IT IS a far cry from Barges 52, 56 and 72 bobbing on the Great Lakes in 1899, to the fleet of nine sea-going motor tank ships and six canal-size lake tankers which constitute two principal units of the Imperial fleet of 1928. Yet the three Barges in 1899 were not less adequate to their existing requirements for petroleum transport than is the fleet of 1928 to today’s demands. Imperial Oil’s marine development programme perfectly portrays the expansion of industrial activity which has occurred during a period within the memory of men still active in the Company’s affairs. It pictures the effort necessary to provide for Canada a continuous and independent supply of petroleum, and testifies to the inadequacy of domestic production of oil in a country which ranks second among nations in use of motor transport. Had oil been plentifully available within our country the sea-going fleet would not have been necessary, for the enormous production programmes in Peru and in Colombia would not have been developed by Canadian enterprise. Domestic pipe lines and railway tank cars would have substituted for the far-faring ships which sail under the Imperial houseflag. Water transport of petroleum would have been confined to coastal and inland services.

It was in 1899 with acquisition of oil in three Barges 52, 56 and 72 that Imperial first engaged in the transport of crude oil and refined products by water; and these three vessels were the humble beginning of today’s fleet. They were designed to carry the canals and over the lakes, harnessed to the great tug “Reginald.” The “Reginald” be-

M. S. ROYALIST

M. S. VICTORLITE

M. S. PREMIER.

M. S. CANADOLITE

M. S. MONTROLITE

M. S. C. O. STILLSMAN

M. S. CANADOLITE

M. S. ONTARIO LITE

M. S. REGENCY LITE

M. S. CANADOLITE

The IMPERIAL OIL REVIEW

A magazine published in the interests of shareholders and employees of Imperial Oil Limited

Vol. XII

TORONTO, OCTOBER, 1928

No. 5

Marine Programme Completed

By W. B. Elseworth

enemy torpedoes, went to the bottom in this service. Now, with the completion of the “Canadolite” the Imperial fleet is brought up to new strength and its sea-going units alone roll up a total tonnage of 133,815.

Four keels were laid by British shipyards in 1926 for Imperial Oil Limited. The hulls they backboned have since become known as the “Victorlites” for lack of a more suitable trademark, the “Viccolite,” the “C. O. Stillsman” and, on September 14th last at Haver
town Hill, to Mr. Ewen when Miss Eleanor Ross broke the traditional magnum of champagne across its stem and pronounced the customary christening formula, the “Reginald”.

Each of these vessels represents distinct progress in motor tank ship design but the “Canadolite” is as the last from the ways, is the most modern of all and has no rival among tank ships of her dimensions for speed and other qualities making for efficient and economical transport of petroleum.

With a guaranteed service speed of twelve knots and an indicated horse power of 6,500, she is at once one of the fastest and most powerful tankers of her size; she is 540 feet long, has a beam of 70 feet and a moulded depth of 38 feet 9 inches. She can load or unload 120,000 barrels of oil in twenty-four hours and following her trial trip in October she will be almost continuously at sea, serving much as an oil ferry between Canadian, Colombian and Peruvian ports.

The roll of Imperial’s ocean-going motor tankers now stands as fol-

The “C. O. Stillsman” of 55,745 tons, the “Victorlites,” “Van-
colite,” “Calgolite,” “Montrolite” and “Canadolite” of 15,600 tons; the “Ontariolite” and the
“Regolite” of 12,000 tons, and the “Frotilite,” formerly a steam turbine vessel which was converted into a motor ship, with a tonnage of 9,150. The combined motor tank ships carry 1,016,000 barrels of oil.

The modern tanker is a highly specialized vessel, designed to move a great quantity of petroleum at the utmost speed and with a minimum of delay for loading and unloading. Her pumping equipment has been developed to a point where she can load or discharge her entire cargo in a period of twenty-four hours. Only a few years ago a layover of three days for loading or unloading was considered quite satisfactory performance, but competition in the oil industry to-day is keen and costs are closely scrutinized to permit tying up for so long a period such an investment as a tanker represents. Consequently, on the improvement in pumping apparatus the tank ship is almost continuously earning and so the unit cost for transport of petroleum has been considerably curtailed.

The same principle is common to all transport divisions of the oil industry and in the traffic and motor equipment departments the slogan “keep ‘em rolling” is always in mind.

A tank ship is almost continuously at sea to a greater degree than most vessels the year in and year out and home of her crews. Except at such times as overhauls are necessary Jack Tanker has no time ashore, and to compensate for this he is accommodated in a style that would turn the average stateroom green with envy. The quarters and cuisine which he enjoys are comparable to passenger accommodation on many liners.

Another unit of the Imperial fleet—in this article the word “Imperial” is used to embrace Imperial and subsidiaries also—is constituted by tank ships, river steamers and barges which are operated in Colombia and in Peru. Development of the Neumes Concession at Barranca-Bermeja, Colombia, necessitated moving a great quantity of materials and supplies 300 miles inland from Cartagena, the nearest ocean port. The Magdalen River was the only route available for this transport and because of its tortuous course and many shallow
IMPERIAL OIL REVIEW

also are used at Talbot to transport materials and products to and from vessels lying in the open roadstead. They are served by a tug recently acquired and can handle in one trip a cargo that previously required several trips by lighters.

