The Imperial Oil Review
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THE SCARLET RIDERS OF THE PLAINS

Brilliant Tunics of Mounted Police: Symbols of Law and Order in the Great West

By H. C. Sandberg, Saskatoon, Sask.

We马克 the Plains Riders with the red audacious rays
Ringing the hearts and calling the sternly stirring voices resound.
Our horsemens true their braved horses' and chiefs against the war
Ring war, ring out the marching call of the Riders of the Plains—Chic Poets

THEY marched into a land not cowing with milk and honey, but on the contrary a vast plain overrun by all that was wild and lawless, such as herds of buffalos, wolves and numerous other wild animals, which were hunted by savage tribes of Indians and scattered bands of outlaws as well as confronted with extreme climatic conditions. These were a few of the many problems confronting the North West Mounted Police when they undertook their noble task of making the Plains, with their vast fertile acres, safe for development. Very close to half a century the Scarlet Riders of the North West Mounted Police, later the Royal North West Mounted Police, after 1904, were the symbol of law and order throughout all the great territory from the Red River to the Rockies, and from the United States Border to the Gold Fields of the Yukon.

The Scarlet Riders of the Plains rode in and out of every Chapter in the History of the Canadian West, from the date of their formation in 1873 until February 1st, 1920, when they were amalgamated with the Dominion Police, and became the Royal Canadian Mounted Police. Since that time the force has maintained the old traditions of the North West Mounted Police, and have given valuable service.

When the North West Mounted Police Force were organized in 1873, the Dominion of Canada was only six years of age. Since Confederation had taken place in 1867, the vast tract of territory from the Red River to the Rocky Mountains was unexplored, its plains rumbled over, as before mentioned, by herds of Buffalo and prowled by tribes of roving Indians. The acquisition by the Dominion of the West, from the Hudson Bay Company, made necessary Provision for...
maintenance of the Canadian Law. Twentieth-century is no more, as the forces between the Rockies and the Pacific Ocean moved in the same direction. The presence of British Columbia, entered Coordinated, on the understanding that a Railway be built to connect the Pacific with Eastern Canada. The Survey and construction parties which would have to traverse the great Wester area, would require protection, as would the settlers who would follow in the wake of the extension. Many of the Montana Pioneers had gone. It is estimated that the territories following the first Red Rebellion, and were known to be inhabited, the American Traders were taking possession of the Country along the border, and supplying the Indian tribes. Plans for the formation of the Police at first, called for a maximum of 300 men, but this number was increased throughout the years as circumstances required it. The force in the Yukon alone considerably exceeded this total. Today the Royal Canadian Mounted Police number approximately 1,200.

Col. Robertson Ross, who had been commissioned by the Government to report on the feasibility of organizing such a force, recommended in 1872, that the new Police Officers be equipped with Scarlet Uniforms, since the dark red uniform of the פרס of Winnipeg had not impressed the Indians who asked, "Who are those Soldiers at Red River wearing dark clothes?" Our old brothers' 6th Regiment were there. We know that the soldiers of the great Mother, Queen Victoria, wore red coats, and also white.

The men were recruited in Eastern Canada. Major Welsh, with the right wing of the force numbered 180, and the first body organized came West in 1873, shortly before the coming of Col. Geo. A. French, 1st Commissioner.

Robert and Ready

or Welsh followed along the same line of march as the Wolseley expeditions. The left wing of the first column, West through the United States territory—the right wing under Welsh spent the winter in training at Fort Garry, now Winnipeg, before the left wing came out French returning to Ontario in February, 1874, to re-form the force to 300 strength, and in June 12th, the left wing had reached Fargo, North Dakota. Three days later it began its new famous march into the Western Dominion. On June 17th the column was 160 miles north-west of Dufferin, Man., now known as Emerson, where it was joined by the Fort Garry contingent.

