CONFEEDATION is the re-
pounding word now on every-
body’s lips. The Dominion of
Canada is celebrating on July 1 the
sixtieth anniversary of its formation
from scattered Provinces. It is a
birthday party on a large scale.

Probably no other nation at any
time has observed a birthday with so
peaceful a beginning as “Confedera-
tion.” There was no beating of
drums, no raising of arms, no singing
of a hymn of hate against an enemy.
“There is no other instance on record,”
said George Brown in 1864, as he
hammered away in the Coalition Cab-
net, “of a colony peacefully remodel-
ing its own constitution; such changes
have always been the work of the
parent State and not of the colonists
themselves. Canada is rightly setting
the example of a new and better state
of things.”

It seems perfectly logical now that
there should be a British North Ameri-
ca under one central government, but
it was not so easy to accomplish. Upper
and Lower Canada, the Ontario and
Quebec of today, had been hitched
together under one government since
1840, but the union was becoming
irksome. Each had the same number
of members of Parliament, but Upper
Canada was growing much more
rapidly. A great agitation sprang up,
largely under Brown’s leadership in
The Toronto Globe and on the plat-
form. It was at last admitted something
must be done. Politica went from bad
to worse, and election after election
only brought deadlock nearer. The
Maritime Provinces, Nova Scotia,
New Brunswick and Prince Edward
Island, felt their isolation and need

of a railway to the Canadian cities on
the St. Lawrence. Canada needed a
railway to the sea and a winter port
for her growing shipping.

In the summer of 1864 events began
to move rapidly. Reformers and Tories
in Canada seek their differences and
joined in a coalition Cabinet to find a
solution. Nova Scotia called a Con-
ference at Charlottetown to consider a
Maritime union, and Canada sought
and obtained an invitation to partici-
plate. The Maritime delegates were
far from agreed on a course of action
when John A. Macdonald, George
Brown and six other Canadians ar-
rived. The Big Idea of a broad union
seized everyone, and was carried to a
fruition in an adjourned conference at
Quebec in October, when the Fathers
of Confederation adopted 72 resolu-
tions as a working basis, which were
afterwards put into operation.
John A. Macdonald and George Brown from Upper Canada; George E. Cartier, Alexander T. Galt and D'Arcy McGee from Lower Canada; Dr. Charles Tupper from Nova Scotia; and Samuel Leonard Tilley from New Brunswick. There was a three-year battle ahead, which they did not then realize, and in that battle each of the Big Seven brought a personal quality, resourcefulness or intellectual strength which counted.

Macdonald was the natural leader of the Union forces. He did not initiate Confederation, but he was the personality around which the Fathers rallied. He was a born orator and manager of men, and he capitalized, persuaded or drove his fractious body of politicians in harmony until the work was accomplished in 1867.

Brown was a contrasting type, a Scot, tall, spare, earnest and devoted. He was a natural crusader, a fighter from start to finish. He joined the Tory Cabinet for patriotic reasons, and after a year and a half, when Confederation was voted in United Canada, he withdrew but continued to support the movement from the outside. His old antagonism to Macdonald returned and he sought to rebuild his shattered Reform party. Lower Canada's natural leader was Cartier. He was a high-spirited French-Canadian, who in youth had fought with Papineau in the rebellion of 1837. He and Macdonald were close friends, and with the backing of the Roman Catholic clergy, Cartier worked strongly and successfully for Confederation. From being a rebel he evolved into an extreme conservative, one who believed that "property is the element which should govern the world." Cartier had strong opponents in Dorion, Holton and Dunlap, but the Union cause was never in serious danger in Lower Canada.

Though not a popular orator, Alexander T. Galt was a powerful figure in the Union movement. He was one of the few public men of the day who understood the economic angle of the question, and doubtless no other could have brought a Union majority out of the reluctance of the other provinces, or convinced a country doctor at Amherst when politics called, and he lived to become Macdonald's chief adviser, the Canadian High Commissioner in London for many years, and died in 1915 at 94, the last surviving Father of Confederation.

D'Arcy McGee was the chief organizer in the ranks of Union. He campaigned from Lake Huron to Halifax, making flowery speeches with his rich, mellifluous voice, has thoughts made charming by his Celtic imagination. He had been born in Ireland with rebellious sentiments against Britain, but he lived to become an ardent loyalist in Canada. His change of attitude cost him his life. He was shot down by a Fenian sympathizer in Ottawa in the spring of 1868, and became the Confederation martyr.

The Union cause rested on Confederation for a time, after Tilley's defeat in March, 1863. The Union leader then rallied his forces and was back in office in a year. This former St. John's druggist was a plausible but not polished orator, with a fine presence and a genuine air of wholesomeness and good sense. He served as Prime Minister of Canada and lived to introduce the National Policy as Minister of Finance in 1879. It was on his suggestion that the name "Dominion" was chosen for the new federation, based on the Psalmist's phrase, "Dominion from sea to sea."