From the foregoing it will be apparent that the marine activities of Imperial Oil Limited and of its subsidiaries are very considerable and constitute an important part of the large scale of operations which this Company directs.

LAUNCHING THE "CALGAROLITE"

Above is the completed hull of the last of four large tugs laid down in British shipbuilding yards for Imperial Oil Limited in 1926. The photograph was taken a few hours before the launching on September 16th last.

Below, some of the members of the official party at the launching ceremony. They are, left to right: Mr. R. Boardman, Manager of the Fortis Ship-Building Co. Limited, Mr. B. F. N. Heerdt, Imperial Oil Limited, Miss M. Heerdt, Miss Eleanor Ross, who sponsored the Calgarolite, Mrs. Douglas McKinnen, daughter of Mr. A. M. McIlwraith, Vice-President of Imperial Oil Limited, and Mr. Victor Ross, Vice-President of Imperial Oil Limited.

STEAMING THE TIDE

EVEN if we admit the pertinence of the stump speech, the question, "What has prosperity ever done for us?" our duty to posterity is to leave it something other than high commodity costs and empty larders. This principle asserts itself in efforts now being made to regulate over production of oil.

The injunction, "Waste not want not!" presents itself to all who contemplate the evils of over production. No one yet can say how great are the world's petroleum resources. Much less can anyone prophesy how long those resources will suffice for our needs.

Scientific progress in production and refining is increasing the percentage of yield from the oil field, and is also increasing the percentage of products recoverable by refining. But even were we assured of an infinite supply of petroleum and petroleum products there would be no warrant for wasting the least part of them. Paradoxically the regime of over production was brought about by a bogey of famine, which suggests that in some cases, with a sufficient lapse of time the thought may become father of the fact. A few years ago when pessimistic statisticians began to prove that the crashing of a few decades would find all available stores of oil depleted, petroleum producers were given an unneeded impetus and they speeded up the search for oil to a degree that resulted in the present surplus of crude. Fields undeveloped of were located and brought in. Had increased production been proportionate to increased demand no harm would have resulted, but it outstripped demand and an unbalanced disaster was the consequence.

Experience has demonstrated it is easier to bring in an oil field than to suspend it operations. The wastefulness incidental to over production has appalled all economically minded persons and the leaders of the industry have striven earnestly to curtail it. Unfortunately, they are not so powerful as the public likes to suppose. Oil is much more of a democracy and less of an autocracy than is generally realized. The small producer, the man with one or two wells, pumping frantically so that his neighbouring small producer will not get all the oil in the pool a few thousand feet below, holds the key to the situation and in the United States the law is very suspicious of any agreements he may incline to reach with his neighbour for mutual conservation of energy and resources.

The effort of leading producers to curtail production and conserve existing oil resources has the support of all who realize that the fundamental of prosperity is profit, not production.

Hopeful indications that the tide of over production is being stemmed come to hand from several sources, one of the most promising being in the form of a newspaper interview with Mr. W. C. Teagle, President of the Standard Oil Company, N.J.

On his return from abroad Mr. Teagle told the New York press that the wisdom of restricting production was being appreciated by the world's largest producers. Mr. Teagle said that regulation of production to conform to the requirements of consuming markets depends largely upon the voluntary adoption by the majority of producers throughout the world of measures similar to those inaugurated with the sanction of the United States Government in the Seminole field. In short, over production is a world-wide problem and it lies within the power of no one state or corporation to solve it. That the remedy applied in the Seminole area could be developed and that large European interests have regulated the output of their fields suggests that we are nearer than ever to putting down the economic misadventure of over production, but it does not promise immediate relief.

It indicates a universal realization of the evils consequent upon a condition that is universal, and with concurrence in a reasonable and economically sound programme of curtailment, that condition can be eliminated.

BREAD UPON THE WATER

A

n interesting indication that little courtesies make taking friends is the experience of an Imperial tank wagon driver in New Brunswick.

Two years ago as the driver was making his rounds he came across an Ontario car parked by the roadside with engine trouble, and the owner busy endeavoring to rectify it. He pulled up and told the stalled car to a service station, thankfully declined the offered bonorarium, and his vehicles were soon again on their way.

About a month ago the tank wagon driver felt the side of his vehicle sag and found that he was the victim of a puncture, so he set about to change tires. A car came along, carrying an Ontario marker and pulled up behind him and the driver hopped out and offered assistance.

Although assistance is particularly welcome when changing a tire, the dimensions required for an Imperial tank wagon the driver was little disposed to accept because the volunteer was well dressed and good clothes and tire changing do not associate without prejudice to the former. But the visitor was insistent and after a while directed the driver's attention to the fact that two years before he had received, and very gladly, voluntary aid from this very driver.

