THE LAYING OF THE CORNER STONE

THE laying of the corner stone of the new addition to the Imperial Oil building at Church and King streets, Toronto, on Saturday the twenty-fourth vividly suggested a historic contrast between two eras, the old and the new. Exactly one hundred and two years earlier there was laid on the same site the corner stone of the Court House of the town of York, which for many years faced King street.

Its open ground was decorated by the public stocks, for the degradation of minor criminals, while in the same square stood the gallows on which two men, Samuel Lount and Peter Matthews were hanged for their part in the Rebellion of 1837.

The earlier corner stone was laid by Sir Peregrine Maitland, the Lieutenent-Governor of Upper Canada of that time, as the newer stone was laid by Sir Colonel Henry Cockshutt, the present Lieutenant-Governor.

The court house of York in 1834 boasted of 1688 inhabitants and has since lost its identity in the city of Toronto with a population of well over 600,000 inhabitants. The incidents of a century ago, however, are not to be forgotten and obliterated. The new corner-stone bears an inscription by the Canadian Historical Association to mark the spot and reads:

"Here in Court House Square stood the Court House of the town of York, the corner-stone of which was laid on the twenty-fourth of April, MDCCCLXXIV, by Major-General Sir Peregrine Maitland, K.C.B., Lieutenant-Governor of the province of Upper Canada. Here within the precincts of the gaol stood the public stocks. This corner-stone was laid on the twenty-fourth of April, MCMXXVI, by Colonel Henry Cockshutt, LL.D., Lieutenant-Governor of the province of Ontario."

Mr. Justine Riddell, the speaker of the occasion described the old gaol site as a "famous corner." The gaol and court house were both set back seventy-nine feet from the line of King street. The buildings had their gables towards King street and there was space of about one hundred and fifty feet between them. The material was of red brick; pillars of cut stone ran up the principal fronts. The space between the two buildings became a park and the part in front of the gaol accommodated the stocks and was the usual place of execution. It was on this spot that William Lyon Mackenzie returned to his constituents after his expulsion from the House. Jesse Ketchum addressed an election crowd and David Willson and his white-robed singers, Children of Sharon, held their weekly mission. In 1837 the gaol had become unsatisfactory, and the magistrate petitioned the legislature to permit the gaol to be changed. The authority was given to sell and the block was sub-divided, and Court street was cut through. The particular lot on
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ON THE ROAD TO RED LAKE
Law, Order and Imperial Products arrive simultaneously at the new bonanza camp

WHEN, in mid-winter last, the rush of prospectors to the newest gold camp at Red Lake reached stampede proportions, the Ontario government gave recognition to the necessities of the prospectors of that district by providing for the establishment of a sub-railway office at the scene of the strike, one hundred and fifty miles by snow trail from the nearest point on the railway. Since the Kioskette days there has been no episode in Canadian mining history any more picturesque than the pilgrimage of the emissaries of law and order into Red Lake. The snow, the blustering cold, the silent wilderness, the hussies, the trudging procession of fortune hunters, all lent to the scene a touch of the romantic which would have delighted a movie man's heart and on paper it read like a page from a Moot Gibson scenario.

But to the men who went in to establish this fullest outing mining record office it was not that at all. Tom McArthor, inspector of mining record offices and Harry E. Holand, the mining-record elect, were made anything but romantic in their thoughts by the bludgeoning cold and if they were not already sufficiently basic there were with them, to correct any fanciful viewpoint, a handful of the most genuine hard-pan pioneers that the newer Canada could produce. There was Jim Boyles, the diamond driller from Penticton, Neh Falkenham and Joe Rutherford, prospectors, anywhere north, Bill Carr the provincial police, and an Indian dog runner with a record.

An outfit like that could not be assembled on any other trail or under any other circumstances. They were genuine bed-rock trail-blazers and in deference to the conditions their personal, official and commissary equipment was cut down to the last ounce required by strict necessity. There were no golf bags along on that trip, nor pajamas. The stuff they carried was there simply because they could not get along without it.

Take a look at the photo. Imperial folks will be interested in one article which even this most skeletonized invoice found absolutely indispensable. In the right foreground you will note "one case of Imperial Royalite Coal Oil."
Girardot and the final stage of the journey is made by rail from Girardot to Bogota. After making the necessary changes in one of the machines, it was flown to Bogota, the first to make the trip under its own power from the coast and over the Andes to the plain of Bogota, situated at an altitude of 2,700 meters or 8,856 feet above sea level.