The fighting Union leader was Dr. Charles Tupper, who had vanquished Joseph Howe, for many years the idol of Nova Scotia. Tupper was a polished politician and tactician, and doubtless no other could have brought a Union majority out of the reluctance of the other provinces, or convinced a country doctor at Amherst when politics called, and he lived to become Macdonald's chief adviser, the Canadian High Commissioner in London for many years, and died in 1915 at 94, the last surviving Father of Confederation.

Sixty years have passed since the dawn of the new Dominion, sixty fruitful, developing years. The original four Provinces have grown to ten, and the boundaries have been widened to an area of 3,979,123 square miles instead of the 30,188 as in 1867. The population is 9,389,300 instead of 3,500,000. Steam railway mileage has risen from 2,278 to 40,352. Foreign trade has grown from $20,000,000 to $2,298,000,000.

Canada has not had a Declaration of Independence, a Bill of Rights or any other revolutionary proceeding. She has had no Washington or Jefferson, no Lincoln or Roosevelt in her record, no President or Prime Leader making an army to victory. She has had her Fathers of Confederation who are just as worthy of our respect and reverence. These Fathers are familiar through the wide circulation of the famous picture by Robert Harris, R.C.A., a Montreal artist, of the men in the big windows, seated about the table at Quebec.

There were thirty-three Fathers of Confederation, the cream of the statesmen of the participating Provinces, which also included Newfoundland at that stage. Responsible Government is a principle under which a Cabinet may only exist with the support of a majority of Parliament, had been secured in the Tories, and in their new freedom the Provincial governments had developed men of vision and capacity. These leaders now realized that the future hope lay in united action under the British flag, in railway communication, the establishment of ports for foreign trade, in the acquisition of the Labrador from the Hudson's Bay Company, and in the development of the rich forest and farm lands which stretched from the Atlantic to the Pacific.

There were thirty-three Fathers, but their services were not of equal merit. It is simpler in reviewing those momentous days to divide the men at the top, those who rendered the service in some one direction. It is convenient here, though perhaps arbitrary, to consider the "Big Seven." These were Through the streets a mammoth power house beside Niagara Falls harnesses the energy of the mighty torrent, and a few switches direct the current from that Norse to the street lights, the house lamps and the machinery of the factory. The city has grown to $30,000,000, and the Canadian National Exhibition, by attracting visitors and capital, and by stimulating trade and industry has contributed not a little to the expansion.

After these past sixty years of Confederation national unity becomes more evident, sectional and creedless lose their force. The name "Canadian" is more significant, the national spirit, joined with loyalty to the Crown, becomes more assertive. The past has brought its trials, the future will not be without problems, but Canadians feel the impulse and bounding inspiration of Confederation, as so well expressed by Earl Grey in 1909 while Governor-General:

"Canada is a vast country, the world's largest. Within its boundaries, the most diversified resources and climate. Canada is a nation, and we must train ourselves to consider ourselves as such. We have a great future before us. Our grand object should be to develop our resources, to increase our wealth, and to extend our boundaries. We must not be content with the past, but must look forward to the future, and strive to make our country the greatest in the world."

Toronto and Confederation

Toronto typifies the progress of a nation which has many of the characteristics of the great metropolis. In 1814 it had a population of about 45,000, leisurely in pace, of low, simple buildings, but carrying the atmosphere created by its loyalist and British founders. The city then lay between the Don and Dufferin Streets, south of Bloor, and was ringed about by a dozen villages afterwards engulfed in the growing metropolis. Fashionable residents dwelt in their carriages or paraded King Street in chaises, while grey top lassies and other Victorian apparel gave the scene an atmosphere strangely contrasted with the present.

Electric light was unknown and the gloom of the streets was broken at night by gas lamps, lighted at dusk by an eager figure darting from post to post, a Canadian Leconte such as Robert Lewis Stevenson has so prettily described in "The Lamplighter." Today, Leconte is needed to carry his ladder through the streets. A mammoth power house beside Niagara Falls harnesses the energy of the mighty torrent, and a few switches direct the current from that Norse to the street lights, the house lamps and the machinery of the factory. The city has grown to $30,000,000, and the Canadian National Exhibition, by attracting visitors and capital, and by stimulating trade and industry has contributed not a little to the expansion.

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"Confederation has put a soul into the hearts of the people, a national spirit into the people of Canada, whose growth and development are at once the hope and the glory of the British Empire."

The Canada that entered timidly, but with hope, upon the path of national building has expanded from the Atlantic to the Pacific, and, as Joseph Howe prophesied over seventy years ago, the whistle of the locomotive has long since been heard in the passes of the Rocky Mountains. More than a hundred miles of railway have made its way by the Canadian Pacific to the ports of the Pacific, as pictured by Pauline Johnson:

"I sawing to the nearer lands—
The world of prayer, the world of plain,
The world of promise and hope and gain,
The world of gold, and the world of strain,
And the world of the willing hand."
CONFEDERATION DAY, 1927, means something as different to us Canadians as it did to our forefathers from their fellow citizen. To Lord Wellington it probably presents itself as the celebration of an important historical event replete with pleasant associations and indicative of future national development. To Henrie, the present assistent, it indicates a three day holiday in which to take Sudie joy riding in the new flivver. To Aunt Martha it is the occasion for the reading of biography and the offering of sourc, and we are sure, effective prayers for Canada, while to eighteen-year-old Bill Can- ada himself it is a hectic mixture of fireworks, military parades, baseball and pretty girls all in a row.

