Four Hundred Years After.

"From the respect of St. Malo, 300 a month and no pay."
When the Emperor Hugues Carlier to the westward sailed away.

AND that was nearly four hundred years ago; that thirty and ninety to be specific, for it was in 1528 that Jacques Carlier sailed away. In his lyrical log the poet was a month amid; it was, in fact, in April; but April did not rhyme. As commodore, Carlier commanded two very tiny ships; ships which now-a-days would be considered a very bad risk at Lloyd’s. And his chart gave no information beyond the near horizon. But out of that embarkation sprang the most glorious chapter of the world!...The discovery of the New World.

Three centuries have elapsed since April, and the Casa de Asia in the Indies, has passed away in oblivion. And the Spanish power, which erstwhile duched the Indies, is to-day one of the crumbs of that great empire.

Quatre Cents Ans Plus Tard.

"C’est la rente de St. Malo, qu’en retard masch de Malouin."
Vers (l’occasion) vagabondé le salut, ou Jacques Carlier mit à la voile. Dans son amois, cet le départ est en mai, mais avec "avril" le vers n’aurait pas rime. En qualité de commodore, Carlier avait sous ses ordres deux vaisseaux très petits, qui, de nos jours, seraient considérés par les assureurs comme des risques perillés...etc. Ses cartes marines ne lui étaient d’aucune utilité au-delà de l’horizon.

Le jour de cette veintaine ans le drapeau fleurisssait flo-ta sur la citadelle de Quebec. Tout un continent s’ouvrit pendant ce temps sous les pas des intrepides Francais. Au sud ils abordèrent le Golfe du Mexique; à l’est ils découvrirent les Montagnes Rocheuses; au nord ils s’arrê-teront aux rivages de l’Ocean Arctique et à la Baie d’Hud-son. La carte se couvrira des noms des voyageurs audacieux et des courageux missionnaires dévoués...etc. L’imagination et captivée le l’esprit de celui qui écrit, le plus beau des historiens de ces pionniers de la civilisation.

Puis, à l’arrivée de Wolfe, l’étendard anglais prit la place du drapeau fleurisssant; sous ses plis les races se fondirent, joignirent leurs efforts pour puer les nations qu’est aujourd’hui le Canada.

The record is replete with the achievements of these early heroes from France. In 1610, under the guidance of the legendary Champlain, France claimed the lands that were to become Canada. The Dominion is their memorial; of which they are worthy and which is worthy of them.

Chroniclers of Quebec

The Province Sponsors its own Industrial Forward Movement

By G. R. KELLEY, Montreal Office

The development of Quebec is no longer a matter of concern to her sons or to Canadians in general. Quebec has survived early neglect, and the period of transition which affected its growth, as well as the growth of all the other provinces of Canada, has passed into oblivion.

Settlement has clung persistently to the banks of the St. Lawrence. This was all the more the case because, as the first settlement crept northward, the colonists encountered the forbidding Laurentian upland. Not until our own generation were the people taught by Father Laberge that there were fertile lands in any other part of the Dominion. There are fertile lands still undevel-oped is not a matter of mere conjecture, and as those areas are consecrated spirit, we may still see a revival of the spirit of the explorers who, hills beyond Pentland, streams beyond the Forth.

He convinced them that in the valley of Lake St. John there were as fertile lands as any in other part of the world.

The chief industry of the Province is farming, and of, late years, the increasing importance of dairying, for which the rich, succulent grasses of the province are admirably suited, has greatly improved the prospects of the husbandman. Many of Quebec’s sons, to the sea as did their progenitors of France, and worthy contributions have been made to Canada’s Merchant Marine, on bridge, 60′s, and engineering platform.

A habitat home by the water.
Le grand habitat "Tamrac", au bord de l’eau.
L’industrie principale de la province est l’agriculture, et depuis quelques années, l’essor acquis par l’industrie laitière, conséquence naturelle des riches pâturages et des succulentes terreurs fourragères de la province, a beaucoup contribué à améliorer encore davantage la situation du fermier. Nombreux est aussi à jeun, de Québec qui tourne ses regards vers la mer, comme l’avait fait les anciens de France, et la marine marchande canadienne lui est révélatrice de plus d’une initiative et de son précieux concours en maintes occasions dans les armades de la navigation.

Le bois de charpente ou de construction est une des principales ressources de Québec, et comme une grande partie du pays est encore couverte de vastes forêts, cette source de richesse et de travail pour ses enfants n’est pas près de se tarir. L’emploi de la pâte de bois pour la fabrication du papier a ajouté énormément de valeur aux forêts de sapins qui couvrent d’immenses superficies, dont les membres offrent de nombreuses opportunités d’emploi, et qui se trouvent un jour ou l’autre exploitables.

Le Cuivre, le de fer, l’uranium, l’uranium, le phosphates, et ils sont l’objet d’une exploitation intense.

The French Canadians are a prolific people and as a race have clung with a steady devotion not only to their language but also to their old French ways, so that the traveller in many parts of Quebec, even to-day, finds himself in a land quite as strange and as quaint as if he had crossed the Channel into Brittany. It is said that tourist travel is Switzerland’s main source of revenue. Quebec has not achieved that position and it is hoped, never will. Her area is too extensive and her population too small to make it possible that her tourist traffic will bear any considerable proportion to her regular industries. It is a fact, nevertheless, that she is to-day the summer play-ground of England’s wealthy dwellers from all parts of the continent.

The river.”
Le Refineries de Montréal
D'où provient la majeure partie de l'asphalte employé au Canada
Par F. G. MECHIN
DURANT l'été de 1915 l'acquisition constante des produits de l'asphalte a renforcé les ventes et a entraîné un fort accroissement du volume, en conséquence, la Compagnie a jugé nécessaire de faire élargir à l'extérieur de Montréal l'exploitation. L'entreprise m'a fait un rapport qui contient les détails de la construction du nouveau moulin pour la raffinage de l'asphalte, qui a été érigé à Sherbrooke, sur la route de Chicoutimi. Le moulin est construit de brique et de béton armé, et est équipé de toutes les installations modernes. La majeure partie de la production de l'asphalte est destinée à l'exportation, principalement aux États-Unis.