The force camped here for nearly three weeks, preparing for what was to come, a march of the great body into the practically unknown land right through to the foothills of the Rocky Mountains. Broadly speaking, the object of the march was to test the possession of a stretch of the last inhabited country and to establish the means of enforcing law and order. In the camp were assembled nearly 900 men, including 200 guides and transients, 210 horses, 114 Red River carts, 75 double wagons, 148 draft oxen, two guns and two mortars and 90 head of cattle, in addition to no number of wolves and other natural implements. The expedition had before it the task of crossing nearly 1,000 miles of what was marked on maps at that period, "As a desert or semi-desert country, carrying its own attractions. It had to be crossed from its base, with which it was impossible to maintain communications. Its object was the foothills of the Rockies, and no arrangement has been made for the accommodation in advance for supplies at the end of the journey. It had to launch itself into No Man's land, and after hundreds of miles of aridness traveling, it would find itself in the land of no where. Before the campaign was completed, the expedition would reach the Country of the uncivilized Blackfeet, and the national government would have to write a report on their hunting grounds. On this arid and semi-desert the horses might perish from starvation, and if the thousands of white Indians proved hostile the expedition was doomed, and there was to guarantee. They would be friendly. The column was reconstituted in speed to the speed of the slowest ox or mule. Had the Blackfeet courageous mounted and mobilized, set themselves the task of making this great venture into the Country a disaster to the invaders? It is impossible to see, whether their horses dying from lack of food and water, and their provisions exhausted, how the bravest and most resolute men could have resisted through. But they did get through, and they accomplished one of the most remarkable marches in history. They accomplished their object, which was to establish law and order in a lawless land, and the wonderful endurance, resolution and fortitude of the first body of North West Mounted Police would be permanently recorded on Canadian History.

After a journey full of hardships, the force reached the site of the present Town of Lethbridge, on September 18th, 1874, having ridden 2,000 miles, and no human inhabitants except a few wigwams had been passed for (over 760 miles. Asst. Com. McLeod advanced to the Belly River in the vicinity of Fort Whoop-Up, notorious headquarters of the American Whisky Traders—there he established local headquarters, in the midst of the Blackfoot Country, for the suppression of the liquor traffic and the supervision of the Indians. In the meantime Com. French returned to Dufferin, which he reached with all his force, except the body under Col. McLeod, in November, having marched 1599 miles. Gradually the force was systematically organized.

The "Mounties" best Pat

in the Divisions and distributed far and wide into the West. At the close of 1877 Police numbers 31, were operating from bases in Manitoba, and the men were in what is now Saskatchewan. 26 Qu'Appelle, Battleford, Wood Mountain and Fort Walsh, and the retinue were assigned what is now Alberta; Fort McLeod; Pinto Horse

I n a characteristic article the internationally known humour of a British mountie, we see that as everything will have run out in forty years, since we had better make the most of things while they last. In another generation, how many, the whole continent will vanish into forms, fields, motor roads, and the motor-cars will have penetrated everywhere.

More cars, did I say? I fear I am in error there again. In forty years there will be no motor-cars.

Professor Gilmour, of Midnight, Alaska, has just made a calculation to show that at the rate at which we are using up the world's petrol the supply will end in forty years.

He warns us that even now he can see only 4,000,000,000,000,000 gallons in sight. There may be just a little more, he thinks, under the Rea Sea; he has not been down, but he doubts if there's more than a couple of million billion gallons. The motor-cars will stand packed in rows, and it won't be possible to move them an inch.

And, what is worse, it won't be any use trying to substitute coal. There won't be any. It is to run out the year before petrol. Our reckless use of all the coal the world could burn is a fact, for the whole world is using up the coal every year.

The last linkers will be raked out of the last furnace in 1964.
OUT WHERE THE NORTH BEGINS

MR. FAIRBAIN, the Imperial Oil Agent at Watervale, Alberta, writes that they have taken possession of their new site and are settling down to business. Mr. Fairbain has the unique honor of presiding over the most migratory service station in the Company's list.

The opening of new posts East of the Mackenzie River Delta by the Hudson's Bay Company has led to considerable development of this far northern town. "All the oil and gas west of the Delta to Port Barrow and East of 'too man's land' is supplied by our station," writes Mr. Fairbain, "and the establishment of the Hudson's Bay Post has led to increased activity up here."

Life in the far north, among sweeping uninterrupted plains and lonely rivers, where the thermometer drops to fifty below a common occurrence, where the piercing wind howls across the lonely stretches, must present an altogether different outlook to one who is accustomed to living in a thriving commercial centre. Take for instance the gas boats and scenes on the land bars, the Indians with their tents on the Athabasca River and the Esquimaux in their picturesque cabins. These must have an appeal for one who views native life in the far North for the first time.

The trade goods shipped north in 1926 for the Indians and Esquimaux amounted to approximately $2,000,000, representing a value in money of $2,000,000.

[Imperial Oil Review] CANADA'S FIRST OIL REFINERY

NE of the first and oldest methods of obtaining oil in the world for illuminating purposes is the extraction of oil from the Cod or Saviour Fish by the Indians.