The most important result of these flights was the realization of the necessity of changes in the motor and in the structure of the planes to adapt them to the peculiar atmospheric conditions of the Tropics, since they did not at first satisfy the technical department of the Scadta, only eight or nine hours after their departure.
From January 1, 1926, this service has been increased to three flights per week.

The air mail from Barranquilla to Bogota is en route less than twenty-four hours, half of which are consumed by the actual flying time over the 1,900 kilometers, 621 miles, between the former city and Girardot, and half by rail transportation over the 160 kilometers (1,000 miles) of the railway from Girardot to Bogota.

Apropos it is opportune to mention that Colombia is the only country in the world which has established auto-railroad service in connection with aviation.

The air mail service has contributed considerably to improve other traffic means so that the mail may be transported without any loss of time. This service has special mail carriers.

The time saved by the Colombian air mail over the ordinary methods of postal transportation may be considered unique. The fast Magdalena boats leave Barranquilla on Mondays at nine o’clock in the evening, and under the most favorable circumstances arrive at Girardot eight days and nights later. When the river is low, this time is likely to be increased from four to eight days. The minimum time in which mail sent by boat can reach Bogota is therefore 216 hours against 24 hours for air mail, or a saving of nearly eight days by the latter, generally increased to nine or twelve days by delays to the steamer.

Last July the President of the Republic, accompanied by the Minister of Public Works, made an aerial trip of over 2,500 kilometers, or 1,552 miles, through various sections of the country, for the purpose of visiting and inspecting important works which are being carried out. Among the works visited were the following: Oil pipeline between Cartagena and Honda; the Central railroad of Bolivia which will unite the cities of Cartagena and Medellin; the aerial cableway from Turrialba, on the Magdalena, to Ocaña; the canalization of the waterway between Calamar and Cartagena; the inauguration of the works for the opening of the Magdalena mouth; the oil fields of Barranquilla; all of which were visited in four days.

This was the first time in the history of aviation that the head of a nation used an airplane for making a trip of inspection over his country.

MONTREAL DIVISION’S NEW OFFICE BUILDING

MONTREAL Division has now an official house which will rank among the finest in Canada. The building was designed and constructed supervised by Messrs. Ross & MacDonald, a firm of architects in Montreal, who have to their credit some of the finest buildings ever erected in Canada, including the Mount Royal Hotel and Chateau Apartments in Montreal, and the new Union Station in Toronto. The general contracting work was done by Messrs. D. G. Loomis & Sons, also of Montreal, and the finished building is certainly a credit to the efficiency in which both architects and contractors carried out their work.

The building, 110 x 40 feet is of the school type, built entirely of concrete and brick. There are three stories, twelve feet each in height, with a total of twenty windows on each story on four sides, providing ample light and ventilation. The exterior finish is a prairie Pressed Brick, trimmed with Dechambou Grey Stone, making a very attractive appearance. Two sets of double doors with plate glass panels complete this pleasing ensemble.

On the ground floor, are spacious vestibules leading to a marble stairway with iron railing, communicating to the first and second floors. Standing on the landing of the first floor one faces the General Office of the Marketing Department, which has an area of over three thousand square feet, accommodating forty-six desks, without crowding. The stenographers’ room is separated by a glass partition, which prevents the noise of the typewriting machines from interfering with the work of the various clerks. The several departments immediately connected with the Marketing end of the business are located on this floor, viz.: Order, Traffic, Stock, Equipment, Construction and Statistical staff.
Facing the front of the building on this floor are also the offices of the Manager, Assistant Managers, and Fuel and Asphalt Department. These positions are all inter-communicating, as well as having entrances from the General Office. The Manager's Office being situated in the North East corner of this floor commands a view of the

Warehouse, Works Office, Cooper Shop, Loading Tanks, etc. With a public counter and waiting space of one hundred square feet, customers can be taken care of without crowding. Commodious vault space in the rear takes care of all records, and next to the vault separate quarters accommodate the telephone switch-boards, telegraph instrument, and their operators.