The Refinery at Montreal
Where most of the Asphalt in Canada has its origin
By F. G. MECHIN
DURING the summer of 1915 the increasing demand for Imperial Oil products made it apparent to the executive heads that if they were to meet the demand for Imperial products it would be necessary to enlarge the existing refinery or to build new refineries at other points in Canada. Already, two large manufacturing plants were operating, one at Sarnia and the other at Joer, British Columbia. The decision had already been made to build a new refinery in Regina to supply the West. The demand in the East was for gasoline, to supply the increasing number of motor cars which had appeared on street and highway and for illuminating oil to country districts where the midnight oil continued to burn in larger quantities, the special demand at Montreal was for another product—fuel oil. Fuel oil was swung into a popular demand by ships navigating the Great Lakes, St. Lawrence, and Atlantic, and by industrial enterprises operating or constructing large factories in the Province of Quebec.

The future of Imperial Oil, Limited, in Canada is intimately linked with that of the commercial metropolis of the Dominion, and as Montreal in its unrivalled position at the head of the St. Lawrence navigation is rapidly approaching the million mark and assuming its place as one of America's great manufacturing centres during the last quarter of the current century must continue to grow and expand as new fields for development are opened up in the new province of Quebec.
The Imperial Oil Review
September, 1924

Le succès de leurs travaux dépendait pour beaucoup de la facilité de se procurer un bon mastice asphaltique, préparé dans une localité assez proche de leurs frais de transport ne fussent pas exorbitants, prohibitifs. Les petites villes commençaient à vouloir à leur tour leurs chaussées pavées en asphalté, privilèges dont les citoyens des grandes villes étaient seuls à se priver. Le bardeau de cèdre se faisait plus rare, étant plus difficile à obtenir, et l’asphalte raffiné deviendrait nécessaire pour fabriquer des matériaux pour les toitures et des papiers goudronnés pour la construction des maisons.

Vers cette époque, les champs pétroliers mexicains fournissaient un produit brut qui, dans les pays étrangers, servait à fabriquer les meilleurs asphaltes alors connus. Pour être à même de recevoir ce pétrole brut il était nécessaire d’installer la nouvelle raffinerie projetée près d’un port accessible aux vaissaux océaniques, où les bateaux-citernes viendraient l’apporter en grandes quantités. Avec une raffinerie ainsi située, les bateaux provenant de toutes les provinces du pays pourraient être amenés par bateaux et raffinés ensuite pour les besoins spéciaux du pays.

En second lieu, la raffinerie projetée devait, pour être pratique, être aussi proche que possible du centre de consommation des produits finis.


La technologie, l’endroit idéal, et un solide comme celui fourni par l’imposant Empire de la raffinerie, étaient des atouts qui seraient plus que compensés par l’augmentation de la production de l’empire.


Les plans de la raffinerie furent préparés par les meilleurs architectes et ingénieurs de l’Empire, et la construction fut commencée en janvier 1916. Des travaux d’expansion avaient été envisagés dés le lendemain, et des milliers de personnes furent embauchées pour les divers travaux prévus. Dès le début de ces travaux, la sécurité des ouvriers et la mise en place de mesures de sécurité appropriées furent largement encadrées. Les appareils de sécurité, tels que les appareils à distiller, les machines d’asphalting, les machines de transport, et les outils de sécurité, furent entreposés dans des centres spécifiques et conservés en bon état.

La raffinerie était munie de toutes les dernières technologies de l’industrie, et ses opérations étaient de haute performance. Les opérations de raffinage et de production étaient organisées de manière cohérente, assurant une production continue et de haute qualité.

Le développement de cette raffinerie était le point culminant de l’Empire de la raffinerie. Les investissements étaient importants, mais la perspective d’un futur plus brillant était assurée. La raffinerie était une étape clé dans l’expansion de l’Empire, et sa réussite était essentielle pour l’avenir de l’Empire de la raffinerie.
increased capacity and improved facilities for manufacturing, the refinery again settled down to its accustomed work. Study was given to methods of operation with a view of keeping abreast of world developments and knowledge in the petroleum industry. The requirements of the road builders were carefully studied with the result that a large output of Liquid Asphalts was produced which provided a means of effecting a great economy in resurfacing roads and pavements.

During 1922 the curve representing the output of asphalts took a sharp upward turn. The increased bunkering business made necessary a larger storage capacity. A five-footed foot extension was added to the original two hundred and fifty foot connecting dock and the work was completed early in 1923.

Last year alterations were made to still equipment which resulted in the output of asphalt being pushed up another 45%. These changes included the installation of late improved distilling equipment among which may be mentioned the bubble towers on re-run stills, the first of their kind in Canada, and yet comparable as new to the industry. Hydro electric power was brought in to meet the requirements for increased power. Further alterations have been completed recently to permit continuous operation of equipment and the race between sufficient refinery capacity and the ability to supply the demand has again settled down for another lap on the course of time. The rapid increase in production at Montreal Refinery has been possible since the Imperial family was formed in 1916 is more or less typical of the history behind all Imperial Oil Refineries, and one naturally looks for a reason. The answer can only be the popularity of Imperial products combined with public appreciation of the Imperial service which has been laid down by our Board of Directors; this, and concentrated co-operation from all those employed in the several branches of Imperial Oil, Limited.

The Riches Asbestos Mines in the World

By A. BARETTE, St. Romuald, P.Q.

UNCONSUMABLE in acids or other corrosive liquids, fusible into an enamel when subdued in single fibre to the blow torch, but capable of resisting heats up to 1000° F., are some of the properties of that peculiar substance which has gained the name of asbestos from Aolboestos, the formula for its chemical composition—magnesia, alumina, silica and ferrous oxides—all of which imply incombustibility.