Discussing the First Confederation Day, July First, 1867, with Great Uncle John and Great Aunt Anne, we discovered as usual, that humanit y hasn't changed anything but its clothes in the intervening sixty years.

Great Uncle John was eighteen years old on the First Confederation Day, but his eyes twinkle and he laughs lustily at its memories.

He spent the first Confederation Day in Galt,” he explained. “I remember all the neighboring churches had a big concert in the Town Hall, and there were ministers from all over the countryside there giving speeches. And the Sunday School youth were in their best clothes to listen to them.

“But we had a ball game on. There wasn't any O.T.A. baseball then and drinking a glass of beer was like drinking a cup of tea now—only better. Anyway we were playing the country team for a half a barrel of lager, the prize being offered by the brewery, on condition that we brought the cask back when it was empty.

“I should think you'd be ashamed to tell it,” put in Great Aunt Anne, looking sternly over her glasses.

Having received Aunt Anne's blessing to the story, so to speak, he went on. “There was to be a big military parade up at Berlin— the place that's called Kitchener now—and all the volunteers were ordered to attend. Bill Moffat, our best man, was a volunteer, and he was mad. He was a huge fellow and could knock a ball farther than kingdom come. So he said not let that he wouldn't go. And they sent down six of the regulars with their guns, and matched him off. We thought it would spoil the game, but it didn't.

“Did you win the lagers?” we asked sympathetically, ignoring Aunt Anne's disapproval.

“We certainly did, and afterwards we boisted the cask on sticks and formed a procession with both teams, and marched up through the town to the brewery, singing and shouting to wake the dead.

“But it was at that time that the meeting at the town hall broke up, and they were forming a procession to come down town, with the ministers at the head, and we met head on. One big, solemn fellow told us to halt, and then several of them started in out of us, telling us where we were going to, and what an example we were to the innocent children and all the rest of it. They were going pretty strong, when another chap, a minister too, interrupted them.

THE THRIFT HABIT

The individual's ability to save forms a nucleus around which he or she can find the road to happiness, contentment and prosperity; it may not make one a character, develop one's resources and increase one's moral and social prestige.

Saving is not an arduous grind that takes the joy out of life, but a comprehensive and enjoyable realization, that every day brings one nearer to that goal of contentment without which life is truly complete, or in a measure successful.

As our responsibilities in our domestic and social sphere increase, so should we correspondingly increase that sense of duty which we owe to ourselves, and to use the old war-time slogan: “SAVE—SAVE—SAVE.”

More life failures, financial embarrassments and misery in our social and economic world are caused through lack of appreciation of these facts than from any other known cause; so to those who have judgment and understanding should come with force and import those wise old words, “Make hay while the sun shines.” Realize upon your opportunities, demand of yourself the best that is in you and start to save. This is the beginning of wisdom. Establish your credit, your social standing, your integrity upon a foundation that cannot fail you in the time of stress.
SINCE Father Neptune ruled the deep the call of the sea still goes out amongst us with a fervor that seems undeniable. The romance of navigation will always be associated with and akin to the word "mystery". The sea, whether in a state of raging ferocity or a spiritual calm, will always fascinate those of us who have not been initiated into the secret and hidden mysteries of the deep.

So it is with the launching of a new ship. This christening is traditionally a ceremony of much importance and, more than that, it is an operation requiring the most delicate and skilled workmanship. To transform a huge inanimate mass of iron and steel into a living thing by sending it thundering down a pathway of timbers into the waters is a task attended by considerable risk, and to sailorsmen it is fraught with omen which foretell the future of the craft.

The launching ceremony was gracefully performed by Miss Nancy Heard of London, daughter of W. S. N. Heard, the British Representative of Imperial Oil Ltd., who was present on behalf of the owners. The launching party also included Mr. and Mrs. J. McGovern and Mr. Sammons-Hunter.

The "Windolite" is a tanker of the single deck type with poop and forecastle and expansion trunk over the range of oil compartments built on the Isharwood "Combustion" system of framing to Lloyd's highest class.

When the final touch has been made and the signal given to break the champagne bottle against the bow, this marine Titan once released from its alnove surges forward to its inevitable destiny among the waves henceforth its own. From that moment on this Titan makes history in the annals of sea commerce and smites itself to the ship. No other vessel of the same size has ever been launched on the Great Lakes and the St. Lawrence River service.

