Talara Bay, from an incoming tanker. Part of International Petroleum Company, Limited, refinery and tank farm in the background.
Making Gasoline Safe

Elaborate precautions must be employed in the handling of this liquid whose vapour is so powerful an explosive

In the folklore of nearly every country in the world there is a story of a man, poor and deserving of course, who in his struggle for existence discovered some magical object which, on being spoken to in the proper manner, turned to the correct angle or otherwise worked; yielded up a genie who performed any feat the man asked, regardless of its absurdity or seeming impossibility. These intangible giants could make themselves exceedingly disagreeable and even dangerous if offended, and as they were temperamental it was practically impossible to foretell what might go amiss, especially if the wrong man undertook to work the charm and invoke the spirit.

This fairy tale has come true in many ways during our civilization, and one of the most powerful giants ever called to the aid of man is that pale, odorless fluid, gasoline. Like the genie of the table it is tremendously potent and must be handled with respect. In dealing with it, familiarity never breeds contempt; in fact, the greater the knowledge of gasoline, the greater the care taken with it.

Gasoline, if humoured, is practically as safe as water which it resembles in colour and fluidity. Its dangerous characteristics are its inevitable tendency to form a vapour and the certainty of this vapour when mixed with a certain amount of air to ignite at contact with even the tiniest spark or flame. Gasoline itself is not explosive. A lighted match or torch may be thrust into a tank of gasoline and will be instantly extinguished. It is the vapour stage that is dangerous and unfortunate. Unavoidably there is no known way of predetermining just when the atmosphere is at that state of saturation with gasoline when it is explosive or inflammable. Since vaporization cannot be entirely prevented, it is necessary to protect the vapour from anything which will ignite it. Ignition may be caused by an open flame such as a fire, a torch, a match, a lamp or lantern; a spark from a cigar, cigarette or pipe, an uncovered electrical element, a spark from a switch or from two metal objects in contact. One of the great hazards is from frictional or static electricity which is generated when two substances, both of which are non-conductors of electricity, are rubbed together. Thus, gasoline itself, running through rubber hose, or moving through a conveyor which is a non-conductor, generates static electricity, and this means that in the handling of gasoline some system must be devised to lead off this electricity and prevent it from sparking. External vigilance and forethought are the price of safety with gasoline.

The oil industry which is familiar with this substance from infancy, as it were, makes a splendid showing for safety in the handling of it. Every precaution is taken, it is endeavoured to foresee and provide against emergencies, and it is only where carelessness creeps in or more men underestimate the hazard of the substance with which he is dealing that gasoline and its volatile brothers, naphtha and benzine, turn on him and exact their meed of respect.

As soon as this mighty fluid is distilled, treated and made ready for consumer distribution, it is drawn off into enormous storage tanks. These tanks are widely separated from each other and where necessary are protected by earthen walls, or trenches. They are constructed at a specified distance from buildings and railway tracks, for when gasoline rises in wrath it punishes not only the original offender but everyone and everything else in reach.

The intricate network of pipes, conveying the gasoline from the refineries to the storage tanks, from the tanks to the loading racks, from the racks to tankers, tank cars and tank trucks, is grounded in much the same way that lightning rods are installed on buildings. These ground wires carry off the static electricity generated by the moving gasoline, and which seems to have the same affinity for the volatile vapour as a top has for a straw cat. Something draws them to-
Here again care is taken to avoid over-crowding the tanks especially where it is under the seat or beneath the bowl. The attendant is also careful to make a metallic contact between the nozzle of the hose and the fill opening of the tank before the gasoline tap is opened. This creates a perfect conduit for the frictional electricity which is always present with flowing gasoline. If a direct contact were not made, the current instead of flowing smoothly from one metal to another would jump, in the form of a spark, and possibly ignite the vapour given off by the gasoline.

From the moment the gasoline is delivered to the customer, he is responsible for the safety of the appliance used and the policy of safety carried out by the oil company who sold him the product. Warnings are issued by fire departments, insurance companies, the daily papers, the people who sell the product, and others.

The observant user of gasoline finds it a valuable and obdurate servant, performing at his behest mighty feats of labour. But there is the man who carlessly or stubbornly ignores the advice of his own experience. He is carelessly forgetful of the warnings. He stores the product in close quarters, ignoring the need for ventilation. An open flame means nothing to him, except perhaps a thrill at the sense of hazard. He thinks static electricity is a joke or an excuse

trumped up by "softeries" who are afraid to "take a chance." He is usually the man who lights a match to see if—and he sees. So alas, do his heirs and assigns.

Folk who make a practice of doing their own cleaning with gasoline are, mildly speaking, flying with death. The ordinary household is not equipped with the safety devices of the storage tank, gasoline station or commercial cleaning establishment. There is often not a lighted stove with at least one burner going, or an electric stove with an exposed element, or a heater. It is impossible for the busy housewife to foresee the dangers lurking in the quartz or so of gasoline. If she escapes the peril of the open flame, her zeal for cleanliness very often outweighs her common sense and in rubbing the garments vigorously to clean a particularly dark spot she is apt to generate a frictional electricity and a carelessly sparking spark makes gruesome reading in the newspaper next morning. Perhaps the man of the house essays to clean the hardwork floor with gasoline but in the interest of some grand function or at other seasonal cleaning. He later finds he is not so helpless, poor fellow, as he grinds away with the steel wool, the need for ventilation is carefully closed to "keep the smell out of the house." He may even lights his pipe to help his concentrate

If they survive these stunts, and in there is any soiled gasoline left, they pour it down the sink. Perhaps there is a leak in the sewer pipe. It has been known to happen. The coy fumes hang around the cellar, their, or somebody else's. They accumulate from several cleanings, the neighbours contribute their quota, and then one day the furnace is started up in the cellar and with the tank combined is another of those mysterious explosions—cause unknown.