To look at the fibrous texture one might conclude that asbestos is of vegetable origin, but under the microscope it is found to be crystalline. These two aspects suggest a link between the vegetable and mineral kingdoms, and chemist and geologist are still at loggerheads as to its origin.

The question knew ambiguous, and utilized chiefly in weaving tissues in combination with hemp or flax fibre that, once finished, were passed into use in the consumption to the vegetable admixture and leave only the incombustible cloth. With that they made fireproof wrappings for their valuable and scrolls and made table clothes like which history shows the powerful emperor Charlemagne displayed whenregaling his select guests whom he amazed by throwing the cloth with all the remnants of the repast into a huge fire, which the flames could not be extinguished, cleaned and whitened.

They also used it to wrap their dead preparatory to cremation, as borne out by the shroud and its ashen and charred bone contents found in an ancient sarcophagus and now in the Vatican museum at Rome.

Asbestos is found in a great many places, namely: Savoy to which the most valuable and rare variety is credited; in Corsica where its

Les mines d’amiante les plus riches du monde entier

Par A. BARETTE, de St. Romuald,

UNCONSUMABLE dans des acides ou autres liquides corrosifs, fusible comme un émail si on soumet chaque fibre à la flamme de la torche du plombier, mais capable de résister à une chaleur de 1000° F., elles sont les propriétés de cette substance étrange qui s’appelle amiant (du grec amathen, incorruptible) ou encore amasbe (du grec aolboestos, qui est la formule de sa composition chimique—magnésie, alumine, silice et oxydes de fer—qui sont tous incombustibles).

Lorsque l’on examine la texture fibreuse, on peut dire que l’amiant est d’origine végétale, mais vue au microscope on saperçoit qu’elle est cristalline. Ces deux aspects donnent à supposer qu’il s’agit d’un chaine entre le règne végétal et le règne minéral, et que les chimistes et les géologues ne sont pas encore à la corde.

Les anciens connaissaient l’amiant et en utilisaient surtout pour faire des vêtements, en y joignant du chanvre ou du lin, et une fois tassés ils étaient soumis à l’action du feu pour consommer la matrice végétale et ne laisser qu’une étroite incombustibilité. Ils en faisaient des étuis pour conserver leurs bijoux et leurs parchemins, et aussi des nappes comme celle que l’histoire nous rapporte avoir appartenait au puissant emporer Charlemagne, et qu’il dépliait en prison devant lui des hortes de marbre, pour la jeter ensuite, à leur gré d’un grand feu, et qu’il lait comme du repas, dans un foyer immensité d’elle était retirée plus propre et plus blanche que si elle avait été
work noticed slight veins of asbestos at which he then showed samples to the writer. About the same time, Mr. Peter McKenzie, in his earlier days, was a salesman for the Vacuum Oil Co., and the Russell Col., whom many of us have known, with his breezy songs explaining the finer points of a Lake St. John, reported rich asbestos finds in the neighborhood about 250 miles north of Froteville, a reserve in which we may hope to see his posterity share and the world benefit.

Asbestos now extracted at Asbestos, East Breighton, Robertsonville, Thetford Mines, Blanchet, and Pachena Bay, is chiefly concentrated, occupies a unique position in the markets and its uses in raw and manufactured forms cover too wide and well known a range to require detailing, it being difficult to think of an industrial or building pursuit to which it is not adapted.

The mining of asbestos is after the open-pit method from which later radials yield the mineral-bearing rock obtained by blasting. In that rock run the crosswise veins of crude or long fibre asbestos that are separated from their rock matrix right at the pit by light blasting, sledges and hammer cobbling. After the rock has been so partly collected, the rock mass is crushed fine in jaw and gyratory crushers and the short disseminated fibrous material is separated from the ground and graded accordingly to fineness and purity determined by its length and aspect ratio. The dust and other clippings are then passed on to monstrous refuse heaps to be preyed upon by the elements, some of this fibrous waste being carried far and wide by the wind to the great discomfort of the neighborhood.

The power required by that vast mining concentration approximates 20,000 horsepower and consumes 2,000,000 kilowatt-hours per transmission line 110 miles long. Vast mechanical installations are required in the open, and mills for the crushing, pulverizing, separating and selective processes through which the 3,000 men it employs turn the 547.5,000 tons of mined rock to produce a total output (for 1923) of 25,000,000 tons.

Our tank wagons are now supplied the entire consumption of petroleum illuminants and carbureting material to a very large percentage of the lubricants used in this national industry.

This pleasant condition is due to the perfecting service developed over a number of years by our various men in charge of special and general organization work, amongst whom looms tall and bright is the name of H. G. Plaw, the real "grandpa" of that trade who had full charge until 1921. The unfailing support of our refiners and the attention of the carriers in supplying the right goods. It has been the work that has been re-enforced when Mr. Plaw ascended to the rein-holding division.

The aspect of the province is a contrast, the canals of the town of lovely Lévis are a water system, and, in the West the great rivers, and the land is turned into green farms.

Our wagon-owners are applying itself to the perfection of the service. To the perfection of the service, they have spent much time and effort, and the result is a product that is supplied to a large extent by the railways.

To the perfection of the service, they have spent much time and effort, and the result is a product that is supplied to a large extent by the railways. They are the ones who have built and maintained the railways, and they are the ones who have made the railways what they are today. They are the ones who have made the railways what they are today.
Champlain's City
Quebec, the birthplace of America.

The first white man to visit Quebec was Jacques Cartier, in 1535, but it was not until 1608 that a city was founded on the site of the old Indian village, Stadacona, by Samuel de Champlain, as wise an administrator as he was a bold explorer. For a century and a half thereafter Quebec was the headquarters of French rule in America, contending with the New Englanders for the domination of the New World — a period too of brilliant soldiers, clever statesmen, and brave voyagers. The lives of Laval, the first bishop; La Salle, the explorer; Frontenac, the intrepid governor; Marie de l'Incarnation, founder of the Ursuline Convent; and countless others belong to that glowing period, centered about this city.