An interesting launching ceremony took place on April 5th under the direction of the Parma Shipbuilding Company, Limited, of Haverton Hill-on-Tees of the S.S. Windolite, a single screw oil tank steamer built to the order of Imperial Oil Ltd. for the carriage of oil in bulk on the Great Lakes and the St. Lawrence.
A "Buried Railroad" Transporting Liquid Gold

Characteristic Facility Gives Cheapest Transport In The World

Science states that the present line cost of transporting oil ranges from four to ten cents per mile per hundred barrels; that is, about ten per cent of the cost of rail transportation. Nothing except the oil is moved — no dead weight in cars. The country's pipe line fabric is currently like the railroad system. It has trunk lines, feeders, terminals, storage yards, switching systems, stations, dispatchers, telegraph and telephone systems. If pipe lines had never been built North America would be an entirely different place for our 22,000,000 motor cars, our expanding highway system and our most modern and popular transportation facilities would have been impossible.

A petroleum pipe line is much like a city water main, except that instead of being the length of a street it may extend half across the continent. Oklahoma is piped to refineries on the Atlantic Coast and Wyoming oil as far as Chicago.

The Imperial Oil Refineries at Barns, Ontario, obtain their supply of crude from the trunk line of the Imperial Oil Pipe Line Co., running from Chicago, Ohio, to the International Boundary, which is the middle of the St. Clair River. From here it is connected with the Imperial Oil Pipe line and pumped to the Barns Refinery.

This crude oil is delivered over a pipe line mileage of 1,124 miles, where travel in a straight line from Halifaks, Nova Scotia, to the middle of Lake Superior he would realize somewhat the distance this crude oil has to be pumped. A barrel of crude oil when delivered to the initial pipe line carrier at the refiner, would take approximately 40 days to reach the Imperial Oil Refinery at Barns.

 Mention might be made of the primary development of the pipe line system at Torrerey, Alberta. There a line is operated direct from the Black Diamond field connecting Rawson with number 4 of the Imperial Oil Refiner at a rate of 800 barrels a day, an hourly rate of 79.8 barrels.

Building a pipe line, like constructing a railroad, involves first a survey of the route with regard to grades, stream crossings and the like. But a railroad seeks the cities to get their business, while the pipe line avoids towns to save expense.

A feasible survey being made, right of way is secured. Gangs of men dig a trench, distribute the pipe and join it into continuous sections. The method, as applied to the trunk line, before the pipe is lowered into the trench that meanwhile has been dug for it, largely by giant power shovels. Finally, the pipe is buried, usually about eighteen inches, but deeper in cold regions.

According to desired capacity, the pipe may be 4, 6, 8, 10 or 12 inches in diameter, or even wider. While the pipe, as being laid, pumping stations are spaced to pump the petroleum along. Commonly these are about forty miles apart, but in rough country or for heavy viscous oil, much closer. A pumping plant includes engines and pumps powerful enough to shove the oil along to the next station. At each station storage tanks are provided of 10,000 to 55,000 barrels capacity, and oil is pumped directly to and from these; that is, there is not a continuous stream of pipe line and of pumping from one storage tank to the next. A four inch pipe line with 800 barrels per inch pressure will deliver about 3,800 barrels per day; a six inch line 10,000 barrels, eight inch line, 21,000 barrels. Pressure gauges at each pumping station immediately register any stoppages of flow or leakages. When a break is indicated, the engineer is instantly telephoned the next station abroad, and telegraphs the superintendent, who in turn is reversed so as to draw the oil, by suction, away from the break. Line walkers, corresponding to the railroad's track walkers, hurry out to locate the break, and gangs are always at hand to make repairs. Because of the storage tanks at pumping stations a break does not necessitate suspension of operation, except in the section where the break occurs; all other sections go right on.

In closing his address, Mr. Dimmitt referred to the present supply of gasoline. "There is no doubt that some time the amount of crude oil is bound to run out. At present, however, there will still be available immense quantities of shale oil that may be put to the same use."

A feature of the luncheon was the offering of the "Rough Rye Tea" impromptu quartette, with Rotarian Joe Mills at the piano.

STOCK QUOTATIONS

The latest stock quotations before going to press give the following bids as on June 28th:

Imperial Oil (new issue) ...45 3/4
International Petroleum ...30
Radio Telegraphy in Colombia

The Radio Engineering Department of the Western Union Company was called into consultation and, after careful considerations, it was decided that the application was entirely feasible. However, artistic and other conditions, which must be carefully studied in designing radio equipment, were somewhat of an unknown quantity and it was, therefore, decided to install one transmitter and one receiver for experimental purposes, to obtain some operating data on which to base a final design.

Accordingly the matter was taken up with the Colombian Government through its Minister of Posts and Telegraphs, Dr. Jose Elvas Garcia, and the Andinatel Corporation obtained permission for the wireless installation as well as full cooperation and assistance in the experiment.

In June 1926 the order was placed with Western Union for the initial equipment comprising 1,000 Watt transmitting equipment and 1 Receiver complete with all necessary auxiliary equipment.

After careful consideration it has been decided that, in order to avoid interference with or from commercial broadcasting stations and ship stations, the wave length should be as low as possible. The Western Union Corporation was therefore requested to conduct considerable investigation in this field and their experience indicated that probably the most effective wave length would be somewhere between 80 and 100 meters, and this wave length was accordingly adopted.