Gasoline fumes plus frictional electricity or a nice bright flame certainly do wreak a holocaust. It is far safer, and infinitely cheaper in the end to have dry cleaning and hardwood floors attended to by those whose equipment and experience make them competent to handle this work. A few moments of daylight and a sprinkling of fresh air spent in filing the reservoirs of gasoline engines, furnaces, lamps and household devices, are an investment in safety. Gasoline can be handled without the slightest risk,—the oil companies have proved this—provided the tires are filled in nine cases out of ten or the innovation is handled by someone who use gasoline, those who are exposed to the possible carelessness of gasoline users. We must insist on obedience to this so easily obtained. It is a small sacrifice compared to their bit to the world's progress.

One of the largest grain carriers in Canada—the Greatnaver, a diesel engined ship—taking on fuel at the Imperial Oil Limited distilling plant, Montreal.
A Short Trip to Peru

Being a pictorial pilgrimage to that part of the ancient land of the Incas where Canadian enterprise has built a great modern industry.

Photographs by Ewing Galloway, N.T.

In the upper picture is shown a section of the native quarters in Negritos, Peru, where labour employed by the International Petroleum Company, Limited, resides. The stone building in the lower picture is the moving picture theatre built by the International Petroleum Company for its employees, and which is operated on a nonprofit basis. Performances are offered twice a week in the evening, and a special train makes a circuit of the territory, gathering the audience, who after the performance are returned to their homes by the same train.

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A view of part of the town of Negritos, headquarters for the International Petroleum Company's producing operations in Peru. In the picture are shown some of the office buildings and workshops. Note the solitary bit of vegetation, just beyond the horseman, in front of the building which in the early days served as a hospital but which has been replaced by a fine modern structure.

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The point at Talara, with a section of the mole showing in the foreground. At the upper left is the single men's staff house in which each bachelor employee has his bed room and sitting room. Below the staff house is the club, centre of social and sporting activities, where the unmarried employees take their meals. Right on the sea at the right is the open air swimming pool. The warehouse and barrelling plant may be seen on the main wharf.

Part of the field southeast of Negritos, showing a number of drilling rigs and a typical stretch of the railway and motor road that run through the field.

Another view of the mole at Talara, showing part of the filling plant, machine shops and the tankage for finished products. The lighter in the foreground is used to load and unload ships in the bay.

The cove and can plant at Negritos. A corner of the new staff house may be seen at the upper right, with a section of the club house below it. Centre right is the new grease plant and new lubricating oil works. In the centre is the cameron used for loading package goods. Managerial residences may be seen at the top of the hill to the left.
Talara Bay from the Alto's, showing the town site on the point with the refinery in the extreme left background. Tankers are riding at anchor in the bay. The road winding through the centre ground leads to the airport on the Alto's where planes arrive from and depart for Chile, Colombia, Panama, and United States points. Shading the road in the centre is a windbreak designed to prevent sand from drifting onto the road. It works on the same principle as the snow fences which are familiar sights along our Canadian railway right-of-ways during the winter months.

Negritos South, showing the surf washing up on the beach and the derricks seemingly marching out into the sea. The picture shows the intense grid nature of the producing field where rain falls only at intervals of many years. The field after a rainfall is an amazing sight for immediately vegetation springs up, to thrive only for that brief time during which the moisture is retained in the soil.

One of the gasoline absorption plants in the International Petroleum Company's producing field. These absorption plants recover great quantities of gasoline which in the old days went to waste.

A street in the native quarters at Talara, showing the houses built by International Petroleum Company, Limited, and occupied by the native workers and their families. Note the flagpole at each house. The Peruvians are an intensely patriotic people, and no home would be complete without its flagpole from which to fly the national colours on feast days and holidays.
miles long and over half a mile wide—virtually a new river.

The effect of Beauharnois on industrial development in Ontario and Quebec lies in the industries attracted to use the power thus made available and in the population growth created by employees of these industries.

Various surveys which have been made both in the United States and Canada indicate that for every $100.00 spent to develop power $650.00 to $1,000.00 are spent in building or expanding industrial plants to use the power. At present authority has been given for the development of 500,000 horsepower at Beauharnois. It seems to be a conservative estimate that $100,000,000,000 will be spent on industrial plants to use this power, and over one billion dollars if the full 2,000,000 horsepower is later developed.

Estimates of population growth are equally significant. The "Journal of Electricity" has published a calculation, which has been frequently quoted, to the effect that for every 1,000 horsepower developed 385 men are employed by the industries using it. Even if we cut this figure in half the result is astonishing. It means that 500,000 horsepower developed at Beauharnois would require 95,000 new workers in the industries using it, or a total new population, with their families, of about 380,000.

And complete development of the 2,000,000 horsepower available at Beauharnois would mean, on the same basis, a population growth of over 1,300,000 people.

In other words, the ultimate power development at Beauharnois should mean over one billion dollars in industrial expansion, and over one million increase in population.

Beauharnois has an important relation to the Saint Lawrence waterway plan because the canal, when required by the Federal government, is to have a ship channel six hundred feet wide and twenty-seven feet deep, which meets the specifications set down by waterway engineers and would accommodate our largest lake ships. This ship channel is to be given to the government when required without cost and the government may construct ship locks at the Lake Saint Louis end of the canal to give passage around the power house.

This means that, from the government's point of view, the great new Beauharnois canal is a link in the waterway plan. If completed and put to use by the government, all the difficult Canadian sections of the Saint Lawrence waterway would be disposed of, with the exception of the Rapids section between Beauharnois and Montreal, and the only serious obstruction remaining.