In the middle of the eighteenth century the destiny of Quebec changed abruptly. Part of the world's drama known as the Seven Years' War was played in America; and in 1760, at the famous battle of the Plains of Abraham outside the walls of Quebec, General Wolfe defeated Montcalm, his equally illustrious French opponent, and four years later Canada was ceded to the British.

Scattered up the side of a cliff, Quebec still occupies the same salubrious and topographical position among the cities of America. Not even St. Augustine in Florida, with its narrower and Spanish balconies, wears such old-world expression as this city. Motor trucks and tank wagons of Imperial Oil, Limited rumble and bump down the narrow and cobbled streets huddled below the Terrace and the Citadelle, cobblestones, dormer windows, bridges from roof to roof with an accompanying obscurity in the streets beneath.

La Ville de Champlain
Quebec, le berceau de l'Amérique

Le premier blanc qui visita Québec fut Jacques Cartier, en 1535, mais ce n’est qu’en 1608 qu’une ville fut fondée sur l’emplacement d’un ancien village indien, Stadacona, par Samuel de Champlain, administrateur sage autant qu’explorateur intrepide. Pendant un siècle et demi, Québec fut le siège du commandement français en Amérique, luttant avec les Anglais de la Nouvelle-Angleterre pour la domination du Nouveau-Monde — période qui fut la suite d’actions héroïques où s’illustrèrent de vaillants soldats, d’hables hommes d’état et d’intrepides “voyageurs.” C’est dans cette ville que se dévoilaient Monseigneur de Laval, son premier évêque, Frontenac, l’intrepide gouverneur, Sour Marie de l’Incarnation, fondateur du Couvent des Ursulines, et une foule d’autres qui s’étaient immortalisés durant cette brillante période.

Accrochée aux flancs de la falaise, la ville de Québec occupe toujours une situation topographique remarquable et revêt un cachet que ne saurait trouver. St. Augustine, en Floride, avec ses rues étroites et ses balcons à la mode espagnole, ne saurait rivaliser avec Québec comme “fragment du vieux-monde.”

Les curtains automobiles et les wagons-réservoirs de l’Imperial Oil Limited coulent dans les artères de la Basse-Ville, dont les toitures à pignon et les rues encombrées se présentent sous la Terrasse et au pied de la Citadelle. Les pieds s’y heurtent aux pavés, les toits en pente sont percés de lucarnes et les passerelles courent d’un toit à un autre, plongeant les rues dans une obscurité relative; certaines de ces rues sont tellement étroites qu’il n’y a de passage que pour une voiture, et celle-ci doit nécessairement reculer si elle ne peut se frayer un passage à la ren

them; streets where one can must, perform, back down to the very end and allow another to pass, and dark doorways giving immediately upon the road. Of these streets, the most curious are Little Champlain and Sous le Cap Streets, the former with its “breakneck stairs” and the latter with its clothes lines and wooden bridges strung from one house to another across the passage, the narrowest street in America by reputation.

This is the quaint Quebec of French mediaval pictures, the very old still erect in the midst of the very new. Quebec has grown old with grace and solidly, so that there has been no obligation of successive stages of its growth. The beautiful and massive structures erected by these orients, soldiers and pioneers who established civilization in the New World have been retained. And here in the atmosphere of another era, the red ball pumps are found at their task, each pump a note in the symphony of evolution.

On this historic site among the shadows of the Old World, the Quebec of today has been reared into an important city. The importance is by no means confined to the beauty of its situation, the character of its fortifications, or the richness of its history, but, as the tourist is often erroneously impressed, it is of substantial importance in respect to trade and commerce. Not only has Nature provided a harbor in which there is room

contre d’autre voiture qui vient en sens inverse; des portes sombres qui claquent sur la chaussée. Les plus curieuses de ces artères sont la Petite rue Champlain et la rue Sous-le-Cap, la première avec ses “escaliers cassés” et la dernière avec ses “cordes à linge” et ses passerelles de bois allant d’une maison à une autre, à cheval sur le passage, répartis la rue la plus étroite de l’Amérique.

TELLE est la vision qu’offre ce quartier original qui rappelle le Vieux Québec de l’époque de la domination française, avec ses vestiges de l’ancien temps acérolés aux constructions les plus modernes. Québec s’est métamorphosé, mais il l’a fait avec grâce et avec gravité, sans effacer les traits des phases successives de son essor. On y voit toujours les belles et massives constructions érigées par ces prêtres, soldats, et pionniers qui appartenaient à la civilisation dans le Nouveau-Monde; et, dans cet atmosphère d’une autre âge, les pompes à “Boule Rouge” accomplissent leur tâche, et encore plus est un “indice” dans la symphonie de l’évolution.

Sur ce site historique et à l’ombre des vestiges du Vieux-Monde, le Québec d’autrefois est devenu une ville importante. Son importance se tient pas seulement à la beauté des lieux, au caractère de ses fortifications, ou à la richesse de son histoire, comme le touriste en est faussement convaincu. Cette ville jouit d’une importance réelle sous le rapport de son négoce et de son commerce. La Nature n’a pas seulement mis à sa disposition un port suffisamment vaste pour y recevoir toutes les marines du monde, mais le Gouvernement Canadien a, de son côté, prolongé l'argent pour moderniser ses bassins et en faire

(Cuit la suite a page 21)
Asphalte

What it is and what it has contributed to Roadways

By G. M. BASKIN, Montreal Refinery

THE use of bituminous binder in road building has become a standard practice but its use has been limited, first on account of its scarcity and again because until recently roads carried only light loads and their construction did not call for the rugged preparation necessary at present. But the production of the automobile has changed all that.

The tremendous increase in traffic has greatly expanded the highway construction away from the old time rule of thumb and has drawn more technical attention to it. Asphalt, by virtue of its two main qualities, that of binding and water-proofing, has become the most desired cementing medium in road construction.