Power for the transmitter is furnished by a small three-phase motor generator set comprising a small 250 volt DC motor, driving 2 generators, one producing direct high voltage DC for the plates, and the other low voltage for the element.

The cost of the power supply required for the above motor is a small affair to those used for domestic receiving sets.

The transmitter covers 1,000 watt transmitting power and is very similar to the standard domestic broadcast receiving sets but modified somewhat for the special low wave application.

The two transmitters of the Western Union Company's engineers, Messrs. Johnson and Hollanda, were engaged in the construction of the equipment. The engineers and equipment left New York on the afternoon of the 17th and arrived in Colombia in first class condition towards the end of the month.

About two weeks were occupied in completing the transmitter in Colombia as the initial transmitter had not been tested before and, with the exception of the metal telephone circuit and in case of a failure of that circuit, the operator of each side of the band would employ radio telephone between the two points as the telephone line is repaired.

All receivers are equipped with recording instruments and plotters for the metal telephone circuit, one being on each side of the intermediate station which was not equipped with radio transmitting equipment.

The pipe line showing radio station at Popa.

Thus it will be seen that the only equipment for which communication would be definitely interrupted would be in case of two simultaneous breaks in the metal telephone circuit, or in case of some such occurrence, the telephone man who was busy working for some time, would be found inoperative, owing to breaks in the line which are known to occur and are repaired and replaced.

For this reason it was decided to retain the metallic telephone circuit as a final line of defense.

The additional equipment is scheduled for shipment towards the end of the year and, probably, on some winter site Winter, when reception is good, will be tested. As a result of this experiment a number of interesting results will be obtained which will be placed in the hands of the United States, reporting perfect reception of the telephone signals.

It would appear probable that in the near future the engineers did not believe the results of their investigation and the premises, as some of the reports sent in contained some remarks from one of the engineers regarding the insufficiency of the wave length the committee of the Andinatel National Corporation to install radio telephone equipment in the country, and, in communication on the big pipe line route completed in Colombia.

The pipe line runs from the general that in the modern "Big Business" keeps pace with the scientific developments of the age and with the second one, the Andinatel National Corporation to install radio telephone equipment in the country, and, in communication on the big pipe line route completed in Colombia.

There are a total of nine pumping stations along the route, with a total capacity of 60,000 barrels per day and the total investment for the two miles and, therefore, one does not need to be a financial expert to realize that any interruption of the oil delivery is a tremendous investment and, consequently, a severe loss of revenue. And when one considers further that pumping can only be continued as long as satisfactory communication is maintained, the vital importance of the nature of this communication becomes immediately apparent.

Until recently, a standard metallic circuit was installed between the two stations and, therefore, the oil line has been the line of communication. The distance between stations varies from forty miles and the nature of the country is such that two or three days' work, assuming the break to be midway between stations and, as such, about 100 miles, it would take 100 miles and required, the entire pipe line is out of commission.

Captain J. W. Flanagan, president of the Andinatel National Corporation, was present during the construction of the two miles and, therefore, one need not be a financial expert to realize that any interruption of the oil delivery is a tremendous investment and, consequently, a severe loss of revenue. And when one considers further that pumping can only be continued as long as satisfactory communication is maintained, the vital importance of the nature of this communication becomes immediately apparent.

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MONTREAL REFINERY

By F. C. Mochin

Top Right—The Asphalt Battery
Left Centre—The mystery that has filled % is cleared.
Right Centre—Cracking Code under construction.
Bottom—Another 84,000 barrel refinery.

pluses of that same Company from some other Imperial station, port or Refinery, you are sure to receive a welcome from a very pleasant crowd of oil men.

Now, if having done this, you feel so much at home, as you most assuredly will, as to ask the whys and the wherefore of.

Why, in 1925 the average daily production here was three times as much as it was ten years ago and last year, the average throughout exceeded four times the original capacity.

"You don't say," why this must be one of Canada's largest Refineries and whose place with all the others, it looks like an electric power station.

"Well, it is. There are many places in this long plant where it is more economical to use electric power than steam."

"That's a tall tower.

"Yes, that's an Absorption Tower. In that plant every year we save 169,000 U.S. gallons of excellent gasoline that in 1925 was burnt under the stilts. Now we use this to enrich gasoline. There's Ethyl Gasoline. Come on over and see where it is made.

You will be led over to the corner of the Refinery to find a small group of unimposing buildings enshrouded by a wire fence with a padlocked gate and moving around inside, men in pure white clothes. Most mysterious!

If YOU start from the centre of the City of Montreal and travel east for about eight miles along the banks of the St. Lawrence River on Notre Dame Street, you will come to that community known as "La ville de Montréalais."
There on a strip of land over a mile long and only a few hundred feet wide, you will find the very presence of the large Refineries of the Imperial Oil. If you happen to be one of the

so large an industrial plant, you will undoubtedly find some more interesting facts and some many imposing structures.

As you begin walking up Gambie Avenue, perhaps you would say,

"How old is this Refinery.