He would not now pass by an opportunity to reciprocate. So gladly they changed the tire, shook hands, and proceeded on their ways.

Page Eight
IMPERIAL PERSONALITIES

Mr. George W. Brake

In a previous issue of the "Review" Petroleum emergence as a training ground for oil opera-
tions was made the subject of comment. It was then stated that Petrolia has sent producing experts into practice every one of the world's oil fields, and that wherever oil was gathered, there a native of Petrolia will almost inevitably be found.

In the person of Mr. George W. Brake, who is the principal official of the International Petrolia Company, we have an instance of one of Petrolia's sons who has travelled extensively in quest of subterranean warehouses of liquid treasure, and we have also evidence of that constancy of aim and en-deavour which is nearly always essential for success.

Like Mr. McLeod, who is in charge of production in the Turner Valley, Mr. Brake was brought up next door to the derricks in the old Petrolia field. Like Mr. McLeod he was there initiated into the art and mysteries of drilling, and like Mr. McLeod, he was lured away from Canada's oldest field by visions of greater opportunities in the newer production fields. At Mr. Brake's own instance, he was permitted to take part in the operation of the Brakes, for both Mr. Brake's Grandfather and Father were oil operators in Petroleum. In his blood prattled embraced a good vocabulary of those terms which are peculiar to oil men. Completing his school studies Mr. Brake at an early age donned overalls and went to work in the field. With his companions, talked of, thought of and worked at oil production from morning until night. Of oil he thought of nothing else. He think of oil is to dream of more oil and after he had received a thorough grounding in the intricacies of drilling, Mr. Brake was drawn away by the beckoning vista of distant fields. He pulled up stakes — if that be the correct expression in this case — and set out for the resource of the Dutch East Indies in 1905. There, under another sky, he accumulated experience, instinct, and judgment against nature's relentless treasures of oil, and four years of successful effort further qualified him as an expert in his work.

In 1909 a British syndicate extended the traditional inventory of Egyptian resources, contending that there was not alone corn, but also oil in Egypt and Mr. Brake was one of those who undertook to establish this theory. But although other syndicates have secured some production of oil in Egypt, the syndicate with which Mr. Brake was associated did not succeed in their production which it had hoped for. Even the most enthusiastic operators grow weary of seeking oil and like to find it occasionally, so Mr. Brake turned his face westward and went to Venezuela where he helped to bring in the first well at La Rosa. Barely had the drillers' efforts been rewarded with a generous flow of petroleum when the great international storm of 1914 broke. All operations were abandoned and Mr. Brake was again on the move. The world was about this time that Imperial Limited decided upon an energetic policy for the development of an independent source of petroleum for Canada and the late Mr. J. L. Engelhart of the Imperial Board and Mr. A. M. McQueen, Vice-President and in charge of Mr. Brake — a man qualified to direct in the field the enormous production capacity which was in contemplation. So Mr. Brake went to Peru, there, shortly after his arrival, he was placed in charge of the production department. As an indication of the magnitude of the work which he has been required to carry out it may be stated that when he first went to Peru there were 480 producing wells there with an annual production of 1,882,000 barrels. At the end of 1917 there were 1,420 producing wells and production in that year totalled 7,568,000 barrels. In 1916, 50 producing wells were completed. In 1917, 138 wells were brought in. At this writing, there are 190 foreign employees and approximately 4,000 Peruvians on this property.

A big jovial man who tackles work and play with equal enthusiasm, Mr. Brake is a very popular figure. He has accomplished much to make the environment of our expatriated employees in the South a healthful and delightful home. He has been a mighty figure in the development of the Negritos Club and not the least of his achievements in this connection has been the provision of a splendid swimming pool for that club.

The Indians planed at the clear air, and as the sun set he took a few trills he sampled the cool breeze and seemed satisfied with a promise of fine weather for the morrow. "Nice bright night!" he exclaimed, and turned back for home. He had served him at the pump. Then, one thing leading to another, the Indians helped the oil man the Timuphan legend of how, in remote times, day and night both were impenetrably dark and how Giant seized the Moon, held it up in the night, and changed it into the luminaries of the sky.

As the Indian proceeded with his legend one noted strange mutilati— the Raven skin. At that time there was always darkness. There was no daylight. The Agung, the Goddess of the subterranean waters, came to him, and flew towards the East. Now Giant reached the Peak as the sun was about to set. He held in his hands the Moon and dropped it into the sea. Then the Raven skin gave light. He then returned to his Father's house.
and entered. After a short time she was with child, and not long after she gave birth to a boy. Then the Chief and Chiefwoman were very glad. They washed the boy regularly.

He began to grow up. Now he was beginning to come in sight. They washed him often and the chief smoothed and cleaned the floor of the house. Now the child was strong and crept about every day. He began to cry 'Kama, Kama.' He was crying all the time, and the great chief was troubled. He called in some of his slaves to carry about the boy. The slaves did so, but he would not sleep for several nights. He kept on crying 'Kama, Kama.' Therefore the chief invited all his wise men and said to them that he did not know what the boy wanted and why he was crying. He wanted the box that was hanging in the chief's house.