It is not difficult to explain why so much stress is laid on asphaltic materials for the satisfaction of right specifications. Asphalt is the principal ingredient in roads; it is the cement that binds and holds together the mineral particles and stone composing a road. A present-day road is a highly expensive matter and is designed to last for years. It if disintegrates on account of the asphalt cement being off specification it means rebuilding the road, and since usually this is not done immediately, the defective road is there as evidence prejudicial to the pettens of the indulging resources.

Reviewing the gradual growth of asphalt materials, it is evident that the expansion has kept pace with the paving industry. The importance of the producer keeping one jump ahead of the consumer can scarcely be over-emphasized, and in this respect the establishment of an Asphalt Refinery here in Canada has been of inestimable service.

Highway construction was sadly lacking in respect to perfect information concerning binders. In the States, the problems were greatly minimized, first by a more or less uniform climatic element and secondly by a larger population and corresponding resources. Thus, they (in the States) were able to concentrate on several high grade pavements, using only a few standard grades of asphaltic materials.

In Canada, highway construction has called for greater diversification in asphalt materials.

L'Asphalte

Sa nature et ce qu'il a fait pour le réseau routier

Par G. M. BASKIN, de la Raffinerie de Montréal

L'EMPLOI d'un enduit ou mastique bituminieux dans la construction des routes est déjà ancien, mais son usage durait à peu près uniquement à cause de sa rareté, et ensuite parce que les chemins d'autrefois n'étaient pas conçus pour assurer le passage de voitures légèrement chargées, aussi, leur construction n'exigeait-elle pas la préparation minutieuse si nécessaire de nos jours.

Mais l'arrivée de l'automobile a tout transformé.

L'accroissement énorme de la circulation a un peu à peu imposé une méthode de construction routière différente, et mis à l'épreuve les anciens procédés, en appliquant la technique aux constructions modernes. En raison de ses deux principales qualités, qui sont d'assurer l'homogénéité et l'imperméabilité, l'asphalte est devenu la matière la plus indispensable dans la construction des routes.

Il n'est pas difficile d'expliquer pourquoi l'on insiste tant sur la qualité des produits asphaltiques, dans les clauses imposées aux constructeurs. L'asphalte est le principal ingrédient employé pour faire les routes; c'est le ciment qui relie et maintient ensemble les particules minérales et les pierres dont se compose une chaussée. Une route défectueuse revient très cher à construire et est donc à durer de longues années.

Si elle se dégrade parce que le ciment asphaltique était inférieur à la qualité prévue, il faut recommencer tout le travail, et ce n'est pas un effort généralement le plus possible à refaire, non plus sans l'intervention d'un ouvrier malien qui est préjudiciable à l'industrie pétrolière en général.

On considère l'augmentation graduelle de la fabrication de l'asphalte, il est significatif que cela a marché parallèlement à l'industrie du pavage. Il est bien inutile de faire ressortir l'importance qu'il y a, pour le producteur, de maintenir constamment une surveillance sur le consommateur, aussi, l'installation d'une raffinerie d'asphalte ici, au Canada fut-elle d'un accours précieux pour toutes les entreprises de pavages.

La production routière ignorait toutefois la plus grande partie des usages aux "mystiques" asphaltiques.

The Montreal East Refinery has devoted a considerable amount of time in research and practical experimentation, with the object of supplying this demand. The work has resulted in the production of asphalt in liquid form, which can be applied on roads by spraying. The proper type of asphalt is selected and sprayed on. It adheres to the base, penetrates the road as well as seals the top. The degree of penetration is dependent on how compact the road is and on the fluidity of the material applied. The results are that the volatile oil evaporates and leaves the asphalt within and on top of the road. The asphalt which remains acts as a waterproofing material and binder. Applied bitumen forms a carpet on top of the road and even the surface whole, as well as making it durable.

This form of road maintenance has been encouragingly successful and improvements are constantly taking place. All this would have been quite impossible had the Canadian market remained solely dependent on imported asphalts. We have to remember that until the Montreal East Refinery took the matter of maintenance in hand, experimental lines, nothing really constructive had been done in the field of liquid asphalts. In the States, surface treatment was simply stop-gap. The attitude there was similar to that taken by some of our large cities. These three are purely for the benefit of the customer.

Ici, au Canada, la construction routière doit faire appel à une plus grande diversité de matériaux, pour résoudre les problèmes qui existent. On peut envisager des pavages mono-sourcés, ternés, même de type routier, tels que la terre, le gravier et le macadam. Ces chemins importants, et qui sont de qualité inférieure, en terre, en gravier et en macadam. Ces chemins répondent, à quelques égards, à certaines exigences, ce qui est de la plus grande importance. Il faut veiller à leur entretien d'une manière ou d'une autre. Les chemins bitumés ont, par exemple, besoin d'être entretenus à la surface, cela sans trop de frais.

La Refinerie de Montréal a consacré une grande partie de son temps et d'efforts à rechercher et à développer les asphaltes de haute qualité.

The asphalt bituminous mixes, which are produced at the refinery, are used for the construction of roads and highways. The asphalt bituminous mixes are used for the construction of roads and highways. They are applied to the road surface and are mixed with the gravel or crushed stone to form a strong, durable road surface. The asphalt bituminous mixes are also used to repair and maintain existing roads and highways. They are applied to the road surface and are mixed with the gravel or crushed stone to form a strong, durable road surface.

In conclusion, the Montreal East Refinery has contributed significantly to the development of asphalt materials in Canada. The refinery has provided high-quality asphalt for road construction and maintenance, which has helped to improve the quality and durability of roads and highways across the country.

September, 1924

The Imperial Oil Review

Page Fifteen
Montreal

The reader is taken back to Cartier's day in his brief commentary on Montreal's development, related by the well known philosopher whose contributions to Canadian history are esteemed by scholar and citizen alike:

Dr. WM. HENRY ATHERTON

Let us imagine ourselves on the summit of Mount Royal. We gaze down in all directions, our eye encountering the urban edifices of Canada's largest city. A million people move below us. We gaze on 836 miles of streets. Can you count the public parks? There are 72. The wide river is the St. Lawrence and that long bridge is Victoria Bridge connecting Montreal with the mainland. Yes, Montreal is on an island, about thirty miles long by nine wide. The city has 32 miles of waterfront and there is capacity in that fine harbor for 125 ocean-going steamers.