The construction work on this great new canal is under the direct supervision of Mr. Frank H. Croxton, an outstanding hydro-electric engineer.
FISHING

A most lucid of all reports that come to production headquarters from the drillers in the field is—"fishing." A vexatious delay for an uncertain period, as well as financial loss, is implied, and the further the driller has proceeded the more disastrous is news of fishing operations for the more costly and hazardous is the task of recovering the lost tools.

An amateur turned loose on a drilling rig would in all probability cause a fishing job within a very short time, but even the most expert drillers encounter mishaps that can never be foreseen. Then drilling may have to be suspended and the trying task of recovering a lost "hit" undertaken. The fish at the drilling rig has this in common with the disciple of Isaiah Walton—high hopes and complete uncertainty of success.

In cable tool drilling, fishing is often due to a break in the steel cable which suspends the drilling bit and the stem and jars above it. It may seem extraordinary that broken steel must be guarded against, but the very nature of cable tool drilling is favourable to such mishaps. The bit is never allowed to rest at the bottom of the hole. It is supported by a spool and is only by the stretch in the cable that it is permitted to strike the bottom of the hole. This happens when the steel cable results in a pecking action in the hole which affords faster progress and is to some extent a safeguard against the bit becoming caught in the hole. In rotary drilling, fishing becomes necessary when through the bit encountering a boulder or some other obstruction the drill pipe is twisted in two.

There are too many methods of fishing to permit of extended description here. So exact has the science of fishing become that there is special equipment for nearly every eventuality. In fact, the driller has almost as elaborate a fishing kit to rely upon as has the angler who has been subjected to skilled treatment by an expert sporting goods vender.

A tool lost in a hole, the first thing a driller does is to endeavor to procure information regarding its position. The driller may be anywhere from a few hundred to several thousand feet from the lost equipment. He has no means of seeing just what conditions are. In order to get a picture of what has happened he uses an iron, a wooden block, a block of wood into one end of which long nails have been driven, with the heads protruding several inches. Soop is pressed into the spaces between the nails and this device is lowered and set, which results in an impression on which the driller may map the situation and decide how best to proceed with the fishing job. With luck he may recover the lost equipment in a short time, but such luck is not common. Sometimes he will find that the hole has caved and buried the lost bit, and then the tedious process of cleaning out the hole must precede actual fishing. At other times it will be found that the well has been broken off short and is lying across the formation of the hole in such a way that it cannot be released. Often after long periods devoted to fishing operations, it has been necessary to abandon the hunt and drill past the lost equipment in order to proceed with the drilling.

In a field where deep holes and difficult drilling are the rule, it is obvious that the small operator whose capital is limited is liable to financial extinction if he is untutored enough to encounter a bad fishing job. A driller has a sample with which we are familiar is the Turner Valley field, Alberta, where difficulties and hazards beset the drillers as are rarely encountered in any other oil field and many a small company has reason to be grateful to Imperial Oil Limited for a word of advice or the loan of an essential fishing tool to have its own well, from that sorry multitude of the "Abandoned due to fishing difficulties".

LA LLANO BRIDGE, COLOMBIA

It was not for the derrick and the characteristic outlines of the village adjacent, but for the peaceful village in southern Ontario. The picture, however, is of a bridge over the La Llano River, near Colorado Well No. 8, in Colombia. This bridge was built by the International Petroleum Company, Limited.

Mr. F. J. Wolfe was successor to the Samuel Rogers & Company—Queens City Oil Works, one of the first units of the Canadian petroleum industry. The Rogers family, of sturdy old Quebec stock, settled in Canada in 1799 and 1800, taking up land near where the town of Aurora, some thirty miles north of Toronto, is now situated. At the time they settled there, they were farthest, north of any settlers on Yonge Street, the main highway which now connects Central Ontario with Northern Ontario.

The late Samuel Rogers and his brother had organized a coal and wood business, in 1876, and in 1878 the partnership was dissolved and two well known companies grew up in its stead, the Samuel Rogers' Queen City Oil Works and the A. S. Rogers Oil Company. It was at his first interview with the Queen City Oil Company that Mr. Wolfe met a later associate on whom the firm of Imperial Oil Limited, Mr. A. S. Rogers, who was directing the Queen City Oil Company's activities and who is a son of the founder of the Company.

This was in 1902, when Mr. Wolfe's other present associates on the Imperial Board were widely scattered. Mr. Wolfe was conscious as he of the importance of some of the positions that were destined to fill. Mr. Stillman, President of Imperial Oil Limited, and Mr. A. S. Rogers alone among them had at that time attained to positions of any great importance in the oil industry, the former as Superintendent of Imperial Oil's then only refinery at Sarnia. Mr. G. Harrison Smith, the senior Vice-President, was still at that time clerk in an oil company. McQueen, second Vice-President, was engaged in independent exploration in the oil fields of Northern Ontario. Mr. Vicary also became a Vice-President, was a young reporter in the employ of the "Telegraph," and had not yet given evidence of that flair for financial journalism which later won him prominence. The business at that time, as compared with its present status, was relatively as unimportant as the reports then held by the young men compared with the responsibilities they carry today.

After several interviews with Mr. A. S. Rogers, Mr. Wolfe was engaged in the firm that was advertised in the "Telegram." Again he became a general utility man, though perhaps his principal duties might be described as those of statistical clerk. That his work satisfied him may be assumed from the fact that within (Continued on page Twenty-One)
IMPERIAL OIL REVIEW

AVIATION PROGRESS IN SOUTH AMERICA

The establishment of an aero-plane network by the Sociiedad Comercial Colombo Alemana de Transportes Aereos, known as "The Scaitala Company," between Barrancabermeja and Bucaramanga is a most important step in the progress of aviation in South America.

This new service was inaugurated on August 21st last, when the first plane arrived at Barrancabermeja, carrying as passengers Dr. Narciso Torres Melendez, Governor of the Department, General Jose Joaquin Villamar, Military Governor, and Dr. Carlos Perez, Mayor of Bucaramanga. There is no doubt that the capital is the Department of Santander.