"This box, in which the daylight was kept, was hugging in one corner of the house. Its name was Ma. Giant had known it before he descended to our world. The child cried for it. The chief was anxious, and the wise man asked what the child told them. When the wise men heard the child crying aloud, they did not know what he was saying. He was crying 'Kama, Kama.' One of the wise men, who understood him, said to the chief, 'It is crying for the Ma.' Therefore the chief ordered it to be taken down. He put it down near the fire, and the boy sat down near it and ceased crying. He stopped crying, for he was glad. Then he rolled the Ma about inside the house. He did so for four days. Sometimes he would carry it to the door. Now the great chief did not think of it. He had forgotten it. Then the boy really took up the Ma, put it on his shoulders and ran out with it. While he was running, someone said, 'Giant is running away with the Ma.' He ran away and the hosts from heaven pursued him. They shouted that Giant was running away with the Ma. He came to the hole in the sky, put on the skin of the Raven and flew down with it to our world.

"At that time the world was still dark. He arrived farther up the river and went down the river. Giant had come down near the mouth of the Nass River. He went to the mouth of the Nass River. It was always dark, and he carried the Ma around with him. He went on and up the river in the dark. A little farther up he heard the children of the people who were living Colchisians in bag nets in their corner. There was much noise on the river, because they were working hard. Giant who was sitting on the shore said 'Throw ashore one of these things you are catching.' Then those on the water scolded him; 'Where did you come from great liar, whom they call Tsaamem?' "The (animal) people knew that it was Giant, therefore they made fun of him. Then Giant said again, 'Throw ashore one of the things that you are catching or I shall break the Ma.' And all those on the water answered, 'Where do you get what you are talking about, you liar?' Giant said once more, 'Throw ashore one of the things you are catching, my dear people, or I shall break the Ma for you.' One person replied and scolded him. Giant had repeated his request four times but those on the water refused what he asked for. Therefore Giant broke the Ma. It broke and it was daylight. The North Wind began to blow hard and all the fishermen, the Frogs, were driven away by the North Wind. All the Frogs who had made fun of the Giant were driven down the river until they arrived at one of the large mountainous islands. Here the Frogs tried to climb on the rock, but they stuck to the rock, being frozen by the great fire, and became stone. They are still on the rock. The fishing Frogs named him Tsaamem and all the world had the daylight."

**Breathes There a Man**

HAPPY, healthy and enjoying the tropical clime of El Centro, Colombia, these three 56 Church Street boys are only a few of the many who have left home and shoulders up duties in the company's South American office. They are, from left to right: Maurice "Bus" Brown, who was formerly with the International Petroleum office; Edward "Red" Brock, formerly of the Purchasing Department; and William "Bill" Beattie, formerly of the Accounting Department. The accompanying photograph was taken on July 2oth, on the celebration of the Colombian Independence.

Page Eight

**Flight in Canada**

IT IS ten years since the world war terminated and its terrific impetus to the development of military aviation suspended. In military aviation Canada acquired herself with notable honours to such an extent that perhaps there has been room for speculation why, in the field of civil aeronautics, progress has been less spectacular. A survey of the first nine months in 1928 indicates that it is our fledgling year in civil and commercial flying, and much of the progress which has been made is due to careful preparation carried out during the past several years. It will be of interest to the majority and probably cause surprise to some, that at this writing we have in Canada eighteen active flying clubs and thirty-two commercial companies who operate aircraft. All of these flying clubs were organized this year and the majority of commercial companies did not begin operations until this year. These figures do not include our government air service in the way of forestry, fisheries and fire patrol, nor are individual owners and operators of aircraft included.

Even more worthy of note than the success attendant upon the Government's enterprise to promote the organization of flying clubs and to stimulate commercial operation of planes, has been the splendid safety record which has been established for flying in Canada. This record is all the more cause for gratification because a considerable portion of our flying activity is conducted over territories which constitute greater than normal hazards.

Naturally there have been mishaps, as there always will be. No mode of transport is entirely safe. These mishaps have not been deterrents to progress and the lessons they have taught will make for safer operation in the future.

That the airplane is not yet a perfected instrument of travel is of course obvious, quite as obvious as that the railway train is not yet a perfected instrument of travel. To expect that aircraft will attain perfection within a few years is as groundlessly optimistic as to expect perfection of the motor vehicle within the next century. Man has not yet learned to demand that an instrument be perfect before he applies it to his use, nor matter what the future safety record may be for air transport in

Page Nine
Around Our Air Ports

CANADA'S contribution to the progress of flight has been substantial though not spectacular. A few scenes reproduced on these pages are evidence that this modern mode of transport is not being overlooked in this country.