The Gasoline fish is quite small, a little bigger than the Herring, although having the reappearance of both, it is highly relished as an article of food by both Whites and Indians, more especially the latter, who deem it a natural asset for the oil they obtain from them.

The fish from which the oil is taken is called in Indian "Halmasqua" which means "Saviour." It derives its name from the fact, that the upper Skena or interior Indians were some times on the verge of starvation when they would reach the Nass river, and to sustain itself until the fish came, they would give away their children to the more affluent Nass Indians in return for food and shelter.

Just where these fish come or propagate from is unknown to Science. They appear in large shoals about March of each year, in the Nass River, a few miles North of Prince Rupert. Prior to their coming, the vast reaches of this river are practically life less, and on the arrival of the fish, millions of Sea Gulls and other sea birds put in their appearance. It is one of the sights of the world to watch these flocks of birds and beasts feasting upon these very nutritious and oily fish. The Indians gather these fish from as far as Hazelton to Alaska in order to obtain their ready supply of oil and grease. Usually, expert seamen are sent out at first to act as scouts. These scouts near the Hare Stalks, cut them open and extract the fish from their stomachs. It is in this way the scouts can ascertain the whereabouts of the shoal, owing to the condition of the fish. The sacs are so gorged at times that the Indians produce a large number of fish from their stomachs by simple pressure. As soon as the scouts get within shouting distance of the camp, they give the signal as to the approach of shoals. Immediately, the thousands of Indians, who have congregated, become active and everything is put in order to take care of the harvest, and immediately a preparatory feast is prepared of seal meat for the heads of families by the scouts, who then make a full regale. The seal blubber is very rich and fat, so consequently, the heads do not eat very much, but each one is supplied with a spot on arrival, and on this he places three large pieces of the seal blubber and returns to his family.

The fish are caught by the Indians about fifteen miles up the river in fairly shallow water in the following manner. They set out on the river in their dugout canoes, mostly a man and his wife, an hour before low tide in order to catch the fish when they are practically stationary. The canoe is propelled by the woman, the man standing in the bow propelled with a dip made with a twenty-five foot pole handle. The woman lets the canoe drift slowly back on the tide until they are amongst the fish, then they avenge it by the woman paddling and the man scooping the fish into the canoe.

If the spring is late and the river frozen over, square holes are cut in the ice and the fish extracted by swoop nets and placed on the ice, preparatory to being taken ashore and placed in square wooden bins made of rough cedar shales. The river is blocked out and numerous holes are cut in the ice for their present use or used to implement, and when you consider that the site in some seasons is frozen four feet thick, cutting itself in, is no mean task. After the fish are brought in, they are all placed in the bins exposed to the sun and air to decompose. They are left this way for several weeks and in the interval, the man prepares his firewood and stores, while the women gathers her..."
The Fabulous Wealth of Our North

Copper Now Added to the Buried Treasure of Ontario's Hinterland

By Robert Jenkins

Sstretching from Alaska down to Hudson and James Bay and then following an upward curve up Ungava, is a huge horseshoe shaped mass of rock of pre-Cambrian age, known to geologists as the "Precambrian Shield." It is in this region which is receiving the undivided attention of Canadian mining interests today.

As recently as 1912 it was popularly supposed that, while isolated sections of this area might contain small, unimportant mineralized patches, there was not a remote possibility of large ore bodies ever existing therein. Later discoveries, however, revealed otherwise. Proof lies in the existence of the nickel mines of Sudbury district producing 90% of the world's nickel; in the silver mines of Cobalt; in the gold mine of Porcupine and Kirkland Lake, the production of these latter two exceeding one hundred and eighty million dollars for the year ending 1928, a sum of fabulous significance rivalling even the wealth of the ancient Ausonians.

This Porcupine area is situated in North-Eastern Ontario, to the north of which lies the mining region of the largest individual gold mine in the world. It has seventy miles of underground workings and is connected to a central shaft through which the ore is hoisted at the rate of about two-thirds of a mile a minute to a huge mill designed to handle 4,000 tons of ore every twenty-four hours. This property is producing $175,000 in gold for every four feet in depth and will probably be run to a depth of 800 feet or more. It is interesting to note that those mines which have produced the greatest wealth are among the early discoveries in the Porcupine district.

And now, as if to deny the old superstition still further, it seems that copper is to be added to the list, apparently on the same scale as the more precious metals.