Representatives of the Tropical Oil Company were present at this important event, and a luncheon was requested held at Barrancabermeja in honour of the Governor.

Among the distinguished guests in attendance were General Villamar, General Soto, Bank Manager at Barrancabermeja, the Mayor of Barrancabermeja, the Mayor of Bucaramanga, and the Resident Manager of the Tropical Oil Company, Mr. B. A. Meyers.

The actual flying time between terminal points on the initial trip in this new service was forty-two minutes, and is a striking contrast to the time taken under the ordinary method of travel. The only other means of accomplishing the journey is by mule through jungle trails and usually takes two days.

The air distance between Barrancabermeja and Bucaramanga is about 100 kilometers, and by road it is about 120 kilometers.

The new service promises to be so well patronized that it will be able to maintain a plane making two return trips a week.

AN UNUSUAL REQUEST

Capt. Harvey L. Weber, Imperial Oil Agent at The Pas, in Northern Manitoba is now subject to emergency demands and requests of an unusual nature. Capt. Weber has organized a transport system with which, it is claimed, he can deliver anything to any point in the North and do it on short notice. It is nothing for him to leave his desk for a couple of days and return to it after covering thousands of miles of northern country by air, supervising arrangement of caches of Imperial Oil products for the furs in the North. But recently he received a request of most unusual character. He has not yet advised whether he is going to render the service requested or not but it is probable that in this case he will decide for discretion and not assume the enormous responsibility involved.

Capt. Harvey L. Weber, Imperial Oil Agent, The Pas, Manitoba.

Dear Friend,

I am sending you a picture of myself and the Spiritus C. fr. 1, in 20 ft. which rides Lake Athabasca like a duck.

I am all alone in this north country but I have not for my friend, The Pas.

If I would like to ask a favor of you and I am willing to pay you for your trouble. I will, get $200 out of my homestead and I get myself some winter clothes, a pair skates and put $300 in the bank.

FIRNAXS.

I kept the $50 for engine money for my boat and I can buy heating socks and mitts. I got this money so far I did I did have time to look around after I got my boat and cable built.

What I want now is a mate, a real companion. I am not particular. I just as soon have a spade board spread as easy for I am pulling out of my far, far at Rat Creek in the spring.

I saw a good looking in the Paris Cafe when I was there. She was short and chubby and had good life. When winter sets in centum theses will be pretty quiet. Now or anytime put an ad in the paper.

WANTED.

A life partner for a fur farm. Only ladies apply. Your address and have them come to your office and question them. Too if they will be satisfied in the situation. I am 40 fast March, brown hair, grey eyes, I eat 3 steak, weight about 150 pounds. English and German descent.

Larry.

Please write a long good bid. I will pay for the ad, have to pay to Cranberry Portage. Please you may pay yourself to expect the cost and will send you the funds. Hold the fare until you are sure you will be able to make the trip. Your friend in the north.

Cranberry Portage, Manitoba.

NEWFOUNDLAND TIDAL WAVE DISASTER

FOUR NEW TANKERS FOR INLAND FLEET

Four more tankers will be added to the inland waterways fleet of Imperial Oil. Limited early next year, two for service between Halifax, Montreal, and Western Lake Ports, and two for service between Halifax and Ottawa. With the addition of these ships the Imperial Oil inland fleet will number twelve vessels, to not mention a large number of barges. The vessels designed for service between Halifax, Montreal, and the Western Lake ports will be christened the Acadian and the Scimitar and will be 256 feet in length, 18 feet in depth with a moulded breadth of 43 feet. They will have a deadweight capacity of 2800 tons on a draft of 6 feet, 7 inches fresh water. The machinery will consist of triple expansion engines and a single-ended Scotch boiler, 180 lbs. pressure, oil burning. Each vessel will have ten cargo tanks with a total capacity of 760,000 Imperial gallons and a loaded speed of 11 miles per hour.

The two smaller vessels will be called the Ontario and the Rideau. They will be 180 feet in length with a 35 foot moulded breadth and 13 feet in depth. They will have a dead weight carrying capacity of about 1,000 tons. The machinery will consist of triple expansion engine and oil burning boiler and the vessels will be capable of a speed of 10 miles per hour. Each will have 6 cargo tanks with a total capacity of 245,000 Imperial gallons.

The ships are being built at the plant of the Farnese Company, Haverton Hill, on the Thames, England, and delivery is scheduled for May.

On November 14th, following an earthquake which seemingly had its origin in the Atlantic Ocean, a great tidal wave swept in on the shores of Newfoundland. Newfoundland, destroying twenty-six lives, devastating one hundred miles of the coast line and causing damage to the extent of more than a million dollars. Homes, boats, fishing gear, fuel and butter provisions of many fishermen were swept out to sea and it was four days before the news of this disaster was known in London.

The cost of all damages was $500,000 and the net proceeds of the damages to the Government of Newfoundland was $250,000. The Imperial Oil of the Newfoundland Tidal Wave Disaster.

NEWfoundland has been without adequate, there is a close tie of sentiment between the people of the famous oil Colony and the people of the Dominion and the sympathy of all Canadians goes out to the people of the affected district.

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Imperial Oil Review

The Sarnia Imperials

By Carl C. Mankov, Staff Writer, Canadian Observer, Sarnia, Ont.

Sarnia Imperials need no introduction. Every newspaper in Ontario, and a large number throughout the Dominion, has carried headline stories of their prowess in the past few months. To the voice of the press was added that of the air, as four well-known Canadian fliers told the story of the epic battle in Hamilton against the Tigers, leaders of the Big Four. Sarnia’s spectacular stand against the famous Tigers in big Tiger town was broadcast throughout the courtesy of Imperial Oil, Limited. Everyone from the distant mining towns to the seat of industry itself, in fact to the northern cabin in the far reaches of the land, had the opportunity of listening to one of the greatest games played by gridders from coast to coast.