Upper left, a visiting squadron of American planes is being fueled. Below is a silhouette of a dirigible against an evening sky. Top centre, Imperial employees are fueling an amphibian at the first mail plane which was catapulted from the deck of the 'L'le de France.' Upper right, giant Sikorsky Amphibian taking fuel at the field. Below it a big Tri-motor all metal plane and a blimp at Walkerton. Lower centre, fueling a Goodyear dirigible at New Toronto. Lower left, the new Imperial Aeroplane Service Station at Leaside airport, Toronto. Lower right, the Imperial Aeroplane Service Station at Walker airport, Selkirkville.

These aeroplane service stations are the first of their kind and were designed and built under the direction of Imperial Oil, Limited.
INDUSTRIAL SAFETY

Man should not be subject to this terrific industrial loss, of which so much could be avoided. Thoughtlessness is the most prolific source of accidents and undoubtedly all industrial workers should become conscious at some time or another of the ghastly truth of thoughtlessness. An amusing story of how even those who are most concerned with the safety of others have not a concept of what safety regulations mean in the respect of air. There was an accident which occurred in one of Canada’s large manufacturing plants. The plant was not equipped with a safety engineer whose duty it was to advise all the working men in what conditions they might lose the permit of working conditions. One day a superintendent of a chemical plant betrayed his position in a way that was to be heard. The superintendent of the plant said to the foreman, “You’re a fine fellow, you.”

"Why didn’t you order me away from the place?” was the safety engineer’s immediate reply, long as that eternal vigilance, which the chief superintendent realized that in this case he had disregarded himself.

FEAR is difficult to believe that such an industry as loco Refinery has developed to its present state from the small beginnings-in-the-box at 1841. In March of that year, when clearing operations were started, loco might almost have been a thousand miles from civilization as far as accessibility by road was concerned. Everything from the small necessities of life to the materials for construction had to come in by water or rail. Nor was there a road into the plant until 1913. In fact, in its early days of development, the only means of transportation were the cars that had all the earmarks of a pioneer western frontier.

July 1914 saw construction work started and for the next two years loco was a busy spot. During those first two years the plant developed by leaps and bounds. The first cart of Crep Oil was received from Peru via the S.S. J. and January 25th, 1915, the saw the original stills charged for the first time. When one considers the ex- tent of the oil trade in British Columbia today, that date, “January 25th, 1915,” stands out as a real signpost in the industrial life of that Province. In conjunction with those stills we must not overlook the necessary accessories that went with them, crude tanks, pump houses, lines, rudimentary lines, work- ing and storage tanks, shipping tanks and equipment, liberating treating equipment, steam supply from three boilers, one steam for finishing gasoline and another for all these necessary before the first crude could be run and were ready for operation in six months from the beginning of construction.

Perhaps for those who live in the older settled portions of Canada or on the wide plains where we have not seen the Pacific Coast, we should try to paint a picture of the difficulties encountered in construction. Picture a strip of land with southern exposure, 500 feet lightning, steeping back from a beautiful stretch of salt water a mile and a half wide. This slope at its steepest part has a grade of over 17 degrees and extends approximately a quarter of a mile flattening out to form the main bench on which the Refinery proper is built. At this point the property widens to 1,000 feet. Between this bench and the back of the property, one mile from the waterfront, there is quite a consid- erable bed of gravel which acts as a filter in transferring the material from the C.P.R. cars at the waterfront to our own cars and makes possible the movement to the sites of construction the enormous amounts of labor. Our large crude storage tanks are all at the back of the plant and the crude from these tanks continuously moves forward for storage. As soon as the original six tanks are full, they are replaced by six new ones.
inexpensive operation. During the spring of 1913 construction of many other parts of the plant was started. Among these were the Lubricating and Pulp Oil Plant, Acid Restoring Plant, Barrel and Can Filling House, while crude Stills, Tar Stills, Shell Pressure Stills, a rider Steam Still, and three more Boilers, seeming to spring up out of the ground at the command of that magician, the Engineering Department. Construction of the four Shell Pressure Stills followed during the summer of 1913 and these went into operation during October of that year. We must not overlook that most useful commodity—Water. This was one of the design factors in locating the plant at its present site. About three-quarters of a mile north-west from the plant nestles our own Deep Lake—a beauty spot with hills rising steeply on all sides, a typical mountain lake, pear-shaped, possibly a mile and a half long, and very deep. Deep Lake supplies the large quantity of fresh water necessary for plant operation and domestic use. It also provides splendid fishing and a most perfect skating rink on those rare occasions when we have a spell of 'down east' weather. Among the first necessary pieces of construction was the pumphouse at Deep Lake, installation of pumps and an 8 inch line to supply refinery needs. This 8 inch line was in 1920 supplemented by a 10 inch line and with our growing demand we may soon be compelled to draw on the undistrubed supply of salt water at our door for part of our requirements.