A great many of the vessels you see on the river are from foreign lands, for Montreal has a volume of foreign trade exceeded only by New York. Although open to navigation only seven months of the year it is the second largest seaport in America. One third of Canada's entire national trade is shipped from those 43 docks you see.

The ocean? Ho, it lies 1,000 miles down the St. Lawrence River. Montreal is the only "ocean port" that far from the sea. Even so, the city is 910 miles nearer Liverpool than is New York.

More grain leaves the port than any other in the world. See how the four large grain elevators stand out on the harbor front. Their combined storage capacity is 12,162,000 bushels and delivery to ship can be made up to 150,000 bushels per hour over 15 miles of rubber belting.

The mammoth yellow brick building down river a bit is the cold storage warehouse, again

September, 1924

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Page Seventeen

Montréal

Le lecteur est transporté au temps de Cartier dans le brief commentaire relaté par le philosophe renommé dont les contributions à l'Histoire canadienne sont prises également par les lettrés et par les citoyens

ESCALADONS ensemble le Mont-Royal. Nous voici au sommet. A nos pieds, et dans toutes les directions où se dirigent nos regards, s'étale l'agglomération que forme la plus grande ville du Canada. Un million de personnes l'habitent. Ses rues, placées bout à bout, s'étendent sur une longueur de 836 miles. Pouvez-vous dénombrer ses parcs? On en compte 72. Le large fleuve est le St Laurent et ce pont monumental est le Pont Victoria qui relie Montréal à la terre ferme - car il faut vous rappeler que Montréal est sur une ile d'une trentaine de miles de longueur sur une largeur de neuf miles. Ses quais développent une étendue de 32 miles et son admirable port peut recevoir jusqu'à 125 vaisseaux océaniques à la fois.

La plupart des navires que vous apercevez sur le fleuve viennent de l'étranger, car le volume global du commerce étranger qui emprunte le port de Montréal n'est dépassé que par celui de New-York. Bien qu'il ne soit ouvert à la navigation que sept mois de l'année, ce port occupe le deuxième rang dans toute l'Amérique. Le tiers de la totalité du commerce canadien est expédié des 43 docks que vous apercevez.

L'Océan est à 1000 miles d'ici. Montréal est le seul port océanique qui soit enlevé à profondeur dans les terres. Et, malgré cela, il y a par cette voie 800 miles de moins à naviguer pour atteindre Liverpool, que si l'on s' embarque à New-York.

Il est expédié de ce port plus de céréales que de tout autre dans le monde entier. Vous pouvez apercevoir distinctement les quatre grands

Page Sixteen

Here and There About the City


Quelques Vues de Montréal

1. Notre-Dame-de-Bonsecours, la première église édifiée à Montréal. 2. La "Point de Vue" sur la montagne. 3. Le Château de Ramezay, l'habitation des gouverneurs sous la domination française. 4. La lettre de Benjamin Franklin apporta la première presse à imprimer au Canada. 4. St. Jacques, maquette réduite de la basilique de St. Pierre à Rome. 5. Le Monument Jacques Cartier. 6. Montréal, vue du Mont-Royal. 7. La Place d'Armes et la Banque de Montréal. 8. Promenade dans le Parc de Westmount. 9. La Place d'Armes et l'Église de Notre-Dame.
Page Eighteen

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the largest in the world. Go through it to
tomorrow and you will find subsistents of all
countries—blobs of cheese, kibbles, fish, sugar,
like boards when you tap them; more than nine
gallons of milk, butter, cheese, meat, sugar,
fruits, tropical fruits and our own Okanagan
apples. You will find room after room of hops
imported from India and tables, chairs and over
one million dollars worth of furs are there for pro-
tection against summer heat, as Montreal is of
considerable financial importance to the
English fur trade.
About seventy-five per cent. of the population
is English speaking, with a large French
population. Both French and English are official languages in Montreal and most of the
citizens speak both languages with equal facility in home and business.

Yonder are the twin spires of Notre Dame, the largest church in America except for the
Cathedral of Mexico City. It was built after the fire of Notre Dame de Paris and cost
$15,000,000. The silver cupola of Notre Dame is gone, but the spires stand
below Mount Royal. Notre Dame is the largest in the Dominion, belongs to St.
James Cathedral—a half size replica of St. Peter's in Rome. Like Notre Dame, it is of sur-
passing architectural beauty and its interior murals are the most striking thing in the
worshipers of a generous Deity.

Down east, beyond our vista, your Imperial Oil is a localised; while the southwest
and the tanks of your plant at Cote St. Paul squawk close by the Lachine Canal.

What of this, Canada's greatest municipal achievement? Where there are a near-
million now, there were in 1642 but 72 souls who had cast their lot with Maisonneuve, a man whose
twenty years of unflagging effort produced the
metropolis.

TRUE. Cartier had been here—the first white
man in 1535. He scaled this very summit to
where we now stand and named the hill "Mount Royal"—an extinct volcano, for here are numer-
ous plays of lava about the ground. But Cartier
didn't have the time to look. To Maisonneuve goes
the honor for primary success at colonisation of the
"Hochelaga" as the original Indian village was
known.

Progress was made in the face of a sanguine existence and despite frightful and frequent
massacres roundabout, the town's population had

“éleveurs” who found construits dans ce but.
leur capacité totale est de 12,162,000 boisseurs
les Anglais et les Français partagent donc

le marché. Vous trouverez une roseraie

J'attends avec impatience l'arrivée de votre lettre.

About this time the city was agrandie

Jean-Baptiste, mais cette fois-ci nous avons

le sentiment que la situation est beaucoup plus
dangereuse que jamais auparavant.

