J O I N T C O U N C I L S
Imperial Oil Limited
Elected and Selected Representatives for the Year
MANUFACTURING DEPARTMENT

DELEGATES

**LOCALS**

- **Calgary**
  - Edwin E. Blankenship
  - H. W. W. Sheedy
  - W. L. Moir
  - R. E. knife
  - J. C. MacKinnon
  - T. H. Lowery
  - D. C. R. Stone
  - J. B. Shepard
  - R. J. Power
  - J. F. Wilson
  - R. W. Hume
  - C. H. Morrison
  - S. Taylor
  - A. S. Tremaine
  - R. S. Doyle
  - G. F. Norton
  - J. Gilchrist
  - W. J. Chalmers
  - R. J. Garner
  - J. E. Kidney

**Edmonton**

- W. P. Hollett
- J. A. Warner
- A. W. Dobbs
- George Valentine
- W. D. Donaldson
- Alex Smith
- Fred Waddell
- Alex Wilson

**Regina**

- R. E. Leech

**Winnipeg**

- P. F. Sinclair (Chairman)
  - C. D. Davey
  - W. B. Elliott
  - D. T. Connings
  - E. A. Oliver
  - R. A. Kennedy
  - G. L. Thompson (Secretary)

**Vancouver**

- F. C. Moorhead
  - W. H. Lunt

**Halifax**

- W. J. Hillman
  - J. D. MacEwen

**Halifax**

- W. J. Hillman
  - J. D. MacEwen

**Montreal**

- J. R. Noble
  - Alexander Fraser
  - W. M. Burroughs

**Montreal**

- J. R. Noble
  - Alexander Fraser
  - W. M. Burroughs

**Toronto**

- J. D. MacNicol
  - J. G. Nisbett

**Ottawa**

- J. B. Witte
  - W. F. Downey
  - L. D. Bell (Chairman)

**Quebec**

- E. A. Oliver (Chairman)

ANNUITIES AND BENEFITS COMMITTEE

- F. F. Churchill (Chairman)
  - C. H. Davey
  - W. R. Elliott
  - D. T. Connings
  - E. A. Oliver
  - R. A. Kennedy
  - G. L. Thompson (Secretary)

**SUNNY ALBERTA**

The Smiling Land of the Foothills Which Only the Launching of a Population Upon Its Resources to Make Canada Rich

SO FAR as any authentic record establishes, the first true grazing community on the favored land which is now the province of Alberta, was Pierre Gazer de la Verandere and the first to explore its flowery prairie lands was his son, the Chevalier de la Verandere. Albertans have named clubs, streets and parks after these intrepid explorers and rightly so, for they were wonderful travelers.

In 1782 Pierre Gazer de la Verandere left Montreal on his first voyage into the unknown west. He sailed Detroit and returned with a rich cargo of furs and a reputation. From thence the wilderness claimed him as its own. De Beauharnois, intendant of French Canada, was his friend and although La Verandere, in his trading operations, made a bad mess financially, Beauharnois recognized his value as an explorer and stood by him loyally. In his wanderings La Verandere covered the country that is now Minnesota, Dakota, New Ontario, Manitoba, Saskatchewan, and finally Alberta. Here his achievements reached their climax and he died shortly after this peak of his triumphs had been attained. That was in 1792.

From Montreal by the Great Lakes, Pigeon River, Lake of the Woods, Winnipeg river and lake, and the Assiniboine river, accompanied by his son the chevalier, Verandere travelled on this eventful trip until late autumn of that year found him in the great central plains at a point which was undoubtedly beyond the present eastern boundary of Alberta. He found it an entrancing land of luxuriant grasses, crystal streams and shady groves. Buffalo, elk and antelope ranged in millions. The sun shines, the days are brilliant, the scenery is grand and the pastures are boundless.

In every feature of the landscape there was an invitation to go on, but sickness bore down upon him and he must needs turn back, but seized by the lure of this smiling land and although himself unable, he would explore by proxy, so he sent his son to spend the winter along the foothills and return in the spring to tell the story. The son returned, in the following summer but the father was dead.

The route of the chevalier took him through the Dakotas and it is now the Rosebud and the Red Deer district to within sight of the Rocky mountains, somewhere north of where Calgary now stands, and he spent the winter of 1792-3 in that vicinity. He found the land replete with every essential to easy aboriginal existence but the races consumed by futile tribal wars. The Kootenays he found trading through a pass which, although La Verandere, in his trading operations, made a bad mess financially, Beauharnois recognized his value as an explorer and stood by him loyally. In his wanderings La Verandere covered the country that is now Minnesota, Dakota, New Ontario, Manitoba, Saskatchewan, and finally Alberta. Here his achievements reached their climax and he died shortly after this peak of his triumphs had been attained. That was in 1792.