But perhaps you are wondering a little about our social activities and living conditions during those early days of pioneer life. They were undoubtedly quite different from those experienced at most of our refineries at any period of their existence. There were bunkhouses, and all that goes with them. But who of the old-timers does not re-call with a little regret at passing the good times at the old scow-house, when whole families attended the dances. One end of the hall became temporarily a nursery, a parking place for babies and small children, as they one by one became too sleepy to chase each other around the dancers. And such dances! Real pappy music by a fiddle or accordion with someone who could "call 'em off"—"First lady and opposite seat, etc." Then came the days of the Old Imperial Hall. This was real progress and neither the present nor any future hall, however grand, will see any merrier, happier parties than this same little, old hall which, alas, has since degenerated into a slack barrel cooper shop. In 1915 about sixteen cottages were built on the hillside near the western line of the property and about 300 feet from the waterfront. These were occupied for the most part by the foremen, while along the waterfront for half a mile you could scarcely throw a rock into the bush without hitting a cabin or chicken house. The main promenade was a spur line of the C.P.R. which served loco and went no further.

The Loco Summer Fair during these early days was a real event and May Day Celebration became a ceremony to dream about and relive from one year to the next. Loco could not go to the big cele-bration of the Cities so she made her own and did it quite royally too.

With the essentials of a refinery well under way, attention was turned in 1916 to construction of a permanent office building and a Community Club House, better known as "The Colony House." The present office building with its testing laboratory was completed during the summer and the Colony House, which has since become a "bachelor's" haven of rest, was finished about the same time. We are perhaps just repeating the experiences of the other refiners when we tell of the changes in operation due to the ever changing crude situation and market conditions. Built originally as a lubricating plant of 1,000 barrels per day capacity, the Loco refinery has gone through various phases until now almost every petroleum product, excepting grease and various sites of construction, our costs for handling construction material have been greatly re-duced.

The fall of 1926 saw the Ethyl Gasoline Mixing Plant constructed. From that time until mid-winter 1924-1925 there was no construc-tion.

This spring three tanks 120 by 42 feet were constructed and a new boiler of a much improved type is being installed. Perhaps we can best give an idea of the growth of our plant by piec-ting the activities on the refinery dock. In the early days the app-roach of a cargo of crude oil heralded far and wide. All hands from the Chemist and his staff to our Mechanical Superintendent were out to greet the boat on its arrival, whether day or night. For a boat arrived only about once in six or eight weeks. Now different. With the arrival of a crude boat on an average of every four days we casual-ly glance down at the dock in the morning to see which one of the numerous tankers happens to be in, and our fleet of tankers, S.S. "Imperial," "Fue-lite" and "Ranajimo-line" are operating constantly, deliver-ing finished products on Vancouver Island and along the Coast. Thus we keep with the modern trend of business with the "bigger is better" principle ever before on: "Better products in ever increasing quantities."

Incidentally the year 1921 marked a real up-heaval in the community life of Loco. Throughout the preceding fall and winter, clearing op-erations had been going on, and in 1921 the Loco Townsite lo-cation and the migration proper started, or in other words, Loco came out of the woods into the open.

The houses that had been built on the plant property were one by one raised an moved to this new road, some of them a distance of half a mile, crossing over two ravines. This was no mean undertaking, for the road was narrow and we started with a considerable grade. Fifteen houses in all were moved during the same time forty-three modern houses, mostly of the bungalow type, were erected on the Townsite. The following
year saw the completion of seventeen more homes, while in 1923 homes were built on the last available lots.

That the Ioco Townsite has proven a success is demonstrated by the fact that when a house becomes vacant there are usually several immediate applicants.

Just here it is only fitting to include a few words of tribute to the late Mr. J. E. Sindysan, for many years Superintendent at Ioco. He was a great community man, unceasing in his efforts to improve social conditions and the general welfare of the community. We could always depend on his full support towards anything in the line of sport, the general health, or any matter which was going to benefit the community as a whole, and every member of our community felt a deep personal loss when death removed him in 1925.

Ioco community may be said to be self-governing. It is true we have no civic corporation with any legal status, but the general welfare of the community is admirably handled by a commission of five, elected annually from the residents of the Townsite.

The opening, in December 1921, of the Community Hall marked not only the inauguration of a new era in the social life but, according to the old-timers, the passing of the good old days. In other words, Ioco had passed from the pioneer period with its own peculiar associations to the up-and-coming modern metropolitan age. Ioco had ceased to be Ioco-in-the-bush. The road which until about this time had been a tortuous trail was improved and later paved, so that it was no trick at all to run into New Westminster or Vancouver for a show in the evening. How different from the days when the only means of getting out was by a small ferry which made three trips a day, the last one leaving Ioco at five o'clock in the afternoon.