Pourquoi ne pas préférer la tranquillité
de la campagne à cette agitation incessante ?

Le printemps approche et les fleurs
de vos serres commencent à déborder

la ville.

Alors, profitons de cette belle saison

pour nous retrouver en bonne santé.

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swollen to 8321 when the land came under British
rule in 1760.

Prior to this period the town had grown

haphazardly, with no attempt at town planning

on the part of the residents. The Mount to the

river and from east to west, structures of the
day were erected "pot-pourri." About then, some

enthusiasts formed a town planning commission. Streets

and roads were laid out with a certain

regularity and were given publicity, but nothing
came of it. Each succeeding spring, inhabitants

insisted on plowing up roads and planting

trees thereon. Finally a manifesto was issued in 1765 warning

the numerous offenders that any further plowing up of

roadways would be followed by prosecution. They

obeyed the mandate and shortly found that

a roadway increased the value of property

thereon—a discovery to themselves, no

of an elementary law of civic life.

When Charles Dickens came in 1843 he

found the city still very young and yet an army

outpost of the British Empire. He appeared during that

visit at the Theatre Royal.

But the seed, planted two centuries before,

was sprouting and finally it burst into flower

in the middle of the nineteenth century when the

grain began to roll into the city and the mill

industry sought its first foothold. Situated as it

was in the early sprouting house for a

young and lusty growing nation, it fast became

Canada's industrial centre of gravity.

Prosperity in the shape of commercial

enterprise on Canada's largest urban entre

has not been deprived yet of the richness of

the land. We still fancy that when we hear the

clank of dauntless Frenchman's hoes over

the field, we shall see the vast open

of the

seventeenth century.

The sun is sinking. Come, let us go down into

the city.

Asphalt

(Continued from page 15)

laying the dust on some of the outlying unpaved
strides, it would be too expensive to do the great
expense on this score since it is only a

municipal project. It would be thoroughly

paved. The extensive mileage of country roads

on the other hand could be paved only gradually,

and this could be done at a price of form of maintain-

ance with an element of permanence to it.

The field of road construction, production of

roofing asphalts and waterproofing cements is

wide enough to engage attention for many
cyclus, the need for these growing and the

problems are increasingly numerous. The

object to be attained is not low initial cost, but

comparatively permanent and low mainten-

ance—more reason therefore for the producer
to sell the goods in their best condition as well as for

the consumer to understand the possibilities and

the limitations of the producer.

L'Asphalte

(Suite de la page 15)

séquent des dans ces cas semblables, puisque dans

un nombre d'années ou moins, ces rues seront définitivement pavées. Par

contre, les investissements de l'opérateur sont d'une telle

tendance, qu'il ne s'agit pas d'investissements d'une valeur

graduellement, et c'est pourquoi il est nécessaire

d'un certain nombre de années avant de pouvoir

à l'ouvrage un certain degré de permanence.

La construction routière, la production d'asphalte à vocation spéciale, fonctionna-

elles impermanentes, sont autant de champs

importants où l'on peut espérer gagner des

des années. Le but à atteindre n'est pas

un prix initial, mais un certain degré de

comparativement permanente et de bas mainte-

ance, raison de plus pour que le producteur étudie

à fond les besoins de son client et que

se rende bien compte des "possibilités" et des

entraves qui sont l'apanage du producteur.
La Pâte de bois et le Papier
Par R. H. TANNER, ingénieur préposé à la Lubrification

La Récitation à la Raffinerie

Montréal y contribue pour sa part.
Les Cantons de l’est

Par R. G. PLAW


La région des Cantons de l’est est caractérisée par sa richesse naturelle et sa diversité de paysages. Elle est célèbre pour ses vignobles, ses sites naturels exceptionnels et ses villes historiques.

Les viticulteurs de la région sont parmi les plus renommés du pays et produisent des vins de qualité internationale. La région est aussi connue pour ses sites historiques, dont le Château Montebello, et ses festivals culturels annuels.

En conclusion, les Cantons de l’est sont une région de beauté naturelle et historique, qui attire de nombreux visiteurs du monde entier.

Le principal centre de la région est Sherbrooke, qui abrite de nombreux sites historiques et culturels. La ville est également un centre économique important, avec une forte présence de la industrie manufacturière et de la santé.

La ville est également réputée pour son ambiance culturelle et ses festivals annuels, qui attirent de nombreux visiteurs.

En somme, les Cantons de l’est sont une région fascinante, riche en histoire, en culture et en nature. Ils méritent d’être visités par tous ceux qui ont une passion pour l’histoire et la nature.

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Page Twenty-Two

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The principal city is Sherbrooke, at the confluence of the Saint-François and the St. Francis rivers, the sources of great electrical power. The City of Sherbrooke itself owns six hydro-electric power units with a capacity of 25,000 horsepower. The rising cost of fuel being one of the most serious problems of the manufacturer, it is rightly surmised that a plentiful supply of cheap power will be the means of eventually building electrical industries right across a part of our Province. The number of these industries has increased from 100 in 1910 to 700 in 1924. The energy from the various power stations is now being transmitted into the homes and factories of the city. The service is reliable and the rates are low. The increase in the number of such industries has resulted in a decrease in the cost of electricity. The local manufacturers are able to compete effectively with manufacturers in the United States. The city has a large number of banks, insurance companies, and other financial institutions, which provide the necessary capital for the development of new industries.

The Imperial Oil Limited is one of the largest companies in the country, with a large number of employees. The company was founded in 1859 by a group of local entrepreneurs who were interested in the development of the oil industry. The company has since grown and expanded to become one of the leading companies in the country, with a large number of employees and a wide range of products.

The company is one of the largest employers in the city, with a large number of employees and a wide range of products. The company is also one of the leading companies in the country, with a wide range of products and a large number of employees.

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Champlain’s City
(Continued from page 13)
From Quebec to Levis, spanning the River St. Lawrence, is the famous Quebec bridge, a triumph of engineering skill. For immortality, for uniqueness of design, excellence of detail and boldness of determination, the construction of this bridge is without a parallel. The length of the span is 2,550 feet. The main span is 1,800 feet long.