"Oh, about ten years," will be the reply, "you see the original plant was only built for a small capacity, but of course you know how much the industry has increased since then.

Then as you continue walking up the Refinery, your eyes fall on the Tarum battery. "What are those stilts for?"

"Low Cold Test Peruvian Crude is charged into these two Bubble Towers which were put up in 1928. Then the tower is run into Nos 2, 3 and 4 Stills and the bottoms from these are shipped to Sarnia to be charged into the Vacuum Stills where Marveolx is made."

"Marveolx, you don't say? But what are they testing down that group of stilts over there for?"

"Oh, those are the Pressure Stills. They have seen better days. We're building Cracking Codes here, you know, instead, and of the very latest type, too. An oil-well driller has been up here for some weeks setting the casing which is to contain the hydraulic cleaning device for removing coke from the high pressure soaking drums which will be bigger and stronger than 16" naval guns. They weigh 120 tons each. The Gas Oil is pumped by large units through the coils which look like huge water tube boilers and into the Soaking drums or Recractin

PREVENTION THE WORD IN FOREST PROTECTION

The story of the progress of civilization is the "long long trail" winding from Carlyle to Trench-Trench Pre- vention. This is true of almost any phase of human activity: of forest protection, for instance, where the line of evolution has proceeded grad ually from crude detection and control to education in preventive methods by direct appeal to public opinion. In the old days as in eastern Canada, and not so long ago either, the custom was to appoint a local or county Fire Warden who was a rule for various reasons—chiefly lack of support from public opinion, the comparative absence of roads and a workful dearth of men and equipment—was obliged to mark the speed at which the line situation came to be threatened, not to mention the human life and property, that the community was obliged to try and cure the evil situation. But as the forests became more inaccessible, and the axe of the lumberman and the bor anes of the bluejacket swept through his domain, and far beyond, made timber more and more scarce and valuable, the old wasteful and largely futile methods of fire protection became obsolete and gave way first to an organized patrol system by rangers on foot, horsetra in the fire service. This was a big improvement and in fact is still the chief dependence of the foresters. The large areas both in eastern and western Canada. Because, however, of the low range of vision and the distance it is possible to see, the fires which follow the forest trails or streams, resulting in a serious waste of precious time in the locating of fires, the patrol system left much to be desired from the standpoint of the prevention of loss. The next step was the development of the system of stationary lookouts, namely, watchers, posted at strategic points in mountain eyries or lookout towers, who through powerful glasses continually sweep the forest lands within their ken throughout the summer season. This system has been ad vantageously developed by the Federal Forest Service as the Railway Belt of British Columbia. On sighting a whirl of smoke, the lookout man quickly sends its location by means of a fire finder and an oriented map, while use of the telephone—an essential part of the lookout system—makes it possible to warn the local ranger and initiate suppression measures often within a matter of minutes. Minutes count and in a danger period a few minutes can often make the difference between life and death. The relative success attained in catching and extinguishing fires in this inception stage, so as to prevent any serious damage, is the yardstick which most accurately measures the efficiency of any forest protective organisation. So—be careful and do your part this summer in making our national forests safe from the fire heart.

Along with more rapid detection has come an almost equal advance in the methods of control. Some years ago, a few poles, sheds and axed were the sum total of the equipment thought necessary. Today, highly efficient portable fire pumps, now considered the most important single factor in fire are in almost general use.
ON THE evening of Monday, May 9th, nature, the Place Viger Hotel to the Imperial Oil Review, to render a tribute of affection and appreciation to J. F. Donohue, one of the "Old Guard" of Imperial Oil Limited, whose retirement, on account of ill health, after thirty-five years service, means the stepping out of harness of one whose career was intimately linked with the development of the Company which he served so long and so faithfully, not only in the Province, where his activities found a greater amplitude of opportunity, but also in other administrative offices and divisional fields, where his knowledge of lubricating problems, his sound and unvarying judgment, and his intense loyalty to the Company's interests, had made the name of John Donohue known wherever the Imperial house flag flies. Over one hundred members of the Accounting and Marketing staff were seated at the different tables when Mr. McKean rose to propose the health of the guest of the evening. After referring to the Board of Directors' appreciation of Mr. Donohue's long and honourable service, Mr. McKean stated that in Canada today there is no more outstanding authority on lubricating oils and the problems connected therewith than the guest of the evening. Songs were rendered by Messrs. E. T. McKee, H. T. Palmer, J. B. Bevan, J. E. Michael, and J. A. Rensou, and other entertainments were provided by outside artists. A very enjoyable Imperial evening, but "not unmixed with sorrow" was brought to a close with the singing of "Auld Lang Syne" as all present pressed forward to bid "au revoir" to the guest of honor and to wish him health and happiness and many long years to enjoy the reward of his labours.