Baseball did its share to put Ioco on the map. Ioco had been playing strong in the Dewdney League, Senior Amateur, and in 1921 carried off the B. C. Championship and in 1922 the Lower Mainland Pennant, losing out to the Vancouver Island team in the finals. Since then we have had several Junior and Intermediate teams which have given a good account of themselves. Through the winter, Badminton is a favorite, with indoor baseball a close second. Physical culture classes are carried on for the children with a public demonstration to wind up the season. Tennis and horseshoe pitching always provide their share of fun in the summer, the ring of the horseshoes sounding far into the small hours under the well planned lighting system. Our own Mr. Valentine holds the title as B. C. Champion horseshoe pitcher and Ioco has enjoyed many a well fought battle for this title. Soft ball promises to become very popular this year. The various clubs hold frequent dances during the winter, which are well attended and enjoyed. The main event is the Refinery Boys' Annual Dance usually held early in December, and judging from the great number of friends who come from Vancouver and New Westminster it compares very favorably with the dances held in either of these cities.

This dance, originated by the bachelors in the early days of the refinery as some slight return to their married friends who were pleasant hosts throughout the year, alone survives of all the early social activities. Ioco now has a paved road, bus service, automobiles, traffic rules, nearly every advantage of the big city except the "cop" on the corner and, because there are only 500 people in Ioco, it is quite safe to allow your children to walk to the store, church and school. The store in Ioco is equipped with every modern convenience.

At the same time the port was visited by H.M.S. "Vancouver" basketed to loan the Imperial Oil Review to the Canadian government by the British Admiralty. She was a trim little ship, well equipped and when alongside the "Durban" reminded one very much of a whippet alongside a great dane.

While these two ships were in port, Brigadier General McNaughton, Officer Commanding Military District 11, arrived from Vancouver by seaplane. The plane left the Southern Port, 530 miles away, at 10 a.m. and reached here about 7 p.m., being detained by very strong head winds most of the way. We supplied this plane with Imperial Aviation Spirits and also arranged for cabs of feet to get to different places where it called, while accompanying the two ships to the Queen Charlotte Islands.

In this way we served the three branches of His Majesty's Service in one day; Army, Navy and Air. It is also interesting to note that Prince George is attached to H.M.S. "Durban" for duty, and will soon be joining his ship, his quarters already being allotted.

Oil production in Canada

Notwithstanding continued development of the Turner Valley Field, Canada remains a relatively unimportant producer of petroleum. A survey of production for 1927 shows that for every barrel of oil produced in Canada 535 barrels were produced in Oklahoma, 646 in California, 154 in Texas, 154 in Russia, 129 in Venezuela, 128 in Mexico, 111 in the Gulf Coast, 81 in Kansas, 80 in Arkansas, 74 in Persia, 61 in the Appalachian District, 60 in the Rocky Mountain Fields, 29 in Colombia and 21 in Peru and Equador. Grouping production for the United States of America, we find that Canada produces only one barrel of oil for every 1,742 barrels produced in the United States.
AT THE annual meeting of the 56 Church St. Club held in the Imperial Oil Building at Toronto on October 2nd, the Victor Ross Trophy, emblematic of the championship of the Imperial Soft Ball League was presented by Mrs. Ross to the winning team, the "FILLER UPS" on whose behalf Mr. Rex Stumers, the Captain, received it. Mr. Ross spoke briefly to the members of the Club on social intercourse among the Company employees. The Silver Trophy donated by Mr. John Neis for the 56 Church St. Club golf championship was presented by Mr. Neis to the winner, Mr. John Taggart.

Reports of the Secretary and Treasurer were submitted and showed that during the first year of its existence the Club had been very active, had promoted several highly enjoyable social events and attended by nearly 1100 people.

In the realm of sport the Club made a substantial grant to the Senior Hockey Team; provided funds for the Junior Hockey team playing in the Toronto League; allocated prize money to the Men’s Bowling League; sponsored a Mixed Bowling League and secured the C. O. Stillman Trophy for competition; organized a Soft Ball League which competed for the Victor Ross Trophy; organized lawn tennis in the public parks; and a golf tournament for members. The election of officers resulted as follows:

President, Mr. J. A. Pope; First Vice-President, Mr. H. Gilchrist; Second Vice-President, Mr. J. M. Mercer; Third Vice-President, Mr. J. M. McNeil; Fourth Vice-President, Mr. Kenneth Young; Secretary, Mr. J. Neis; Treasurer, Mr. D. E. Leslie.

BRANDON

THE Eighth Annual Picnic of the Brandon Division was held on August 18th at Souris, a very pretty town thirty miles from Brandon.

Immediately on arrival, a baseball line was made for the "O" Swinmin’ Hole" where everyone made merry, afterwards partaking of a delicious supper served by the girls of the Office.

After supper, various races caused much fun and excitement, and a soft-ball game gave pleasure to the male members, bringing to a close a most enjoyable day.

PERU

MR. WALKER TAYLOR, who for the past five years has served in the Production Department in Peru has been recalled to Canada and will have charge of drilling tools in the Turner Valley for Imperial Oil Limited.

WINNIPEG

FROM coast to coast members of Imperial organization will learn with deep regret of the sudden death of Miss Elizabeth Higgins, of Winnipeg Division, which occurred on July 2nd last. Of a quiet retiring nature, Miss Higgins carved a niche for herself in the affections of her associates which can never be filled and she will always be remembered by those with whom she came in daily contact. At all times tactful, kindly and dignified, she was a lady in every sense of the word.