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Alberta, the sites for the northwest company trading establishments, among many of which sites cities have been built. Indeed, in 1780, starting between the French revolution and the war of 1812, Alberta is new but it has a history.

In his diary of that year, under date of July 24th, he records the discovery of petroleum seepage below Fort Norman, which oil today is endeavoring to develop an oil field. In 1782 he tracked up the Peace River to the height of land and reached the Pacific at Bella Coola July 22nd. The North west company under Mackenzie was in active action.

In the meantime its elder rival, the Hudson Bay, working mostly in the country to the north and east, was not idle. Hudson Bay's route of the remains of McKnabbs and Macdonalds and other far-faring Scots who came to this outpost country and passed away in the years between the French revolution and the war of 1812.

A Land that Richness and Ruin.
Police, and in July, 1874, the new force travelling by way of Chicago and St. Paul, reached the Canadian Pacific and order were definitely and permanently established.

The next few years were years of big ranches and railway construction. The first great cattle ranged in Alberta were in the neighborhood of the Bow River and Calgary. Senator Cochrane brought several thousand head of cattle to the grounds where the buffalo used to roam. Cochrane was followed in 1882 by the North West Government Ranche of the Ranching Co. Rosters for a while were very industrious. The mounted Police and Judges Sifton, who was a sure ten years for the rustler, put an end to the handy man with the piece of his trade.

The telegraph line reached Edmonton in 1876 and the rustler was headed off, when smaller ranchers moved in and the range country was fully occupied.

In 1883 the Canadian Pacific Railway reached Calgary and the new epoch of settlement opened. In 1885 this was interrupted by the Riel rebellion but with this exception the taking up of Alberta has gone progressively forward for four decades. Where in 1885 there was no agriculture worthy of the name between the boundary and Saskatchewan River, there is now a continuous farming country north and south for 400 miles; a country in which last year 82,000 farmers grew $171,026, 804 of field and fodder crops and an immense value of dairy and animal products. In no respects the settlement of Alberta has been the most dramatic epoch in the settlement of the west.

Alberta became a province on September 1, 1870, as the first, and as its capital, Edmonton which is now central Alberta, was established. Edmonton, by that establishment, became the judicial and administrative capital of the country which it is to this present day. The Parliament Buildings are built upon the site of the Hudson Bay post. To the west the company pushed into the foothills and over the mountains to the site of the old Henry House, on an island in the Athabasca river, which for its beauty is in the luxury of a Canadian National sleeper, there stand the weather-worn wooden headboards where lie

Census figures show that the percentage of residences on the land is greater in Alberta than in any other province and the cash returns per farm greatest. Alberta's wealth is more equally divided than anywhere else on earth.

Within her boundaries, which stretch from the 49th to the 60th degree of latitude, and from the 118th meridian to the Rocky Mountains and the 102nd meridian, are 233,940 square miles, populated by 600,000 people. Of this area only about one-third has been surveyed. Alberta's claims that there are one hundred million acres of steam plow land in the province, a sufficient area to produce all the wheat grown in America today without the clearing of a twig. Peace River alone, now being depopulated for lack of facilities, requires only adequate transportation and a market that will absorb her wheat to grow more than the combined prairie province production at the present time. Alberta has one-tenth of the known coal of the world and the location of her resources are by no means measured. Out of this she produces annually six million tons a handful competing to the market that will some day present itself in the central plains and on the Pacific coast. Alberta's gas resources, although immense and widespread, are only approximately mapped. They guarantee heat, light and power to a large part of the population for many years. Her oil resources are not so well known. Imperial Oil has spent millions in the search for an oil supply with results that have been singularly disappointing. The company has not lost faith and the search is going forward. A successful climax will change the whole relations of the province.

Alberta has five thousand miles of railway which, although on the eve of expansion, all the lines are needed and the company support, is not half enough to serve her vast areas. She has every legislative, administrative, mercantile, educational and social institution to be found in any other province, and these mostly are adequate to serve many times her members.

Alberta's greatest lack is people. With five or six million acres of land, and hundreds of millions of dollars for their produce Alberta alone could make Canada rich.
**In the Track of the Chinook**

An Atmospheric Phenomenon that defies the Calendar and Banishes Jack Frost

**CHINOOK CROSSING THE RING RAGE**

What it looks like from an a r e a f a c e n e i t h e r P a c i f i c b o r e a l e t h e B e a k s.