Imperials have a particularly clean sheet this fall. Never before have they come through with such an unblemished record. Relentlessly they swept everything before them -- Windsor, Hamilton and Toronto were cut down by this powerful and well-coached organization to win their group. Then came Balm Beach, one of the most powerful eastern teams. They stood in the way of the Senior Ontario Football Union crown for the Province of Ontario. In a contest that will be long remembered by Sarnia fans, the Imperials defeated this well-trained and smooth-working twelve by a 3-0 score. This was a feat of no small magnitude for a team of only two years’ standing in senior football.

Imperials’ onward rush was abruptly halted just short of a Dominion championship by the mighty Tuckers in a hard-fought game in Hamilton, the scene of many tough grudge battles in war and pre-war days when “Hard Olah” from Petrolia and Sarnia used to make yearly excursions to Tiger town. Tigers supremely confident as a result of their easy victory over the other members of the Big Four and wearing several Dominion championship crowns were prepared to give the Imperials a thorough routing when they stepped into their den on Saturday, November 3rd. Experience won the day, but Tigers had to use every resource of their well-trained organization to hold the Westerners and finally subdue them by a score of 14-2.

That Sarnia, a city of only 18,000, should produce a team of such outstanding merit as to compare with the pack of Dominion teams, is a recommendation not alone to the players but to the management and the Imperial Oil Athletic Association who are backing them. Sarnia is the “hotbed” of Canadian Rugby, having more players per capita and more players on the actual field of play this fall than any other city in the Dominion. At the present time Sarnia has two Ontario championshipships to her credit. The Sarnia Wanderers, a large number of whom are employed at the Imperial refinary, won the Intermediate O.R.U. title and were defeated by the F. E. W. in the final of the mud of Varsity stadium in a bid for Eastern Canada supremacy. In 1924 the Imperial coach you all know now, Jack Newton, a Varsity star of the old Imperial days, was called to Toronto to coach his Alma Mater. In his absence the boys coached by Pete Van Alstine who carried them through to the Intermediate O.R.U. crown. Queens’ Intermediate team stopped Sarnia’s march to further honours in that year. In 1925 Newton came back to Sarnia and again carried his team through to gain the coveted championship. In 1926 this year, Montreal killed the local clean sheet record is appreciated, and by their work in the vast plants of Imperial Oil Refineries, Limited, they have helped to place Imperial products in a position of prominence.

No story of the Imperial Rugby team would be complete without an account of the man who in a large part was responsible for a great many of their victories. One afternoon, back in 1919, there appeared on the campus of the old Sarnia Collegiate a figure who was destined to be a key man to place Sarnia on the heights of Rugby honour and give her a name to be respected for clean and hard sport throughout Eastern Canada. On this particular afternoon the boys were having their regular practice passing the ball, running back kicks, tackling and bucking the line. They were also trying to avoid landing on the protruding water pipes and other obstacles of hardware on the well kept old campus. A boy, who read this article will remember where the water pipes used to stick out and dig into one’s anatomy. Unobtrusively but efficiently this chap on the campus of the old Sarnia Collegiate was making his way to one of the smartest teams in the Dominion. In the years to come he was one of the highest possible honours in the Imperial Athletic. O.R.U. and in 1922 the winning of the Dominion crown brought signal honour to Sarnia.

In 1923, the Sarnia intermediate team was taken over by Imperial Oil Athletic Association, and this same coach was pressed into action. Imperial Oil Athletic Association, using the O.R.U. title, and were defeated by the F. E. W. in the final of the mud of Varsity stadium in a bid for Eastern Canada supremacy. In 1924 the Imperial coach you all know now, Jack Newton, a Varsity star of the old Imperial days, was called to Toronto to coach his Alma Mater. In his absence the boys coached by Pete Van Alstine who carried them through to the Intermediate O.R.U. crown. Queens’ Intermediate team stopped

This year Jack Newton was forced to retire for a time, owing to the business of the press of business. Ross W. Gray, M.P., who succeeded him at the Collegiate and led them to the Dominion championship last year, stepped into the breach and directed the play for the last two games. The benefit of the knowledge Imperial Oil Athletic Association, using the O.R.U. title, and were defeated by the F. E. W. in the final of the mud of Varsity stadium in a bid for Eastern Canada supremacy. In 1924 the Imperial coach you all know now, Jack Newton, a Varsity star of the old Imperial days, was called to Toronto to coach his Alma Mater. In his absence the boys coached by Pete Van Alstine who carried them through to the Intermediate O.R.U. crown. Queens’ Intermediate team stopped
The new offices of Brandon Marketing Division

BRANDON Division needed a new office. The matter was duly discussed, the location chosen, plans drawn, estimates submitted, and then on a certain momentous day in May last, word was sent to Mr. F. T. Norris, Manager at Brandon, to "proceed with construction." Consequently the first balmy days of June saw the lot at the corner of Princess Avenue and 10th Street, Brandon, delivered into the hands of excavators, bricklayers, carpenters and other members of the building trades. November—and the last touches of gold were added to the signs, the shavings and bits of mortar cleared away, and the workmen gathered up their tools, glanced around to see that nothing had been neglected and departed. The new home of Brandon Sales Division of Imperial Oil, Limited was ready for occupancy by the Divisional marketing staff who supervise distribution and sales throughout the large sections of Manitoba and Saskatchewan for which Brandon is the logical distributing centre.

The building is 120 feet long (on Princess Avenue) by 35 feet (on 10th Street), and is of brick and stucco construction with Spanish tile roof. It is painted in the Imperial Oil standard service station colours, dark green and buff, and is two storeys high, with basement.