Dufferin Terrace, crowning the cliff for 1,200 feet, is a panorama across and far down the great river. Below Quebec, the river takes a sharp turn on its way to the sea and here lies the historical Island of Orleans, rich in verdure and pastoral scenes. Across the river is the town of Levis, with its fortified hills in the background. Levis faces the north a distinct view is offered of this portion of the island of Orleans. Seven miles to the east, the Montmorency River plunges into the St. Lawrence over a 254-foot leap. Further in the same direction the château of Ste. Anne de Beaupre stands. Early in 1622 the Basilian was unfortunately destroyed by fire; but the memorial statues and the sacred relics were saved intact and, until the church is rebuilt, are housed temporarily. The church is famed over the world and is visited by a quarter of a million pilgrims each year. The reader will recollect that this place, already hallowed by the tears and crutches of cripples whose faith had brought them to the shrine, was the scene of four more astounding events two months ago.

Pulpwood and Paper
(Continued from page 20)
In the sulphite process, the barked wood is chopped into small pieces, screened and fed into digester towers, where it is pulped in bisulfite liquor. The cooked material is washed and screened and the average yield approximates one thousand pounds to the cord. The Mechanical Process differs from the two chemical processes. Here, barked wood is held by hydraulic jacks against the face of a large revolving grinders. The fibres are then removed and carried away in a stream of water to be washed, screened and prepared for paper pulp. The average yield of pulp averages two thousand and eleven pounds per cord, a much higher return on the operation.

Pulpwood and Paper
(Continued from page 20)

La Ville de Champlain
(Suite de la page 13)
La Terrasse Dufferin, qui couvre une superficie sur une longueur de 1,500 pieds, offre un panorama grandiose à la vue, de l’autre côté du fleuve et de l’île de l’Orléans. Plus bas, la fleuve tourne brusquement, dans sa course vers la baie de Saint-Maurice. Le fleuve de l’Orléans, couvert d’une luxuriante verdure et riche en paysages champêtres. Sur la rive opposée du fleuve s’étale la petite ville de Levis, avec ses collines fortifières dans le brouillard. Au nord on aperçoit distinctement les contreforts de la chaîne des Laurentides. À sept milles de là, à l’est, la rivière Montmorency se jette dans le Saint-Laurent, à une profondeur de 254 pieds. Pas plus loin, dans la même direction, s’élève le temple dédié à Bonne St.-Anne, lieu de pèlerinage célèbre. Pour malheur, la basilique fut détruite en avril par un incendie en 1922, mais la statue miraculeuse et les reliques sacrées peuvent être vues, et en attendant que l’église soit reconstruite, elles sont déposées en lieu sûr. J’ose jurer d’une remarque morale que le quart de million de pèlerins s’y rendent annuellement. Notons que ceux qui marquent dans les lieux, qui s’aménent les cannes et les béquilles, 50 ou 100 ans de vieillesse et qui les paralyses, font à quart de quatre générations merveilleuses il y a deux mois.

La Pâte de bois et le Papier
(Suite de la page 20)
Par le procédé au sulfate de chaux, le rendement approximatif moyen est de mille sept cents livres de pâte par cent cordes de bois, double de celui-ci, et le rendement moyen est, par ce procédé, de deux mille onze livres de pâte par cent cordes de bois, une grande superiorité aux méthodes plus avantageuses.

La plupart des mouliniers trouvent le moyen de tirer de chaque goutte d’huile le service qu’elle doit leur rendre, et quelques-uns en ont, de cette façon, obtenu des résultats de fabrication des machines. Sans exception, ces mouliniers sont des gens pratiques; ils savent et nous nous devons donc les conseillons que leur dicte l’état de leur affaire. Ceux qui savent comment assurer leur engrais leur fournissent des bois, qui sont travaillés avec la plus grande minutie et par des entrepreneurs bien établis. Sans exception, ces entrepreneurs ont le secret des contrats que passent dans les faubourgs pour la fourniture des bois de croissance et autres dont ils ont constamment besoin. Il peut arriver que leurs besoins en bois de papier soient assez grands, et à ce cas arrivera avec la meilleure volonté du monde, mais la majorité des réclamations est impraticable à cause de l’importance des bois qu’ils nécessitent et qui sont beaucoup plus rapides et plus difficiles de faire disponibles que dans les autres activités.
The Habitant's Jubilee Ode

IF de moder comes dead w'en you're small garçon, leavin' you dere alone,
Wit' nobody watchin' for fear you fall, an' hurt youse'f on de stone,
An' 'noder good woman she tak' your han' de sam' your own moder do,
Is it right you don't call her moder, is it right you don't love her too?

Bâ non, an' dat was de way we feel, w'en de ole Regiem's no more,
An' de new wan come, but don't change moche, w'y it's jus' lak' it be before,
Spikin' Français lak' we alway do, an' de English dey mak' no fuss,
An' our law de sam', wall, I don't know me, 't was better mebbe for us.

So de sam' as two broder we settle down, leevin' dere han' in han',
Knowin' each oder, we lak' each oder, de French an' de Englishman,
For it's curi's t'ing on dis worl', I'm sure you see it agen an' agen,
Dat offen de mos' worse ennemi, he's comin' de bes', bes' frion'.

Yass, dat is de way Victoriaw fin' us dis jubilee,
Sometam' we mak' fuss about not'ing, but it's all on de familee,
An' w'enever dere's danger roun' her, no matter on sea or lan',
She'll find that les Canayens can fight de sam' as bes' Englishman.

An' onder de flag of Angleterre, so long as dat flag was fly —
Wit' deir English broder, les Canayens is satisfy leev an' die.
Dat's de message our fader geev us w'en dey're fallin' on Chateaugay,
An' de flag was kipin' dem safe den, dat's de wan we will kip alway!

—William Henry Drummond.