MUCH have the poets sung of the gentle breeze. In the language of the lyric it is solace to the lovelorn; the kiss of salubrious peace to the troubled soul. But cold science shears the romance and de-

predicted it as a movement of air caused by atmospheric pressures due to unequal heat.

Every latitude has its regional wind which finds a place in the country's song and story. In some parts winds blow steadily and unrav-

Every hour the sun moves higher as though it were the ribbon of a gigantic eyelid, and the language of the country, the opening in the sky-

The Chinook breathes down into an area of cradling frost, as you have seen the fresh waters at some river delta move back the vegetation's wintry rains in a reeding tide. Then, as it gains velocity, the thermometer mounts like the passenger elevator of a skyscraper. In an hour the rivers are run off the streets. Four are discarded; men appear in shirt sleeves; Jack Frost from the plains for days at a time, al-

The calendar alone indicates that it is still midwinter.

**The Dinosaurs of Alberta**

By Sidney P. Tucker

FROM a scenic point of view, the Bad Lands along the Red Deer river are unusually interesting in their grizzled, their weirdness and the sheer grandeur of their desolation. The

The dinosaurs are found in the fresh water strata, and not in that of the salt water. Imagine the low swampy shores covered with rank tangled (tropical) undergrowth, enormous trees and towering palms—ferns and grasses of incredible size and rushes as thick as a man's leg. Vast marshes inhabited only by these titanic reptiles. These land reptiles were chiefly dinosaurs, many of them with large mammal-like size—some herbivorous, others carnivorous—some bipedal and others quadrupedal. Many of them protected by long armour plates or scales or plates of bony spines. The earliest known of these dinosaurs roamed the earth with belligerence and not only power-fulness. The small number of them that leave footprints are a small number of the present day crocodile. Later they began to stand up and go stoutly on all fours—several groups of them began to balance themselves on tall and hind legs as the kangaroo do now. These dinosaurs are the largest animals the world has ever known. The herbivorous were the largest. Many of these huge reptiles whose long forelegs and longer neck enabled them to take refuge in the water from their enemies on land.

The Diplodocus, a herbivorous dinosaur, whose skeleton is in the Carnegie Museum at Pittsburgh, measures over 100 feet. The carnivorous group were not so large, but more active and preyed upon the herbivorous. They were equipped with frightful weapons (sharp teeth) and were a menace to the modern crocodile. The Tyranosaurus seems almost the most ferocious of all. The teeth are 47 feet long and in a standing position was 18 to 20 feet high as against 12 feet for the African Elephant. The long deep powerful jaws were

**HODGDOES OF RED DEER VALLEY**

Fantastic Rock formations where Scientists read from the strata the story of a long lost age.

range-lands of the Prairies are left by a huge deep canyon—one stands on the rim and gazes down hundreds of feet to where the river winds like a ribbon about the bosom of the peaks and pyramids. Until recently the Bad Lands were known prin-

ipally for the rich deposits of coal and the interesting geological formation of the valley. Now, however, fossil remains are being exposed by the shifting sands—great skeletons, which have been buried so many thousands of thou-

sands of years that one's imagination is staggered. Compared to the age of this valley, the Rockies are young—a valley whose bottom lands record that once there was here an inland sea along whose shores there lived for ages and ages those walking, creeping, crawling and flying monsters known as dinosaurs, whose remains are present in the age-

old rocks. Standing out in grotesque outline and rising in endless confusion are pyramids, pinacles, Batten monstrosities which result from the conditions which created the Bad Lands. Each spring the coolees and ravines become rushing torrents which carry away the soft friable clay eroding the Banks till they look like pipe organs—meeting here and there rocks which resist erosion, forming those fantastic shapes known as buttes. Where the river has undermined the banks great masses of earth plunge into the river and in this way many of the present strata are uncovered. When and how these animals lived and what the world was like, are the principal puzzle of geology. At first one is likely to think of them as extinct animals living a few hundred years ago—perhaps at the same time as our prehistoric ancestors, but the written records on which history is based extend back only a few centuries above the oldest, those of Egypt and Chaldees, cover but sixty centuries. The still earlier period of savage and barbaric tribes goes back only a hundred thousand years.
set with teeth 3 to 6 inches long and an inch wide. To protect against the flesh-eaters the herbivorous ones were mostly encased in armour. Such was Aukyllosaurus. Plates covered the skull, neck, back and hips and even the belly was covered by a mosaic of close set plates. It also had moveable plates which could be lowered to cover the eyes.