On the ground floor is a garage, 72 feet by 20 feet, a repair shop, 19 feet by 24 feet, lubrication service room containing two pits, a rack for washing cars, a beautiful show room 41 feet by 23 feet, and a service station office, with entrances on Princess Avenue. This floor has been leased by Imperial Motors Limited, a prominent Manitoba firm.

The Divisional offices are on the second floor, with the entrance on 10th Street, and are entirely separate from the garage and service station. These sales offices consist of private rooms for the Manager and the Assistant Manager, a cashier's cage, rest rooms, and a spacious general office with an excellent hardwood floor which is unsurpassed for dancing when the staff indulge in a social evening. The lighting throughout is by units specially designed to give a strong even light without glare. The interior trim is of hardwood with mahogany finish. The building is heated by the city's central heating plant.

Separated from the building by a wide driveway, is a canopied with three double visible pumps which are operated by the service station on the first floor.

All good wishes for success and happiness in the new quarters are extended to Brandon Sales Division.
SUPPLIES FOR THE FAR NORTH

In the November, 1929, issue of the National Geographic Magazine, Mr. J. A. Wilson pictures some of the achievements, hazards, and romance of flying in the far Canadian north. "Few people," he says, "except those who have seen it, realize the high degree to which Northern Canada has organized its air transport. Using water routes, open in summer, it has laid down a wide network of fuel and supply stations at strategic points...Now practically every district in continental Canada is within flying range of one of these stations."

The accuracy of this statement was dramatically asserted by the recent search for Col. J. D. MacAlpine and his party who were lost for two months up beyond the Arctic circle and for whom aeroplanes were scouring practically every acre of the area into which they had disappeared when word came by wireless of their safe arrival at Dease Point, 40 miles from Cambridge Bay.

The airman wins deserved admiration for his skill and daring in penetrating the remote fastnesses of the North, but great credit is due, too, to those who lay down the supplies of fuel and oil which make his services possible. Gasoline and lubricants, together with other necessary supplies, are taken over the water routes during the summer to main supply points and then are re-distributed in the winter when the frozen waterways and snow-covered ground make haulage comparatively easy.

The photograph shows the Hudson's Bay Company's steamer, the "Nanaimo," setting out from Montreal in June with a cargo of supplies for the far North. Her cargo combined some of the oldest and some of the most up-to-date of petroleum products—Imperial Candles and Imperial Aeroplane Spirit and Marvellus Motor Oil for aeroplane use. These supplies were laid down at the following points:

- Burnett, Albany, Wager Inlet,
- Post Hillis, Frobisher, Cape Smith,
- Cape Dorset, Lake Harbour, York Factory, Fort York, Southampton, Moose Factory, Fort George, Charlton Depot, Front Lake, Hopedale, East Main, Trout Lake, Severn, Chesterfield, Na Ru Ta,

MARVELUBES LEAD MERCANTILE LEAGUE

The Imperial Marvelubes made a splendid start in the Toronto and York Mercantile Hockey League on December 11th, when they emerged victorious from a crucial game with the Stockyards, an aggregation of star players.

The League opened on November 30th, and the Marvelubes played their first game on December 4th when they met the Eaton team whom they defeated by 4-1. The following Saturday they defeated the Canadian National Railways players. At other matches played in the League left the Stockyards as the only unbeaten team, the keenest interest was taken in the meeting between the Marvelubes and the Stockyards on December 11th, for the play would give to one or the other a very secure hold on the League leadership. Both teams played splendid hockey, but it was evident that the Marvelubes had a great margin of superiority.

In an official test on the Muskoka lakes last fall, Commodore H. H. Greening's Rainsvale VII, smashed all world's records for travel on water for distances of more than thirty miles. Rainsvale VII was driven for twelve hours, at 720 minutes, during which time she made 723.9 miles over a measured course. Her average speed was 98.31 miles an hour. The total time during which she was engaged for refuelling or other purposes was 32 minutes and 32 seconds, which came at a net running time of 11 hours, 27 minutes and 28 seconds. In the hour of the run without engine her average speed was 65.21 miles an hour, and her fastest lap was made at a speed of 88.91 miles an hour. Rainsvale VII is powered by two 100 h.p. motors which have a compression ratio of 6:1 to 1. Canadian and American experts who observed the run were very much impressed by the total absence of vibration in the motors which use Imperial Ethyl Gasoline.

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CHRISTMAS IN THE TROPICS

By Jean C. Love

Once more the young folks in Negritos, Peru are looking forward with tense eagerness to the night of the annual Christmas concert which is held in the cinema hall and is put on by the children of employees of the International Petroleum Company, Ltd. Great are the preparations for this occasion, and all are wondering whether it will be like last year when there was staged a beautiful pageant entitled "The Magic Carpet," preceded by greetings from the tiny tots and the "Kitchen Syrups," performed by boys attired as chefs who demonstrated that pots and pans have a use far above their usual prosaic one. The pageant is the story of three schoolgirls who decided that they did not want old, fat, white-whiskered Santa Claus—they wanted a fairy princess to be the Spirit of Christmas. The Wizard of the North, with his magic carpet, assisted them, and at his bidding two heralds in gold and blue, and eight little rainbow fairies joined in the search. A beautiful princess was brought in with song and dance, and seated upon the throne, but she had come to receive, not to give, so she was hustled away. A sailor lassie, who danced the Sailor's Hornpipe with the girls, was treated likewise. Tinnine, a little green imp, who tried to masquerade as a princess, and Snowball, "the blackest little nigigah, that ever was seen," who cherished queerly aspirations, were both ignominiously rejected. But Snowball returned good for evil by giving a piano solo entitled "Blumenlied." Even six little dollars failed to find favour in the girls' eyes, and were taken back to toyland.