A continuation of this beautiful staircase takes us to the second floor occupied by the Accounting Department, with a floor space of four thousand square feet. Sixty desks and tables for ledger keepers can be placed comfortably. At the entrance there is a place for the public, with counter and Cashier's Cape. The Chief Clerk's desk on this floor, just to the immediate right of the entrance, faces the general office, commanding an uninterrupted view of the entire office. As on the first floor, the room occupied by stenographers and machine operators is partitioned off in plain glass, cutting off all noises caused by the machines. A continuation of the vault construction from the ground floor up through the building, gives ample accommodation for preservation of all records.

Vestibules, landings, toilet room floors are finished in mosaic, bases of main hallways, staircases, and stairs are marble. Wood finish of the building is in birch, with Italian walnut effect, except the Manager's office, which is stained mahogany. Ceilings are white oak in a light buff, harmonizing with the color of the wood finishing. Electric fixtures are of the Celestial type, which give an even unshadowed effect, all under central switches directly affecting each department. Indicator red lights on vault switches show whether lights are lit in vault after doors are locked. All floors are cement, covered with heavy linoleum.

The steam heating system is connected with the plant boilers. All heating coils are painted to correspond with the color scheme of the wall. A staircase at the western end of the building, with the Main stairway at the eastern end, would accommodate the entire staff should the occasion arise for a sudden emptying of the building.

On the ground floor we have a commodious dining room, with accommodations for eighty, at 30 tables, each containing places for eight. Attached is a completely equipped kitchen. These necessary adjuncts are being well patronized and thoroughly appreciated as we are situated in a part of the city which makes accommodation of this kind a necessity. A committee is looking after the running of this department, and at the same time we are surprised at the quality of this noontime meal at the price charged for it.

Locker rooms for ladies and gentlemen and stationery room, are also located on this floor. This building was ready for occupancy on January 16th, 1926, and on Monday morning, "business as usual" went along in the new quarters without interruption.

Most of the authorities granted us No. 1,000 St. Patrick street, an easily remembered address.

Increase in Trade

In April, 1924, exports were $48,889,914, and imports $80,173,141. Exports of agricultural and vegetable products were up six million dollars and of animal products increased about two million dollars.

A MIGRATORY STATION ON THE EDGE OF THE NORTH

When the snow comes north and the ice goes out of the Athabasca, the outpost town of Fort McMurray awakens from its long winter of hibernation and life begins.

Fort McMurray is rail head on the great northern system of waterways that leads to the Arctic. "We have a train service here once a week when the weather is fine," writes J. B. Fairbairn, the Imperial agent there, "but outside of that nothing much ever happens."

Which merely goes to show how the unique and picturesque can become commonplace through association. Mr. Fairbairn has the unique record of presiding over the most migratory service station in the company's list. At first it was at Waterways, near the site of the old Hudson's Bay post, at the junction of the Athabasca and Clearwater rivers. The Alberta Great Waterways railway ended about 25 miles away in a squirrel track from where the squirrel went up a tree the freighters tossed the oil products through muskeg and tur suns to the company's station, which was a log corral with no roof below the sky and no floor above the tundra formation. Then the Alberta Great Waterways railway authorities decided to make a terminus and establish a town by completing the railway to a point on the river eight miles above McMurray and, like other establishments serving the great north, Imperial Oil moved to the embryo metropolis known as Waterways. There they built a commodious warehouse and put up two storage tanks.

The Alberta Great Waterways railway belongs to the government and while the party tovariously regards with satisfaction whatever moves are made by its officials, the opposition as consistently views with alarm, so the much-debated question of whether or not the railway management understands railroading has never been settled to unanimous satisfaction.

But whether they understand navigation has not been in doubt. The record shows that they do not, for the terminus which they established, although on the river, was not accessible to steamboats. Col. Jim Cornwall has a line of steam-boats that he claims could climb a tree where sap was running right, but the river steamers could not get to McMurray. During most of the season the sound here came so close to the surface that the steamers, not being amphibious, had to resign the attempt to negotiate the right side to rail head. So the railway had to be extended down to Fort McMurray and the terminus re-established where it had been for the past hundred years of river history.

The metropolis moved again and with it the Imperial Oil station. They tore down the warehouse and shipped it in sections to the environs of McMurray, where it will probably function as the northern oil distribution until such time as the utilization of the Alberta Great Waterways railway is thrust further into the wilderness.