The sea reptiles do not greatly differ from their modern descendants except in size. There were gigantic crocodiles, marine lizards with flippers instead of feet and other marine reptiles, something like sea turtles with long necks and toothed jaws. The flying reptiles were smaller and the fossils are not numerous. Their reconstruction is more or less hypothetical. Mummified specimens have been found with the skin covering perfect and sometimes distinct impressions of the skin left in the rocks. That great numbers of these animals lived on the marshes is evident from the fact that in one quarry in the Red Deer Valley bones representing several hundred individuals were found. The most perfect carnivorous specimen, known as Gorgosaurus, is now in the Royal Victoria Museum, Ottawa.

Many of the specimens found in this valley were absolutely new to science. Bones of dinosaurs in the Red Deer Valley were first reported about 1884. Some collecting of these vertebrate fossils was done in 1897, but the first serious excursion was made in 1919. Now geological expeditions visit the valley each summer with good results. Every specimen saved is an acquisition to the store of human knowledge; those exposed to the air are soon shattered by the wind and rain. The task of getting the complete specimen is very tedious. Part of the remains are discovered on the face of a perpendicular rock. The specimen has to be traced and a whole block of rock carefully taken out. Sufficient encasing rock must be left to ensure protection until the specimen is finally delivered at Ottawa, where the finer work of setting up the skeleton is done. In most places of the valley there are to be cut to enable the specimen to be taken to the top. The rock containing the skeleton is bound with linen and liquid cement and carefully packed with straw into strong cases which are most carefully numbered and dated so that the parts can be identified with the geologist’s notebook. The valley can be easily reached by motor from Brooks, 110 miles east of Calgary. Brexville is the usual point of departure, but it is necessary to work slowly up the river along the river bottom to the towering cliffs, which are the most picturesque part of the Bad Lands.

Edmonton, From Trading Post to Capital City

How did Edmonton receive its name? The question is often asked of our pioneer citizens. The capital city has borne many names. First “Fort Augustus,” then “Fort de Prairies,” “Fort Edmonton,” and “Edmonton House.” The name “Edmonton,” taken from that famous suburb in London, connected with John Gilpin’s ride, is the one applied to it by Hudson’s Bay and it remained.

About 1808 the “Hudson’s Bay Co.” established Fort Edmonton. Now showing a spot on the North Saskatchewan River, at the foot of the high bank where on the plains above now stands our magnificent parliament building. It was the central point of a vast and rich fur trading territory and has continued to be a centre of commerce since the early days when the Blackfeet, Cree, and trappers from the far north brought their furs to the fort to purchase for tobacco, sugar and tea. The country abounded with lakes and wild fowl, herds of buffalo and deer, boundless prairies, swift rivers and dense forests—“The Indians’ Paradise.”

In 1874 the Mounted Police came to suppress the rum traffic among the Indians and establish order. Since that date the city’s position has been established. The herds of buffalo, the roaming deer, the slow oxen, the fording of rivers, the trim little fur— all have passed, but the city is still the same in spirit and still the capital, with telephones, electric cars, electric lights, banks, board of trade, radio broadcasting from the Journal building, and Ottawa making Edmonton the radio base for the far north, brick business blocks, stores laden with fashions craft, Imperial Oil warehouses, miles of paved streets, and several steel bridges span the Saskatchewan. Broad streets and beautiful homes stand forth in the sunshine. Up and down there pass, in scores of a busy, prosperous people.

The business world recognizes the opportunities in Edmonton. Being centrally located, she soon took her place as a great wholesale and distributing centre. It has been called “The Coal Bin of Alberta.” Her vast coal fields and mines make a coal famine impossible. Sawmills, lumber yards, flour mills, factories, packing houses, surrounded by the Edmonton stock yards, Imperial Oil and many other mills and factories have established themselves. Edmonton is grateful and proud of the part her pioneer citizens played in the moulding of our city. The cowtown parson, now Bishop Gray, Rev. Dr. McQueen, Capt. S. F. B. Denny, one of the two last survivors of the original mounted police and many others, have seen us grow from a post to a busy city of sixty thousand inhabitants.

Edmonton is nothing if not cosmopolitan. School reports show about 48 nationalities. All work harmoniously, striving to fit themselves for the future business world and its problems. The city has four high schools, 18 public schools, private schools, numerous colleges and magnificent university buildings which grace the 300 acres.

The taste for sport may be gratified in Edmonton to an unusual degree. Numerous curling and skating rinks, skiing and tobogganimg down the very hillsides where once the deer and buffalo came to quench their thirst in the river below. In summer, tennis, bowling on the green, and three fine golf links tempt one to play awhile. The Edmonton Grads hold the world championship for basketball, if one is fond of "bringing 'em down" when the "flight goes over," the Fun Club extends a hearty welcome to new members.