While all were away searching for a princess, four messengers in eighteenth century costumes arrived from France and accompanied by piano and violin danced a French minuet and sang "Hum-bertique."

Finally the search was abandoned, and old Santa was once more placed on the throne, while all the children gathered around to pay him homage and beg forgiveness. This he freely gave, as he showed by his liberal outpouring of gifts two nights later at the Christmas dinner.

This dinner is an annual affair, given by the International Petroleum Company to the children of the employees. Promptly at six o'clock they gathered at the club house which was appropriately decorated and did full justice to the delicious dainties prepared. Just for them. They wanted to linger a little longer at the banquet, but Mr. Santa Claus had entered the social hall via the orthodox chimney route.

Such a tree! Such gifts! For every child a beautiful present from the Company, as well as many other parcels from friends. Santa's work in Negritos is no easy task, but by nine o'clock the last gift had been handed out. Santa had waved a last farewell, and Christmas was over.

ST. JOHN'S N.F.

On Thursday afternoon, Oct. 24th, the department re-悭aite of Imperial Oil, Limited at St. John's, N.F., gave its last farewell to its office to bid farewell to Mr. E. S. Woolley, Chief Accountant, who has been transferred to the Halifax office of the Company.

Mr. D. S. Bell, Manager of Newfoundland Division, presented Mr. Woolley with a gift. Mr. Woolley's successor is Mr. A. R. Evans, formerly of Saint John, N.B., who has been with Imperial Oil for five years, and who is well known in St. John's.

WINNIPEG VISITS BRANDON

By "D"

A very enjoyable weekend was spent by two teams of the Winnipeg Hockey League, Winnipeg at Brandon, Manitoba, on October 16th and 17th.

The trip from Winnipeg was made by car, twelve adventurous souls during the weather man, and in spite of car trouble they boshed up a good game along the way. They arrived in Brandon on Saturday night. Owing to the late arrival of five members of the Winnipeg team, the remainder mixed with Brandon in a friendly game, after which a pleasant time was spent in dancing. Mr. and Mrs. Gordon McPhee then entertained at their home in a splendid manner, and the thanks of the Winnipeggers are particularly directed to their host and hostess. The spirit of goodwill was evident everywhere.

On Sunday the Winnipeg team inspected the new and beautiful offices and the very fine Imperial Oil Limited service stations around the City of Brandon, and then started for home. The weather

man decided that we had had a surfeit of good weather, for just out of Brandon the snow came—how! The journey was made without mishap by two of the cars, the third arising home in the "wet s'ma's hours" of Sunday morning; but the consensus of opinion was "Brandon certainly gave us a great and glorious time, and we hope that ere long Mr. E. T. Norris and staff will visit Winnipeg so that we may have the privilege of reciprocating their hearty welcome."

COCHRANE, ONT.

A TRUE STORY!

A MOTORIST rapped at St. Peter's parson's lodgings last week and, gaining entrance, admired the miles of golden paving which stretched out from the gate across the heavens.

"Fine—beautiful highways, St. Peter, but where are the automobiles?"

"Well," responded the gatekeeper, "I'm sorry to say that you'll find all the automobiles gone."

"Tough," pouted the motorist. "I'll stay with my car."

Soon in face of St. Peter at the other gate within which were parked completely high-powered automobiles.

"Great," he remarked. "Which one is mine?"

"Take your choice," smiled Satan.

He rapidly made a selection of an attractive roadster and climbed behind the wheel.

"This is fine, Satan; now which way do I go to my Imperial Oil Service Station?"

"There aren't any," admitted Satan woefully. "That's all of it."

SYDNEY, N.S.

MISS MAMIE F. HOUSE

who for the past eight years has been stenogra-

ter with Imperial Oil, Limited at

Sydney, N. S., recently left the Company's service to be married. Her letter of resignation read in part, as follows:

"In conclusion I may state that the past eight years will be something that hold for me nothing but pleasant memories."

The Review joins the associates of Miss House at Sydney in wishing her happiness in her new career.

DISTINGUISHED

A SPIRIT of friendly cooperation always characterized the sessions of the first international oil convention held in Calgary, Alberta, which began on September 26th, 1929. Mr. W. S. Hargitt, President of the Alberta Oil and Gas Association opened the first meeting with an outline of the early history of the oil industry in Alberta, making mention of the difficulties of drilling operations in the Turner Valley. Among other speakers were Mr. Donald Campbell, of the Rocky Mountain Oil and Gas Association; Governor J. F. Erickson; Mr. E. Hyers Emmitt, of Conrad, Montana; Mr. J. E. Walch, General Manager of the Canadian Manufacturers' Association; Mr. W. M. Peters, President of the Faltos Petroleum Company; Mr. J. H. McLeod, of the Royalite Oil Company, and Dr. T. B. A. Link, chief geologist of Imperial Oil, Limited, for Western Canada.
The full list of officers is as follows:

President: Mr. G. H. Gilchrist
Vice-President: Mr. S. A. Mcsherry
First Vice-President: Mr. W. Burns
Treasurer: Mr. W. E. Leslie
Secretary: Mr. J. H. Nesbitt
Executive: Mr. J. W. Sutton

Mr. G. H. Smith, President of International Petroleum and an Honorary President of the Club, himself an ardent golfer, gave his benefaction to the Golfing Section by presenting a handsome Trophy for annual competition, and the budding Hagens had a chance to distinguish themselves.

Mr. J. W. Sutton, Treasurer of the 56 Church Street Club

The reports coming back to headquarters from the trenches indicated that there had been many close encounters. One competitor, although beaten, claimed that he had done the St. Andrews course in 10 under par, but it was found that he was comparing his score with the length of the course, 6235 yards. A Scots employee was having a naturally "tight" game with an elderly opponent. They were all square playing the 18th. Due to excitement the old chap took a paralytic stroke and the Scot counted it and won. A gentleman noted for his strict religious views returned a terrible score, having meandered from bunkers to bunkers all the way round the Summit course. His opponent reports that, every time he duffed a shot, it was the most profane silence he had ever listened to, and where he spat the grass withered and died.