IN THE GARDEN OF CANADA

Characteristic views in and around the Niagara Peninsulas

RELIGIOUS EDUCATION IN PERU

NO DOUBT many of us have wondered from time to time how the children of those employees, who leave the Northern Clime to take up their various duties in the tropics, are cared for with regard to their religious education. In Talara and Negritos the International Petroleum Company have schooling facilities second to none in South America. In both camps, Graduate teachers from Ontario are in charge of the Public Schools and the education of the child is amply taken care of. It is therefore a pleasure to be able to give the readers of the "Review" some word about the religious training which the children in Talara and Negritos are receiving under the able direction of Mr. Frank L. Braybrook.

Since coming to Peru from Petrolia, Ontario, some four or five years ago, Mr. Braybrook has been keenly interested in the child welfare of the Camp. In the year 1935, Mr. Braybrook commenced holding Sunday services for the children. Sunday School was held weekly about in Talara and Negritos and the Managers of the respective camps gave their hearty cooperation, giving Mr. Braybrook the necessary transportation facilities to transport the children from one camp to the other. The gatherings were not large at first but it seemed that the Sunday services were destined to be a success. Talara and Negritos have grown greatly during the last four years and with this growth the population has been greatly increased. The Sunday School has advanced with the times as it were, and on Sunday, February 13th, the 4th anniversary of the Negritos and Talara Sunday School was celebrated in the Negritos school house. Great interest has been taken in the work by the children themselves and is in the above picture, taken after the anniversary service, the children are shown with the diplomas which were awarded for faithful attendance. No doubt the children were very much delighted to have Mr. A. E. Burns, a director of the Imperial Oil Limited, with them on the occasion of their Sunday School anniversary. Mr. Burns' periodical visits to Peru are welcomed by the younger generation as he is always able to find a certain amount of time to devote to his little friends.

A LETTER FROM OUR CHAPLAIN AT COLOMBIA

We most remote parts of the world in which we live are not too distant to have the words of the Gospel preached and at Barranca-Bermeja the employees of Imperial Oil Limited mingle together for a few hours of worship and partake of the divine nature in a home like spirit on the Sabbath day. Both the congregation and Sunday School services are held with a regularity and brevity of vision that surprises one who makes his first voyage to Colombia. Peru Colombia contains a letter from the Reverend A. D. Shaw, Ph.D., chaplain of the Community Church there, who takes care of the spiritual needs and religious education of the community stationed adjacent to our oil fields at Barranca-Bermeja.

He remarks, "The very rata attendance for the past six months have been equal to the attendance of any American congregation of equal size. The service held at El Centro on Good Friday was attended with interest and a solemnity quite fitting the occasion, Dr. Shaw taking as the text for his discourse, "Last Utterance Of Jesus Upon The Cross." On the Sunday following the Easter programme was arranged as follows:

11:30 A.M. Commission Service.
El Centro: 10:30 A.M. Sunday School.
11:30 A.M. Commission Service.

In his Easter Sermon at El Centro, Dr. Shaw said:

"Why I personally believe in immortality is my text. The grounds of my belief in immortality are many apart from the fact that it is man's desire. I look down into my own soul and find there is a longing to live. The preservation of physical life seems to be universally felt. In my own soul I find there is a longing to live beyond death and through eternity. In looking over the races of men we have found there is a universal belief in immortality and those people who have had the highest and best teachings relative to the life beyond, have reached the highest forms of civilization."
Mr. Green takes with him the best wishes of every member of the Regina division for his continued success and happiness in his larger sphere of activity.

Mlle. Simone Landry captures oratory award

Mlle. Simone Landry, daughter of our apparatus dealer, Adolphe, Manitoba, has been awarded the first prize in the Free Press oratorical contest and will ably represent Manitoba at the Dominion Championship finals in the next few weeks.

Mlle. Landry's position is unique in that she will be the only French speaking candidate in the Dominion contest as she was in the Manitoba finals. Her feat in competing against competitors by sheer force of personality and sincerity, was acclaimed by Sir James Aikins, who announced the award at a banquet held in the Free Press club room, following the competition at the Walker theatre during the afternoon. Sir James presented Mlle. Landry with a gold medal as winner of her district in the preliminary contest, and with a special prize of $200 in Canadian gold. Sir James Aikins in addressing Mlle. Landry said that the prize of $200 is gold won for her self and that he wished her a long life filled with happiness.

Mlle. Landry's victory is a well deserved honor and the members of the Imperial Oil Organization congratulate Mlle. Landry on her daughter's success.

After receiving the notice of Mlle. Landry's award, the Dominion Championship finals have been held in Toronto, Mlle. Landry being awarded second prize.

Miss Dorothy May Blick

Another of the Calgary staff has left to take on other duties. Miss Blick, who for several years took dictation, now reverses the position and will do her own. A little ceremony took place in Calgary office on April 2nd, in which Miss Isaac Dowson, Chief Clerk, on behalf of her co-workers expressed the good fellowship of the staff and appreciation of Miss Blick's quiet and ever dependable service with the Company. The bride to be was presented with a set of Community Silver to tangibly express our good wishes for her future happiness. What is one office's loss is one man's gain. On her return from the Coast we will most respectfully salute Mrs. A. R. Payne.