Edmonton has been through some rather hard times of recent years. Crops have been none too good and prices not too high, but city and citizens have had the plain common-sense to have their living costs accordingly and now with returning good times they have no overburden to take up before realizing the benefits of the new prosperity. The sum of the heavily-laden Imperial Oil motor truck is, in Edmonton, one of the best barometers. In recent weeks they have been more busily engaged.
The New Refinery at Calgary
Imperial Oil, Limited, Was Most in Promise and Prodigal in Fulfilment of Its Programme of Construction at the New Plant.

By May L. Armitage

NOWHEN in the world has the use of petroleum products increased more than in Canada, and a fact that is least sight of sometimes in the galaxy of joy-riding cars that surround us - petroleum plays a dominant part for purposes of utility. How could the enormous crops of the prairie provinces be harvested, the land planted, or cultivated without the use of the tractor? If one has ever had the pleasure of coming west on the transcontinental roads in harvest time, the memory of that vast panorama of laboring engines, of whirring machinery, of slow-moving loads of grain towards the railways, of fields stripped to the last acre of their golden product, is a picture that will not fade.

Imperial Oil, Limited, have, in the course of their expansion, followed the policy that the manufacture of any commodity of universal use, should be conducted as near the centre of consumption as is practical, and so it was, that on October 1st, 1923, the ground was broken for future oil refineries in East Calgary. Calgary is the logical centre of an enormous distributing area, each year becoming more and more thickly populated, crop conditions demanding the most strenuous energies to be employed to move the products of the soil.

In its promises, the Imperial Oil Company was very conservative. It undertook to build a two-thousand-five-hundred-barrel plant; it built a four-thousand-barrel one. It undertook to employ 500 men in construction; it employed from 1,000 to 1,500 men. Within the year it has added to the pay-rolls of Calgary's industrial institutions more than one million dollars, and never has any city been so free from unemployment.

One look forward to what Imperial Oil, Limited, may do in permanent operation, when they so far exceeded what was expected in construction. The company undertook to employ 2,500 men in permanent operation, these men to be skilled, high-paint workmen. Following the history of the other Imperial plants, the probability is that these employees will become stockholders in the company, and home-owners in Calgary - desirous citizens for any city.

That Calgary was interested in the construction of the refineries was evidenced by the long line of ears on the East Calgary road every Sunday and holiday through the fall. Small boys were in their glory as they watched from work to watch the magic of construction - the lawn girders and cranes, the tremendous tanks and steel arches, the enormous grading operations - all which carried question marks, and fathers and mothers were driven nearly crazy explaining the whys and wherefores of it all.

The area selected for the plant is roughly triangular, about 117 acres in extent, the Bow river running along the west side, a half mile north, and the municipal street railway running along the east side, making the two and a half miles from the centre of the city an easy journey with good car service. Both the Canadian Pacific and the Canadian National railway lines are adjacent. The refinery site is particularly interesting in that it consists of three pronounced tables or terraces, the lower about 40 acres in extent, the intermediate nearly 60 acres, and the higher, seventeen acres, the refinery proper is located on the second table, the higher being used for tankage, and the lower reserved for further extension.

The refining apparatus includes the most modern type, consisting of low pressure stills and associated cracking units together with facilities for finishing; several new methods never previously in oil refineries are used in this highly technical industry. The output is from 2,500 to 3,000 bds. of gasoline per day, and the centralization of the distribution business for Calgary and Alberta is of immense value.

Besides the direct benefit in employment and construction that a concern of this nature brings to the city, there is also the indirect benefit; this comes in the shape of the increase of the paying traffic for the municipal street car line to the Ogden shops - this line had been operating at a loss for many years. Payment of $11,500 in taxes annually instead of a loss of $800 per annum is an item for satisfaction among the City Fathers, too.

Imperial Oil, Limited, have come to stay in Calgary, and Calgary is glad of it. Not only is it the policy of the company to allow its employees to become share-holders and permanent home owners in the city of their adoption, but the "Industrial Relationship Plan," which five years ago was inaugurated in the Sarnia plant, just as "feeling the way" measure towards the best relationships between employer and employee has become an established factor; during the nine years under this plan many adjustments of such questions as wages, working conditions, promotions and discharges, hours of work, industrial representation, sanitation, etc., have been satisfactorily dealt with and the human touch coming from behind both desk and work-bench has resulted happily in both directions.