Two years ago copper was found at Roynn. A small stream plant was set up near the mines and a small amount of copper was produced. The latest developments, however, have shown that there is a considerable amount of copper in the vicinity of Roynn. The copper is of high grade and is expected to be worked on a large scale.

The discovery of copper in the Roynn district is of great importance to the mining industry of Canada. The copper is of high grade and is expected to be worked on a large scale. The mine is located in an area which is rich in other minerals, and the development of the copper deposit will provide a new source of income for the region.

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Heroes of Mamonal

Mamonal is a place known for its protectors. This was demonstrated by the actions of the crew from the Mamonal-based Royal Navy ship. On the distant horizon, a small light glimmered, signaling the vessel's presence. The crew, led by their captain, took immediate action to investigate.

Captain Richards, aware of the potential threat, prepared for battle. He ordered the ship's lookout to keep a keen eye on the incoming vessel, which he suspected might be a foreign naval ship.

The Mamonal crew, led by Captain Richards, took a prudent approach. They boarded the vessel and discovered that it was another Mamonal-based ship, the USS Albrighton. The purpose of the USS Albrighton's visit was to conduct joint exercises with the Mamonal Navy.

The joint exercises were part of a larger strategic alliance between the two nations. The Mamonal Navy, under the leadership of Captain Richards, had been training with the USS Albrighton to enhance their combat readiness.

After the initial misunderstandings were cleared, the Mamonal and USS Albrighton crews enjoyed a friendly visit. They exchanged gifts and shared stories about their respective cultures and navies.

The visit concluded with a ceremony where the captains signed a formal agreement to continue joint training exercises. This agreement was seen as a significant step towards strengthening the alliance between the two nations.

As the USS Albrighton prepared to leave, the Mamonal crew bid farewell. They looked forward to the next joint training exercise with the USS Albrighton, knowing that it would further solidify their alliance.
sent over the side in the ship’s dingy to rescue men who were struggling to the rudder stock. These happenings were taking place in a very few minutes, and by this time the engine was turning over.

The Horsepower the Engine developed must have been tremendous, as it tore the vessel clear, carrying away both forward ten inch lines, the two eight inch locking hose and dragging the anchor. When the vessel moved from the Platform it was seen that only one of the oil on the deck was gone, and then all efforts were made to extinguish the blue, and the vessel maneuvered to deep water. The Chief Engineer sent Third Engineer Reed and Oiler Fowler on deck to connect fire hose, and Second Officer Faulkner and Able Seamen Lembach brothers, Gerondigan and Winder were connecting hose, bringing sand and fire extinguishers. Able Seamen Young and Whitewell were developing true seamanship, and by their presence of mind warped off the cranking of the dingy by the frenzied men in the water and safely brought five men aboard, the work of which was highly praised by Second Officer Faulkner.

Shortly after the vessel was clear of the Platform and work started to extinguish the fire on deck, Mooring Launch No. 16 was sent, accompanied by the launch Bonfacio Gomez, Seaman Arberg and Operator McAllister scavenged together with Captain McLeod, Assistant Mooring Master, and the Engineer of the launch Francis Fust and his helper Silvestre de la Rosa, and one of the Platform men who happened to be on the launch, Bonfacio Gomez, Seaman Arberg and Operator McAllister immediately gave their efforts to the fire, and of the work performed by Bonfacio Gomez the crew expressed it by holding his hand before he left. Launch No. 15 at the time the fire was coming from Buena Vista and picked up Seaman Arberg from the water.

On Sunday afternoon, February 14th, the Captain of the Port took the evidence of the Captain, Chief Officer and Third Officer of the Albertonite as to the accident. Monday forenoon Mr. Schieffer brought Wm. Ons, the diver, to the Albertonite and started work on clearing the rope that was around the propeller, which work was completed about 4.30 in the afternoon and the Albertonite cleared Port at 5.40 p.m. on Monday evening Feb. 14th.

Of the happenings on board and around the ship, I write from the description as given by Captain Richards whom I feel is the only man in a position to say. Of the men responsible for extinguishing the fire and saving the boat, the Albertonite, and the men responsible for picking up and saving the lives of those in the water, I cannot express myself in sufficient praise. Commendation is due the officials of the Andian Line in the manner in which the whole situation was handled and the speed with which repairs were made to continue loading vessels due, without delay.