This year, as last, Fort McMurray is witness another migration that is epee of the retreating frontier line toward the north. That is, the transportation of two thousand buffalo to the great untamed plains to the north and west of the Peace and Slave rivers.

Buffalo at Fort McMurray, awaiting shipment to the north.

But the natural buffalo park at Wainwright, where nearly twenty years ago the Pablo herd was collected as a nucleus to perpetuate the bison species, is now becoming overcrowded. Last year twelve hundred were shipped. This year two thousand more are to be sent down the

Imperial Oil Station on Clearwater River at Waterways.
PRODUCTION OF PETROLEUM

Casing.—After the bit has drilled through the rock for a distance, let us say, of 1,000 feet, the hole of course has no lining but the walls of the rock. Now if the rock is soft it may cave in. Furthermore, veins of water may be encountered by the drilling tools. For these reasons the driller shuts off the fluid of water and proceeds any pegging of the wall by lowering a section of steel casing pipe into the hole as it is needed, the joints of the pipe being screwed together joint by joint as it is lowered. However, the drilling tools may pass through several water stratas before casing is lowered, in which case all the veins can be cut off with one string of casing.

After casing has been installed a smaller drilling string is raised, for should it be necessary to raise further down, pipe of a smaller diameter is required. This smaller casing is lowered to its place through the casing previously lowered. Each time that a string of casing, which often weighs as much as 20 tons, is let down it runs from the top to the bottom, with the result that after the well is drilled there may be in some places five or six sizes of casing fitting snugly within each other. The casing may go down for only several hundred feet or it may line the hole all the way to a depth of 2,000 or 4,000 feet.

Some of the water layers may be pulled out later and used on other casing jobs, leaving the inner, smaller pipes to line the hole. For shallow wells a smaller-size casing of about 8-inch diameter may be used at the start, while for deeper holes 12-inch casing is often used.

When the well gets down almost to the oil sand, the last (and smallest) casing running inside of all the others from the bottom to the top is capped with a casing head. This casing head has an opening on the side controlled by a valve and a large gate valve on the top, which, when open, admits the tools for drilling. If oil or gas is struck it is shut off by an underground valve. To quote a farm in order to force water out through the side of the casing into flow tanks that have been built in anticipation of such an emergency.

Shooting. If, however, the well when drilled is not found to be a "pusher" (that is, not one that flows by its own pressure) or if a well that has been producing oils off its own supply, then an occasional practice is to "shoot the well" to stimulate the flow. Cylinders about 5 feet long and 4 inches in diameter containing nitroglycerine, are lowered with extreme care to the bottom of the well, the number of charges used depending upon the shock desired. The firing of this charge is sometimes accomplished by a fuse, sometimes by electricity, and under difficult conditions by dropping a pointed steel bar called a "plug," which ignites the explosive by its weight, sudden impact, and shatters the oil sand over an estimated area of 30 to 90 feet. The explosion of the nitroglycerine, besides increasing the oil flow, stimulates the gas production for the time being.

The Drilling Crew. In the ordinary field, where many wells are being drilled under one management, a foreman (who is an experienced driller and is called a "tool pusher") has charge of several wells in an overseeing and consulting capacity. Traveling by wagons or small trucks, he distributes and collects tools and assists in any emergencies.

The man in charge of an individual well is called a driller, who operates the tools and power equipment and directs operations. He is assisted by the tool dresser, who, with other helpers, keeps the hoist running and dresses the tools.

Drilling goes on continuously, night and day, the work being done in shifts of 8 or 12 hours or longer that begin at noon and midnight.

Rotary Drilling

The Standard rig, which has been explained, is extensively used throughout the United States, and as a general rule does the work satisfactorily, but there are certain soft formations of rock that the Standard oil tool method cannot penetrate; the rate of penetration is too slow. So in some sections of the country the Rotary rig is used. Along the Gulf coast of Texas this method is used exclusively, and to a great extent in other parts of Texas, California and Mexico.

Construction and Operation

The Derrick of the Rotary rig is about the same as that previously described except that it is about 112 feet high. In addition, two high press...
Pumping and Storage
When a well has ceased flowing, the oil is most commonly extracted by pumping. Two-inch tubing is used in the casing. There are also rods that extend from the walking beam down to the bottom of the well where they connect with a pump. Through the up-and-down motion of the walking beam the oil is sucked up through the tubing.