"Not employees, but partners," a phrase used by the press in commenting on the Industrial Relationship Plan, seems an excellent slogan in this connection. Not only are insurance, annuities, and sickness benefits dealt with, but the Investment Trust connected with the plan affords every employee the opportunity, after a year's service, of becoming a partner in a very real sense. By an investment of a portion of his wages he becomes a depositor in the Capital Trust, and a stockholder in the company, thus making provision for his old age.

On both the men and the company, this co-operative plan has had a far-reaching effect not to be credited in print.

C. M. Moore is superintendent of the Calgary plant; R. L. Densmore, assistant superintendent; and C. H. Truax, divisional sales manager; these gentlemen have all had large experiences in the other branches of Imperial Oil, Limited, and they brought to the city with them the desire to make their company a medium of co-operation between consumer and producer which cannot help but react for the good of the province and the community.

A Montreal Bereavement

The other employees of the company will learn with regret of the passing of Mr. Thos. McDonald, who was accidentally struck by a street car in Montreal, and died shortly thereafter, received, on January 15th, 1924.

Mr. McDonald had the distinction of holding a long-service record for the entire Montreal division, having 40 years and 6 months active service to his credit, and three years on pension under the Annuities & Benefits Plan.

Born in Albany, N.Y. 65 years ago, he entered the employ of the Standard Oil Company of New Jersey in 1880. In 1891 he was transferred to the Atlantic Refining Company until 1904, when he came to the Imperial Oil Company, Limited, Montreal, where he remained as bookkeeper until December 26th, 1923, at which time he retired on annuity.

His funeral was attended by many of his old company friends, including several ex-employees, and his unattached death will be deplored by a number of the older members of the organization, not only in the Dominion, but throughout the United States where he was equally well-known.
Through the Rockies in a Sunnyside "Coffin"

ALBERTA and the bordering Rocky Mountain country afford wonderful opportunities for outdoor travel, the most comfortable and

alluring form of roughing it, is made attractive here by the possibility of bouncing near the head of some great stream and following for days its course downstream.

For such a trip on a glorious summer day, the writer and his brother took the National train from Edmonton headed west. The chosen route was down the Fraser from near its head to Clearwater, over the pass to Summit Lake, which is head waters of the Parsnip; down the Parsnip to its junction with the Finsay, which makes the Peace, and down Peace River to Peace River Crossing. Altogether about eleven hundred miles through a country (existed by a host

of trappers and visited by only occasional "tourists" such as ourselves.

Some trip, you will say, to be attempted by an Imperial office man, whose horizon for fifty years was four walls, and an equally cuffed breath. Well, we made it; not only made it, but enjoyed every mile.

Our conveyance was a decked canoe, known as a Sunnyside (Toronto) Torpedo, quickly christened "The Coffin" by the inhabitants along the Fraser who "figured that ole Mother Fraser would git us fer long." But they did not know the canoe. Leaving the train below Tete Jaune Cache, we watched the transcontinental swing around the bend and were alone by the mighty river. It gave a queer feeling to watch the train leave you in the whitewater.

That night it rained. Three big B. C. trees fell close to camp, one brushing the tent as it crashed. A moose visited us, getting close before

... Allowing day was far behind the "ripple" and eventually reached the point where we should leave the Fraser for Summit Lake. This lake, the divide empties part of its waters into the Fraser, and thence to the Pacific, and another part into the Peace and thence via the Peace and the Mackenzie to the Arctic. To make the portage of eight miles we were able to hire a train and wagon. It was necessary to make an early start on account of the "buff dogs" which, in the part of the country, drive the horses literally wild. It is not a sting or a bite with these insects. They are carnivora; they just tear a ball out—that's all. We reached Summit Lake about 9 o'clock a.m.

After resting a couple of days to enjoy the charms of this gem of the country we had some fun finding the outlet, as there seemed no current amidst the rushes and rank grass. Crooked River is crooked, all right. It is made up of a succession of slacks, ripples and swamps. You rear down the slacks, through the ripples, and into the swamps far enough from the bank to be sure you can neither wade nor disturb the water. Unless you pay attention to your navigation you find yourself carried in underneath an upet would be the least of your troubles. It took us some days running Crooked River and it was exciting work.

