial Navy during the war the not inconsiderable value of 100,000 Imperial gallons of fuel oil and motor oil. Mr. Hanna expressed gratification at the large number of employees who had become stockholders. Attention was drawn to the fact that the working out of this point of view had been a mistake to invite employees to acquire stock in the company and thus become partners in the industry.

Commenting on the Industrial Rebound plan recently presented by the Company, the President said it had been exceedingly well received by the employees. Provision had been made for old age pensions, compensation for injuries, sickness benefits, retirement for grievances by joint committees of employees’ delegates and officers, and other important remuneration measures which had brought about a more complete understanding between the employees and both parties.

During the war over five hundred of the staff of Imperial Oil Limited entered military service. From a special appropriation, the Company had supplemented the army pay of these men in a way that has been greatly appreciated by the men and their families.

Mr. Hanna then went on to say that in the face of many discouragements, Imperial Oil Limited had carried forward an unceasing and widespread effort to demonstrate the ex- cellence of the company’s products. The result of evaluating the product at its true value in Canada. In exploring and prospecting during the last five years, the expenditures of the Company have been in excess of a quarter of a million dollars annually. For this work during the coming season the expenditure will be upwards of half a million dollars and the scene of greatest activity will again be in the West.

In this connection, the President referred to the general unseasonable weather which has handicapped the company and particularly in the West, arising out of an attempt by a foreign corporation to secure from the Dominion Government a concession covering all of the North-West Territories. Mr. Hanna said he felt sure the Government would not bow to this attack in the public interest to hand over an area of such vast exploration and exploitation to one corporation or group of interests.

Many companies, of course, are stockholders paying careful attention to the prices of great oil fields, discoveries of valuable deposits have been reported from individual territory. The present oil boom on the Government, by which the field for exploration is speedily to be recommendation to the Government. Each resident in the petroleum area is a potential prospec- tor. It is entirely possible that they, themselves of whatever opportunities may exist for discovery and development.

The directors declared the usual quarterly dividend of three per cent.

Ioco News Budget

By Mr. E. G. Popple, "Review" Correspondent, January 25, B.C.

On the evening of January 8th, the Vancouver City Council adopted a thirteenth and fifth supplementary budget, all of the furniture of the city was removed out of sight—and out of mind—making lots of room for the enjoyment of a very pleasant dance which fea- tured the party given for the purpose of introducing Dr. Strachan, who used the occasion to outline the benefit plans first brought to our notice through Mr. Hanna’s Christmas letter. A number of Ioco people, including the newly-elected delegates of the Ioco Refinery employees, were present to hear Dr. Strachan. Our visitor was given a very enthusiastic reception and, after having given a talk on the working of the life insurance, the old age pension and sick benefit plans, a number of these present were called upon to speak on the scenes of the city.

Mr. J. R. Sivirnan, our superin- tendent, being the most interesting in the application and working of the new plans at Ioco, was first to speak and then Messrs. J. Finneron, D. Mc- Nairmire and F. Hivoll of the Ioco delegation each took the floor for a few minutes and showed the way that Mr. Hanna’s Christmas letter had introduced a scheme which they thought would have far-reaching effects for mutual advantage.

Dr. Strachan then invited all the Ioco Refinery employees to meet at the Imperial Hall, Ioco, on the evening of Jan. 25th to give him an opportunity of personally explaining to them the work of the new benefit plans.

A large crowd gathered and there was great interest in the presentation. Expressions of appreciation were forthcoming from all who addressed the meeting. The fact that Dr. Strachan had made the new plans and benefit schemes so much known was very gratifying.

G. C. Moore of the Regina Refinery joined Dr. Strachan on his trip to Ioco and spent about a week there, which he said was by the exceptionally fine spell of weather we were having. We look the public glad to hear that again. He has known a number of fairly easy reading, having assisted in construction work at Regina, Halifax and Montreal; since leaving Ioco in the early days of its construction work people have been pleased to work the return to the Stores of Johnny Thome and the Stores Department and Billy Thorne, both volunteers in the Royal Flying Corps. They found their old jobs waiting for them, and are now both settled down to work again.
The Late W. J. Hanna

A great and kindly heart, a powerful mind, a rare business and executive genius contributed their treasures to the merits of the late William John Hanna's service to the Province of Ontario.

"Hon. W. J. Hanna left the imprint of his power on the lives of the unfortunate, on the hearts of his friends and loved ones, and on the memory of the fellow-countrymen whom he served.

"Wealth, opportunity, political power never separated Hon. W. J. Hanna from the people in whose ranks he was born. The test of war revealed W. J. Hanna as a sharer in the plain, ordinary, every-day patriotism of the average Canadian and Britisher.

"The only son of Hon. W. J. Hanna went to the battle front as other only sons went to the battle front. The death of Neil Hanna helped to break W. J. Hanna's hold on life, as the death of other only sons has crushed other fathers and killed many a mother in this time of war.

"Canada, Ontario and Toronto, mourn the untimely death of Hon. W. J. Hanna, and offer the heartfelt tribute of a genuine but unavailing sympathy to the widow and daughters of a great and true Canadian."

By John R. Robinson
In the Toronto "Telegram," March 20, 1919.