Mr. P. B. Jarvis

The Calgary Division on Saturday, April 4th, witnessed the largest of those saddening separations from one of our long service employees. That date marked the resignation from the Company of Mr. P. B. Jarvis, who represented the Company in the capacity of Salesman, and later substation engineer.

During the fifteen years of his service, Mr. Jarvis has helped considerably to more firmly maintain the Company's interests and to prove in no uncertain example the Company's slogan of "Imperial Service." Amongst the trade he was an ever welcome visitor and was a source of good counsel to the tractor owners. Among the fraternity of travelling salesmen he earned the reputation of "A good fellow" and was of an enterprising nature and the personification of "Bom-homic."

Mr. Strand on behalf of his brother salesmen and in the presence of the Calgary staff, made him a presentation of a handsome club bag as a memento of his days amongst us, and fittingly expressed the sentiments of his co-workers. The best wishes of Calgary Division go with him in his future line of endeavour.

Mr. V. E. Green Transferred to Toronto

ON SATURDAY evening, April 2nd, members of the marketing and accounting departments connected with the Northern Saskatchewan Division of Imperial Oil, L. Ltd., conversed at the Hudson's Bay restaurant to have farewelled to Mr. V. E. Green, divisional manager of Regina, Saskatchewan, who has been transferred to Toronto to assume the management of the Sales Division. Fifty-one guests partook of an excellent dinner amid social surroundings. The chair was taken by Mr. Lockhart, the general clerk chief who very ably carried out his duties. During the course of the banquet, speeches were made by several members of the staff, all voicing their sincere regret at losing the services of Mr. Green who had only been transferred to Regina a year ago. It was felt by all that the transferring of Mr. Green to Toronto was a loss to the Regina division but one well merited. Mr. Green's wide experience and knowledge of the West will go a long way to understanding that we all see citizens of the same country, working to a common destiny.

The evening afforded an opportunity to become acquainted with Mr. W. T. Patterson, the new manager, formerly of Brandon, Man.

On behalf of the staff, Mr. Campbel presented Mr. and Mrs. Green with a silver service as a small token of their appreciation of their association with them. Mr. Green very ably responded in an address in harmony with the words of counsel given from time to time during his management.

J OINT C OUNCILS, 1927 — IMPERIAL OIL, LIMITED

Elected and Selected Representatives for the Year

MANUFACTURING DEPARTMENT

DELEGATES

Montreal Refinery

Elected

L. J. McCarty

A. McLaughlin

A. Rankin

W. Edwards

F. C. Martin

Chalmers

Savannah Refinery

Elected

A. E. Macleod

Geo. Stewart

E. W. Douglas

W. W. Swanson

A. L. Shaw

W. E. Wilkie

William

Regina Refinery

Elected

E. R. L. White

C. R. Moore

E. W. Douglas

W. W. Swanson

E. R. Douglas

W. W. Wilkie

Geo. Stewart

Inyo County

Elected

A. E. Macleod

Geo. Stewart

J. Ethier

E. W. Douglas

W. W. Swanson

E. L. Shaw

W. E. Wilkie

R. G. Dougall

W. S. Swanson

C. R. Moore

W. W. Wilkie

Geo. Stewart

Marketing Divisions

HAMILTON

Elected

V. E. Green

G. W. Findlay

A. S. McKee

Geo. Stewart

J. Ethier

Geo. Swanson

J. A. Shaw

W. E. Wilkie

R. G. Dougall

W. S. Swanson

C. R. Moore

W. W. Wilkie

Geo. Stewart

TORONTO (PRINCESS ST.)

Elected

V. E. Green

G. W. Findlay

A. S. McKee

Geo. Stewart

J. Ethier

Geo. Swanson

J. A. Shaw

W. E. Wilkie

R. G. Dougall

W. S. Swanson

C. R. Moore

W. W. Wilkie

Geo. Stewart

EDMONTON

Elected

V. E. Green

G. W. Findlay

A. S. McKee

Geo. Stewart

J. Ethier

Geo. Swanson

J. A. Shaw

W. E. Wilkie

R. G. Dougall

W. S. Swanson

C. R. Moore

W. W. Wilkie

Geo. Stewart

ANNUNCIATIONS AND BENEFITS COMMITTEE

C. R. Moore

W. W. Wilkie

Geo. Stewart

F. H. Gregory

T. J. Miller

J. A. Shaw

W. McIlvain

J. A. Shaw

W. W. Wilkie

Geo. Stewart

P. F. Sinclair

C. R. Moore

W. W. Wilkie

Geo. Stewart

F. H. Gregory

T. J. Miller

J. A. Shaw

W. McIlvain

J. A. Shaw

W. W. Wilkie

Geo. Stewart
"Before the grave of him who above all was the Father of Confederation let no grief be barren, but let grief be coupled with the resolution, the determination, that the work in which Liberals and Conservatives; in which Brown and Macdonald united, shall not perish, and that though united Canada may be deprived of the services of her greatest men, still Canada shall and will live."

—Sir Wilfrid Laurier before the House of Commons on the occasion of Sir John A. Macdonald’s death.