We struck the long stretch of marshes at the mouth of Crooked River late at evening. It was a straight road, retaining the Indian look of the same name as their spoor was in evidence everywhere; but there was nothing for it but to camp. As we could not dry wood so, with a lantern, we went into the woods, gathered some whisksers of the fire. We made a bed of the logs and it was in the open. We fell into one of the big trees that had died standing, chopped it into six foot lengths and made a run-way of logs in front of our tent by driving two posts down at the back and two short

pants in front and piling the logs on top of our

fire. We found on wakening at 9 o'clock next morning that our fire still burned brightly though it had rained heavily all night. As one log

burned out, the next rolled down into place on the fire. The heat thrown off by the tent was appreciated during the cold night, which one will experience in the mountains even in midsummer. It was an on evening, the sun shining brightly, that we left the Marshes and slid into McLeod Lake.

We had no maps with us but from descriptions given by some trappers, Fort McLeod Lake was some 18 miles away, at the other side of the lake, and around the first point. We rounded some 18 or 20 "first points" and about half past eleven an at night saw a light and made it a For. On nearing shore we saw many camp fires. No sooner had our canoe grounded on the beach than we were surrounded by 300 or more Indians, all asking for tobacco and rum. We had no rum, but had a supply of tobacco which was eagerly taken by the Indians.

The Peace is a forth of a mile wide at its source. Some years ago our famous gold hunter, Mr. A. A. Breden, loomed Mt. Selwyn, or, as it is called, Gold Mountain, thus the fact from the fact of prospectors rushing toward it, and in a few days they had found a new boom. Their abandoned huts still stand in the same places which grace the slopes of the mountain and the names of the old prospectors, with dates, are carved in the logs. Old mining tools were found and among the debris on the floor. On consultation we decided to make a trip to the Peace. We climbed hours after until it was getting late when we decided to return, took to our canoe again, and shortly came across a bend in the left bank of the Peace just below Wicked River, in a log cabin in a cut bank. Slim is a trapper, born in the U. S. A.; he is 4' 2" and "Slim" is right. We had a Stanhope steel rod, and as fast as my brother could throw the line he pull a fish. Rainbows and Arctics, the finest table fish in the northern lakes. This is the best at the foot of the Wicked River is practically inexhaustible.

Next morning we bade farewell to Slim and eventually saw in the distance the No. Parte Rapids. The (Indians call this the "No. Snap water & river.) Talking about Indian tricks is that you cannot bear them as the wind blowing down river carries the sound away from you. We landed on the right bank, finding it impossible to run the rapids on account of the boil. We had dinner on a big canoe which had floated down the river and grounded. This tree was some 20 feet in diameter. After dinner we made out portage and took to the canoe.

Later we heard the roar of mighty waters and on rounding a point we noticed on the left bank
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The Athabasca Trail

By F. Twycly, Edmonton

WBO has not heard or read Robert W. Service's interesting and graphic account of the Athabasca Trail. The Athabasca Trail begins at Edmonton and leads to Athabasca Landing, where the railroad

fittings done for the hazardous trip farther north by the Athabasca and Mackenzie Rivers. The history of the Athabasca Trail dates back 120 years; in fact, we believe to the New France. The great pioneers of the north about west, were the first to find and use this trail to the great river which feeds and empties into the Arctic Ocean.

In succeeding years it was used by the Hudson's Bay company exclusively as an interior outlet for their goods going to and from their trading posts, which were later established on the Athabasca and Mackenzie rivers.

During the well-known Klondyke rush in '98 the Athabasca Trail was used very extensively by the prospectors for the far north, but also a very small percentage of those who started for the Klondyke.

The northern Echo

One of Jim Connolly's boats going between railroad and river traffic.

compared by the well-known Col. Connolly, a man who has gone on the railroad and railway for the past 30 years. This trip was for the purpose of opening up our present sub-station, which has been located at Fort McMurray, on the Athabasca River. We are three years ahead of the railroad, and the railroads are very happy about it.

The Athabasca river at the present time, not being commercially used by any great extent, is naturally very quiet, as all northern rivers generally are. Calm waters and silence are the predominant features on these northern rivers. The only break in the monotony of silence is the occasional sight of a black bear drying or scavenging for food along the river banks, and the sight of a

The Cow-Boy's Make-Up.

As he appears in the movie or on the stage, the cowboy character is a picturesque and colorful one. A cowboy is a man with a big hat, a leather jacket, and a fancy horse. He is often shown with a bow tie or a bandana.

The Athabasca Trail.

A couple of native trappers in a characteristic Athabasca environment.

AN ATHABASCA GASSER

Well at Pelican Rapids has been cutting natural gas for twenty-five years.
few moose and other wild life which inhabit this region. Also occasionally a little white cross identifying the last resting place of some pioneer who was killed in his mission, having and practically unknown to those who traverse these regions, except to a few of his padis who may still remain and possibly the folks back home are wondering why he did not return.