Miss Higgins was born in Winnipeg and was a true daughter of the West, being a member of one of the pioneer families who helped in the up-building of Manitoba, and several streets in Winnipeg named after her relatives remain as a lasting memorial to the Higgins family.

It was in December 1904 that she was first employed by Mr. S. H. Blacknell, then Chief Clerk at Winnipeg. For a time she acted as his stenographer, but she soon established such a reputation for promptness, accuracy and general efficiency with close attention to her business that the General Manager, Mr. H. E. Sharp, took her for his personal stenographer. Many changes have taken place in Winnipeg since that time and there have also been changes in the personnel of the Management occasioned through the growth of the organization, and the succeeding Managers, Messrs. H. J. Guthrie, J. McNeil, A. J. Wolcott and J. A. Boyd, were only too pleased to retain Miss Higgins’ services in the same capacity.

When Mr. A. E. Halfverson was appointed Assistant General Sales Manager for Western Canada with headquarters at Winnipeg he asked that Miss Higgins be his private secretary, which position she re-
tained until Mr. Halveron moved to Toronto, at which time he deeply regretted that Miss Higgins would not accept a transfer to Toronto. After Mr. Halveron left, Miss Higgins came back to the Winnipeg Office with Mr. C. S. Griffith, present Manager.

The remark made by Mr. Griffith at the time of her death—"she died in that calm and peaceful way in which she always lived"—fittingly sums up her entire history as an employee of Imperial Oil, Limited.

TORONTO

UNDER date of August 21st, Mr. R. H. Trollope, our agent at London, sent the following greeting to Mr. F. J. Wolfe, Director in Charge of Marketing:

"Dear Mr. Wolfe:
The London branch of our organization joins with other firms in this city in forwarding a letter to Toronto by Air Mail on Friday, August 24th.

This flight is interesting inasmuch as it represents the first Air Mail delivery from London.

Yours very truly,
(Signed)—R. H. Trollope

Another instance of Imperial service is brought to our attention by a Toronto lady who resided during the summer at a country home twenty miles east of the city. She set out one day to explore the country roads and forgot that important item of equipment, her purse. She had not gone far when a tire was punctured. As she was wondering what to do without money and without a proper understanding of the technical intricacies of tire changing, Imperial Oil tank truck number 17,335 hove in sight. In a few minutes the tire was changed and car and truck were on their way, not however until after the lady had stammered an apology for having no money to reward the truck driver. The driver's reply was "I don't want money. This is an Imperial Oil truck and Imperial Oil means service."

IMPEROYAL

THE employees of Imperial Oil Refineries at Imperial, Nova Scotia, celebrated their annual picnic on August 16th last. Contrary to the usual custom the proposed picnic date had to be postponed twice on account of inclement weather. Saturday, August 18th proved to be an ideal day and a fleet of buses transported the large crowd to and from Silver Sands. Approximately 700 picnickers gathered together and entered heartily into the sport of the afternoon. Employees came in force from Halifax, Dartmouth, Woodside, Imperialoyal and Eastern Pannage.

The sports committee are to be congratulated on the efficient handling of the many and varied athletic events. They were keenly contested and ran off in record time. Though the refreshment committee's hours were long their efforts were doubly appreciated.

Superintendent D. M. Allan, as Honorary President of the A.A.A. was assisted in the work of promoting the races by President Charles Scrymgour, A. A. Murphy and Erroll Zuck, who acted in the capacity of Official Announcer.

Adding to the pleasure of the occasion was appropriate music rendered by a brass band during the afternoon and evening.

The annual tug-of-war contest for the "Sinclair" Trophy was staged on the 26th of September last at Imperialoyal by the refinery employees.

Four departments contested vigorously for the supreme honors, Labor, Mechanical and the Process and Warehouse. The Process and Mechanical departments emerged victorious.

The following afternoon the battle was resumed between the two winning teams. After two long pulls the Process department won out.

Much interest is evinced annually for the laurels of winning the "Sinclair" Trophy and needless to say the hams awarded to each player on the winning team is a prize worth "tugging" for.

TUG-O-WAR AT IMPEROYAL

NATIONAL HOLIDAY AT NECRITOS

The National Holiday is an event to which the Peruvian people look forward and on which they lavish much of their genius for ceremonial and pageantry.

In the upper photograph, corps of Girl Guides and Boy Scouts stand at attention as the act of Independence is read. Tanks and derricks and other company equipment loom in the background. Lower left, raising the National colors outside the Police Barracks. Lower right, a football game which was part of the day's programme.
A BUSY DAY AT LEASIDE

LEASIDE (Toronto) Airport is enjoying a steadily increasing traffic of aircraft. Above is a view of a corner of the airport on a busy day. The arrow points to the Imperial Airplane Service Station, the first service station of its kind in Canada. Lower left, a big tri-motor all-metal transport. Lower right, a squadron of American army planes which lately visited Toronto.