If the well is deep, one engine may do the pumping exclusively, but sometimes 20 comparatively shallow wells are pumped by one central power station. In the latter case rods or wires along the ground may be seen in back-and-forth motion, all radiating from the central power station in a manner suggestive of a spider's web. Each rod or wire to the station is connected to an eccentric wheel which imparts the motion necessary for pumping. The farther ends of the rods or wires connect with the wells all over the field, which then sounds with the slow drone of the moving rods.

Other Production Factors
Striking the Oil
After the drilling tool has obstinately worked its way through perhaps thousands of feet of rock and has tasted the masonry of widely separated ages of the earth, the bit at last reaches the porous "pay sand," which long before man came upon the globe began holding in trust for him the precious oil supply that finally human ingenuity is about to tap.

Frequently when the hole intrudes upon the oil sand an enormous pressure will shoot the oil upward with terrific force. As soon then as the driller sees that the oil flow is about to begin, the drilling tools are rapidly withdrawn from the well, the top valve of the casing head is closed and the side valve opened. This is speedily done before the oil in a great spouting stream rushes out at the side and flows into the receiving tank or temporary sump that has been prepared in advance. Such a well is called a "gusher," but not all gushers continue to flow, for the underground pressure gradually gives out, and then the well must be pumped the same as the well that has no pressure at all, even at the start.

It sometimes happens, however, that a well will come in before the driller has an opportunity to withdraw the string of tools and close the valve. In this event the oil gushes out in great volume and continues until it can be brought under control or "claved in," as it is termed, and the flow piped to the pump or storage tanks.

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THE WORTH OF YOUR BODY

Now, if we are all chemically the same, what makes the difference between men?

Is it the muscle? No, because then a Missouri mule would be worth more than your General Manager.

Is it the earning power? Then Jack Dempsey would be worth twice as much as the president of the United States.

What is it then that makes the difference in worth between men? It must be that our value to our company, to our fellow workers and to ourselves depends on how many responsibilities we can handle. Industry is responsible for the hazards of industry.

Anyone who is interested in safety can do more to prevent accidents to his fellow men than can all the safeguards that can be installed.
A GOOD Omen for Our New Motor Oil

"MARVELUBES" are 1926 champions of Toronto Division Bowling League and winners of the F. J. Wolfe Trophy

Five pin bowling is one of the most popular winter pastimes in Toronto, and in this sport as in other things the name of Imperial Oil is very much in the limelight. The Bowling League has just completed its ninth consecutive season and is one of the oldest commercial leagues in Toronto. Each season has seen a steady increase in its membership, and this season was a record breaker with a membership of 120 contestants. Every department of the organization in Toronto is represented, there being teams from The Works, Outdoor Advertising, Service Stations, Salesmen, and the various departments at 56 Church Street, and each team is identified by a name closely allied with their business. One night a week during the season, which usually runs from October until April, these teams meet in competition, and it is generally conceded there is no better way of becoming acquainted with your fellow employees than by joining the Bowling League. The outstanding event this season was the presentation to the league by Mr. F. J. Wolfe of a beautiful trophy with miniatures to go each year to the team winning the league championship, and it is a singular coincidence that the team bearing the name of our new motor oil should be the winners. The "Marvelubes" are from the Purchasing Department and are captained by Mr. G. E. McLean.

The season's bowling brought forth many high class individual efforts almost too numerous to mention, but special mention might be given to Howard Moore of the Premiers who completed 72 games with the remarkable average of 226, and to Jack Wilson of the Diesels who had the highest single game with a 380 score, and Chris Evans of the "Stanolox" team who turned in the season's high three games with 447. At a banquet held at the Carls-Rite Hotel on Thursday evening April 15th the season was very fittingly brought to a close when Mr. F. J. Wolfe presented his trophy to the "Marvelubes."

Pays Visit to Toronto

Mr. Sam Coulitis of the Royalite Oil Company, Calgary, Alberta, paid a short visit to the Toronto Office while in Ontario to attend the funeral of his brother Lieut. William Coulitis. Lieut. Coulitis was an employee of the Canadian Bank of Commerce of Forest, Ontario, and enlisted with the 70th battalion during the Great War. Mr. Coulitis is in charge of the plant at the Turner Valley field and was one of the supervisors in making preparation for the delivering of natural gas to Calgary from the Royalite No. 4 well.