The water was in the basin by the pump station to go to the tank farm just as soon as loading the vessel was completed. I do not feel that I can do justice to the Albertonite as quickly as possible to assist in fighting the fire.
LARGER and stronger than 16 inch naval guns and weighing 460,000 pounds each are the high pressure soaking drums which are now being suspended in the air at the Montreal Refinery. There are only a few freight cars in America capable of carrying one of them, and the railway engine pulling these great masses of steel from the steel plant, where they were manufactured, to the refinery yard was restricted to a speed of twenty miles an hour and that only during daylight.

The drums constitute the latest step in the science of petroleum refining. In the manufacture of petroleum products, gas oil is pumped into large tubes through cracking coils which look like huge water tube boilers, and into these cracking drums or reaction chambers, where it is cracked by being heated to high temperature under heavy pressure and then released into separators at a low pressure.

Right—the drum in position to be raised.
Below—on the art of raising.

line vappors come over from these separators and pass through a bubble tower where they are cooled and then the product is sent to the storage tanks. In this way over one half of the original charge of the crude oil is turned into fuel for the hungry motor cars of Eastern Canada.

Lifting these drums from the flat car and hoisting drum in the air was a somewhat hazardous task and called for a high degree of engineer-

ing skill and infinite care. There are five of the drums and under the expert and careful supervision of Superintendent Marchio and Mr. Chaou Atkins, they were erected without mishap.

An unique feature of the drums is the hydraulic cleaning device for removing the coke residue remaining after a crude oil charge. This is located below the surface of the ground immediately underneath the drum and an expert oil well driller was required to sink the casing absolutely true to ensure the efficient operation of the device.

The doors and frames are sets of cast bronze with heavily ornamental stop mould, cornice and shield having moulded and turned bronze balusters before the fan light. The shield is supported by ornaments and scroll work, the whole resting on a bronze cornice.

Headquarters in Toronto

By J. B. Keith Fylde

The doors are of bronze with heavily ornamental stop mould, cornice and shield having moulded and turned bronze balusters before the fan light. The shield is supported by ornaments and scroll work, the whole resting on a bronze cornice.

Entering the door from Church street it will be seen that not only have the elevators been changed to a new position but the bank entrance has been moved to a new location approximately opposite the newly polished marble corridor leading to King street. Access is also obtained at this point to the basement and sub-basement, the former being completely taken up by large storage vaults with electric fans for ventilation and a room for the superintendon's residence.

A great improvement has been made in the arranging of the space allotted to both the bank employees and depositors. The bank staff have now more light while the general public have more room and increased facilities for conducting their banking business.

The appearance of the Church street facade has been improved by the elimination of the North doorway to the bank.

The former elevators have been removed in the alterations and have been valiant service during the construction, making possible the joining up of the new part without the delay or protracted interruption of the general service for more than a few hours with but a slight annoyance at times to the staff and some unpleasant dirt.

The ground floor of the new wing at present is unoccupied but is arranged for tenants and contains two fine offices with a large vaulted ceiling lighting facilities.

The second floor is occupied by the Purchasing department, the members of which have their sitting room, private offices and buyers disposed in the South wing or new portion over-looking King and Church streets. The Invoice and Stenographers' quarters are situated in a room formerly occupied by the Armistice and Benefits department and the Toronto Marketing Department.

The third floor contains the Queen...
The little theatre movement has, apparently, invaded Peru, and the history of the modern stage will, in future, include the activities of the Nagrítal-Talara Players, an organization recruited from the staff of the International Petroleum Company at several centres. Under the able direction of Lionel Charlsworth, who, as the son of the theatrical and art critic, Page Charlsworth of the Toronto Saturday Night, comes honestly by his love of the stage, the Company recently produced Jan Hay's "Tilly of Bloomsbury." According to all reports the sparkling lines of the comedy were deftly handled and the performance was characterized by a surprising vivacity and charm.

Mr. J. R. Macle was Stage Manager, Sidney Barlow was Treasurer, Ernest Gilbert was Electrician and Stafford T. Hartney, D. Sel, and A. R. Cameron were Stage Assistants. The Scenery was designed by Robert Dickson and executed by E. Willard Berry.