There is also on this river a relic of oil and gas prospectors of early days. At points known as Calling River and Pelican Falls there are the remnants of oil derricks, showing wells which were originally drilled for oil, but large quantities of gas only were found. These wells were drilled years ago, and the Indian villages around these points are using this gas today for heating and cooking purposes. At one gas well there is a gas flame emitting from the top of the well casing which has been burning for 25 years continuously day and night, and we understand the pressure is still the same as it was in the early days. This is due to a sufficient disregard of the conservation of natural resources. This flame

reaches a height of 15 feet above the top of the casing, and creates a roar which can be heard a considerable distance away.

The Athabasca Trail, of course, is not used as such today, to any extent, except for reaching towns located on the Athabasca branch of the Canadian National Railways leading to Athabasca. The town of Athabasca today is not what it was in the past. There are remnants of old historical Hudson’s Bay posts and other trading companies, which clearly show the activities which once existed here and the glory which was hers.

When you read “Athabasca Dick,” immortalized by Robert W. Service in his poem of the same name, anyone interested can see the locality of the catastrophe which happened to “Dick” on the Athabasca river, and we strongly recommend any in the Imperial Oil organization who are looking for excitement, adventure and a good time on their vacation trip, to make the trip from Edmonton over the Athabasca Trail down the Athabasca River to Waterways, and if time permits, down the Mackenzie River. We would not recommend this trip unless one is a good swimmer and can cut off the country, and is accompanied by a river and canoe-man having the qualifications of Col. Jim Correll, who is a real “man-of-the-north.”

**Imperial Oil’s Farthest North Station**

By F. J. Thompson, Agent

**Waterways**, Alberta, at the end of steel on the Alberta and Great Waterways Railway, is one of the far north stations of the Imperial Oil Limited. From this station orders are filled and shipped on steamboats operated by the Hudson’s Bay Company, Northern Trading Company, and the Alberta and Arctic Transportation Company. The station is the nucleus of a settlement. The L. G. Baker Co., an American concern, had in 1899, established a post at Fort Benton, Montana, and traded as far north as the Bar and Elbow where Calgary now stands. To this company in 1918 the Dominion Government awarded a contract to build a barracks for the Mounted Police and the site then chosen at the top of the cliff opposite the confluence of the streams, overlooks the scene upon which springs from the raw prairie the beautiful and busy city of Calgary.

When the rails reached Calgary the judgment of the locators was vindicated by the construction of the railway right down the main street of the town without moving a stake, Calgary faced upon the transcontinental highway. Probably the most indubitable proof of how well the pioneers guessed is in the fact that Imperial Oil Refinery, now the premier industry of Calgary, is located on what was the Walker homestead. Col. Walker came to Calgary in 1873, was one of the first homesteaders, and up to both real estate and oil, and has outgrown the vagaries of adolescence.

Beneath Calgary’s growth will be consistent with the growth and expansion of Alberta’s productive industries.
Looking to the Future

THE only poverty from which Alberta could suffer permanently would be a poverty of population.

Alberta is a bountiful land, to fruition of which needs only an intelligent people. By her six hundred thousand inhabitants the foundations have already been laid for the building of a great state. There is magnitude, prosperity and comfort ahead for these and millions more in the days that are to come.

The prediction is not; no provisos being necessary, Albertans have passed the point where they need to be warned against inflation or the exuberance engendered by an unusually bountiful crop. They have been through all that and have experienced the grief entailed when the pendulum swings far to the other angle. The manner in which Albertans reacted to the bonanza crop of 1923 is the best of all testimonials to the country's common sense. They are marketing the greatest crop ever harvested, without a single ostentation. Instead of "millionaire specials" and high-priced racers they are paying their debts and getting ready for the next crop. On that basis the days are in plain sight when, instead of paying interest on the mortgage, Alberta will be buying bonds.

Imperial Oil has from the very first recognized the potential greatness of Alberta. The Company has installed stations literally at every side-track. The order of precedence has been the section house, the post office and general store, and then the Imperial Oil. Sometimes Imperial Oil is ahead of the post office and general store; in places it is even beyond the track.

Such service costs money and entails tremendous work of organization. But Imperial Oil, building for the future, as well as for the present, realizes that to make satisfied customers of all the farmers of the Prairie provinces it must give perfect service. And realizing this, it has made no enticement of capital when installing a distribution system which, though many years ahead of present necessities, earns large dividends of satisfaction through the knowledge that the Company's Alberta customers are getting the best service—population and area considered—of any farming country in the world.

The future will look after the overhead when population thickens.
The rust of the mind is the blight of genius,
A mind not used is a mind abused.

—Seneca