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Saltcoats Skating Carnival

Miss Porter

More than ordinary interest was aroused at the skating carnival this year at Saltcoats, Saskatchewan, when Miss Porter, daughter of H. Porter, Imperial Oil agent at Saltcoats tucked away the first prize. Miss Porter with her ingenious costume made by cutting the letters from cloth and sewing them on, presented an admirable advertising medium for Imperial Oil products. The three colors—red—white—and black were used in the letter designs and showed to advantage on the ice among the merry throng of skaters. She was easily judged the queen of the Carnival.

Passing the Buck

Passing the buck is one of our great national sports—one which is at the bottom of many of our troubles. The idea of individual responsibility for the prevention of accidents has not struck home with sufficient force. The man who tries to slip the cop a five to escape the consequences of stepping on the gas often wails the loudest about official corruption and the appalling automobile death rate. But the man who accepts the bribe is no worse than the man who offers it and the reckless driver who has escaped accident through sheer luck is as much a criminal as the one serving time for killing an unwary pedestrian. Passing the buck won't clean up this situation.

The whole responsibility for accident prevention can't be unloaded on a safety inspector or a safety committee. There are enough hazards in the best guarded plant to need everybody's help.

Mr. T. C. McCobb

Mr. T. C. McCobb, Treasurer of the Imperial Oil, Limited has been appointed Secretary to succeed the late Mr. E. V. A. Kennedy, in addition to his regular duties of Treasurer and now holds the position of Secretary-Treasurer of the Company. As Secretary-Treasurer, Mr. McCobb is in charge of the Accounting for both the Marketing and Manufacturing Departments and therefore comes in daily contact directly and indirectly with a great many employees. His position is a responsible one, and he brings to bear upon it sound knowledge gained from a wide experience, coupled with an even temperament and genial disposition, which makes friends for him, wherever he goes.

Mr. McCobb's headquarters will still be at Sarnia.
Nearly 26 Million Cars in the World

The world had 25,973,928 automotive vehicles in operation on January 1, according to figures of the Department of Commerce at Washington, compiled from a world-wide census. This total is 3,278,000 in excess of that for the year before.

While the United States predominated overwhelmingly in vehicles in operation, with 19,999,456, other countries were becoming more important factors. Great Britain had 1,474,573 machines running; France, 856,000; Canada, 727,554; Germany, 283,860; Italy, 184,700; Argentina, 181,550; Brazil, 64,560, and Russia, 78,500.

Apparently the country where the automobile is least desired is Tibet, for the search disclosed only one machine there, a motorbike.

The January 1 total for passenger cars alone was 29,799,151, against 18,578,750 the previous year.

Motors in Alaska

APPROXIMATELY 90 per cent of the traffic on the main wagon roads in Alaska last year was handled by motors, and a large percentage of the travel on the sled roads of the interior by tractor. Alaska has 1,498 miles of wagon road, 1,088 miles of sled road, 6,936 miles of permanent trail and 712 miles of temporary flagged trail.

What is giving Up Point? At 50 Noah Webster began his study of seventeen languages. At 57 Voltaire did his great thinking. After 70 Vanderbilt developed the railroads of America. At 80 Gladstone made his way to the head of his government for the fourth time. At 86 Tom Scott began his study of Hobrew. At 98 Titian finished a famous painting. At 103 Chervu, the famous French scientist, was going his best. Surely these men proved that a man is never down until he double, never out until he dies. — Why.
THINK

I don’t know whether the woeful failure of most people to think is due to faulty methods of teaching in our schools or not, but I am inclined to think it is. Thinking, after a while, becomes the most pleasurable thing in the world. Failing to find the joy which they should find in accomplishing something, they turn to every imaginable variety of amusement. Instead of learning to drink in joy through their minds, they try to find it without effort, through their eyes and ears—and, sometimes, their stomachs. It is all because they don’t think, won’t think. We sometimes learn a lot from our failures, if we put into them the effort, the very best thought and work we are capable of. ☝️ ☩️ Thomas Edison