The Cast was as follows: Alvi Munro, M.P. - A. Lloyd Hayward
Alvi - L. M. Mill
Maurn - Miss Blythe
Rev. Adrain - W. C. Hephner
Gaius - E. G. Fiske
Richard Munro - Robert Dugan
Percy Wilson - W. B. Hunt
Amelia Wilson - E. G. Fiske
Mara Rose - Dorothy Blanchard
Laurel Wilson - Georgie Gordon
Samuel Stelfurt - Mr. Pumphrey
George MacDonald

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What makes the old Tim little prince? Petroleum!
What keeps our roads so smooth and fine?
What lubricates the wheels of toil?
What gives the furniture that shine?
And cleans our pants from stain and soil?
Petroleum!
What lightens the farmer’s lonely shack?
Petroleum!
What warms the chidlets in the nest?
What pumps the cows? What moves the saws?
What, when the farmer goes to rest?
Ensures that he will rise at dawn?
Petroleum!
The wonders of Petroleum are open to your gaze. I may, peradventure, not have seen them. You may, inter alia, not have seen them, but knowse-
ners, and, let me add for your general edification, nothing has ever been
known to this disengaged demure to state, that the guiding principle of the
Petroleum Industry in all its dealings with the public may be crystallized in
these words: "SOAK IT TO
THEM."

I thank you.

Agenda, P.S., and Author’s Note—Since this notice first appeared in the "National Petroleum News" it has been reviewed, at great expense, to em-
brace the most recent developments in petroleum technology. Customary Dec-
ration. This constitutes my entry for the Nobel Prize Prize, the Allis Cup and the Catalina Swan.

JOINT COUNCILS, 1927—IMPERIAL OIL, LIMITED
Elected and Selected Representatives for the Year

MANUFACTURING DEPARTMENT

DELEGATES

Montreal Refinery

Elected
L. J. L. Cart
A. S. Crean
A. Firth
F. B. Filatov
J. Chemery
R. Hage
W. Grandin
A. B. Sandman
W. Edwards
Selected
C. R. L. Cart
J. S. Webster
C. Abram
W. Wortz
O. Talmage
F. J. Stewart
D. J. Spence
A. Macdon
F. C. Meich

Delegates

Sarnia Refinery

Elected
E. M. MacKenzie
C. R. Gray
W. J. Byers
J. T. Gower
R. H. LeRoy
W. L. Henderson
D. R. Young
W. M. Gillett
W. C. Higley
R. E. Tredgett
E. C. Miller
A. S. Brown

Delegates

Halifax Refinery

Elected
F. T. Peden
J. Bowe
S. T. Paton
G. B. MacNabb
J. J. Grandin
H. Nelson
F. D. S. Walker

Delegates

Calgary Refinery

Elected
E. M. MacKenzie
S. Morris
F. Fyler
D. A. Bennett
W. R. LePage
G. J. MacKenzie
D. E. Campbell
E. E. MacKenzie

Delegates

Hamilton Refinery

Elected
E. J. Robertson
H. S. Pratt
Chas. Pearson
R. A. MacFarlane
F. W. Gordon

Delegates

Toronto (Prince St.) Refinery

Elected
John W. Logan
J. P. Ayre
A. F. Black
R. H. LeRoy
L. D. Riddick
Y. F. Myers

Delegates

St. John, N.B.

Elected
E. E. Stations
D. G. Tod
G. A. Brown
W. W. MacLean
J. A. Brown

Delegates

Ottawa Refinery

Elected
W. F. M. Jones
G. E. Stier
E. M. MacKenzie
D. E. Campbell

Delegates

Vancouver Refinery

Elected
W. H. MacIntyre
D. J. MacIntyre
W. L. Henderson
W. W. Cash
A. B. S. Swanson

Delegates

Calgary Refinery

Elected
W. M. McIvor
S. R. C. Scott
J. D. Smith
R. H. Mears

Delegates

Saskatchewan Refinery

Elected
Chas. L. Leith
E. E. McFarlane
J. A. Davison
W. E. McLeod

Delegates

Quebec Refinery

Elected—Henry Farrant
Theodore Cazin

Delegates

ANNUITIES AND BENEFITS COMMITTEE

P. F. Sinclair (Chairman), E. A. Overy, D. E. Lee

GEORGE R. B. SMITH (Executive Secretary)
The Totem Pole

PRIDE of origin is not a characteristic confined to the civilized peoples of the earth. The nobleman displays his crest, the commercial institution its trade mark, the savage his totem. All are heraldic; all symbols of family or tribal pride.

In those parts of the American continent where the Indian has his habitation, the totem pole is a familiar and not unpicturesque feature of the forest landscape. Thecrudity of its carving and coloring, often arrests the eye and invites closer inspection of the signs it bears. It will be found that birds, beasts, fishes, trees, plants and the elements are most often represented, characters which designate the family of the tribe to which the particular totem belongs. These characters, which are believed to be actual ancestors, are held in honor by the red man, who through the totem, makes his gesture of respect for tradition and the origin of the race he represents.