And so on to the semi-finals where Mr. Jimmy Pope eliminated Mr. John Taggert and "Rea".

Mr. G. H. Gilchrist, President of the 56 Church Street Club

Mr. W. Burns
Mr. W. E. Leslie
Mr. J. H. Nesbitt
Mr. J. W. Sutton

The Secretory of the Club was induced to get out of bed at an unearthly hour on a beautiful October morning and he with these two worthy to the Scarborough Golf Course where the final was staged.

The Scarborough course presents a beautiful vista of undulating fairways, with a sufficiency of hill and dale to make it interesting. The tees are very often situated beneath apple trees and it requires no sorcery to induce one to eat of the fruit thereof. The most fascinating feature is a stream which "simply" (according to the poet) over its stony bed and appears to have but one ambition that is to take the longest possible route within the confines of the course as if heath to leave so charming a spot. Consequently it appears and disappears, fades out and crops up, harrises along

or kaunters past, but, in all its pergetations, always manages to come between the golfer and the green.

We do not know its source, it may be the Don, the Credit or the headwaters of the St. Lawrence, but, for the purpose of this final it was "Old Man River" which just keeps rolling along.

The finalists were in the pink of condition physically and looked like real golfers. What advantage Mr. Pope had with his whooppee hat was more than offset by Mr. Stimmers' sox. Mentally they both suffered from an inferiority complex, each assuring the other that all he hoped to do was to make it close as he couldn't expect to win.

"Free Air," and Old Man River he just keep rolling along.

We do not intend to give a stroke broadcast of the play (there were too many strokes) but it was even, and even brilliant in spots.

Rex played a perfect 5 on the first hole and Jimmy Stimers to square it on the second. Disaster followed Pope at the 4th when Old Man River swallowed his ball and just kept rolling along as if nothing had happened.

By ramming down some spectacular puts Stimers kept himself in the game after turning square, when Pope was straight-
IMPERIAL OIL REVIEW

rowing out his drives and laying his car perfectly on the pin.

The 17th tee at Scarboro stands high, and, down on the fairway, Old Man River confronts the golfer for the last time.

It was strictly up to Stirrups, who stepped forward and belted the pill straight and true for the flag. Huggo or Jones, Duncan or Ted Ray might have been proud of that drive; in Mr. Stirrups' own words, it was a "lilliputian".

A lilliputian driving ball which starts off with "I shot an arrow into the air, it fell to earth. I know not whence."

Old Man River had just been waiting this opportunity to wreck Rex. Somewhere on his reeled-covered banks, somewhere on his silty-covered bed, somewhere between Scarboro Golf course and the open ocean repose Mr. Stirrups' ball.

Seventy-five coats gone in the same hole, Mr. Stirrups' ball, manifestly, carried with it the vision given to them by Mr. Stirrups himself.

And Old Man River, he just kept rolling along, amidst whom, James A. Pope bounded in safety, and became the worthy winner of the silver dollar.

It only remains to say that the Secretary of the Club won the 19th hole, with perhaps a fair chance of winning it again in the near future.

Meet Mr. Barrette

ARMANDER BARRETTE, age 39, weighs 172 pounds, claims the Imperial Oil substation co-ownership championship. Mr. Barrette is Imperial Oil agent at Ormstown, Que., and has eleven years of service to his credit. Everyone loves a fat man, and Mr. Barrette is exceptional, as he is. "Boules" were popular in the district where he resides and gives Imperial service to the large trade which he has built up. Power mining is steadily increasing in Ormstown and surrounding district, and Mr. Barrette looks after the requirements of nearly one hundred farmers.

During the winter months he is champion golfer in a game peculiar to the district, called "boules-oats" which is played on ice, the players using boules instead of hockey sticks and a football instead of the elusive puck. Mr. Barrette is the centre of attraction, and his most ardent supporters are the Imperial customers he serves so well.

Mr. Barrette is married and has two children, a boy and a girl. These children have strong Imperial traditions for in addition to their father, they have two near relatives, Mr. Wilfred Barrette, who is Imperial agent at Valleyfield, and their grandfather for many years a valued servant of the company. He was present in the royal and ancient game.

SASKATOON

The story of the Saskatoon Division Annual Picnic reached its second phase in the Picnic Pavilion, in the September issue along with the reports from other Divisions, nevertheless the following account indicates that Saskatoon had a most successful time and a grand organization.

On August 14th last, the Saskatoon staff of Imperial Oil, Limited held their annual picnic at Pike Lake. Nearly three hundred, including the employees and their families were present.

The day was warm, and the fun commenced at 11:00 a.m., the majority taking advantage of the unusually fine weather before lunch. After lunch, everyonewent to the ball, where the warehouse staff trimmed the office staff at soft ball with a score of 5-1. Next came the combination races in which young and old, fat and thin participated. Norah, in these were the egg and spoon races for the ladies, the fat men's race, the wheelbarrow and the three-legged races. The feature race, however, was the horse race, the dash for the G. H. Stanyan silver cup, presented this year for the first time and which will be up for annual competition. Leo WHEEL- lock, of the office staff, was the first winner of this cup, due to his ability to nurse out R. Crawford, of the warehouse. The warehouse方向 the heats, the first being a dead heat.

In the tug-of-war the warehouse again proved to be superior, defeating the office in straight pulls. In the ladies' tug-of-war, the warehouse ladies demonstrated that they held a better weight for the muscles than pounding a type-writer.

During the sports, Mr. Willis and his assistants in the refreshment booth did a rushing business in ice cream, lemonade, fruits and soft drinks. Everything being for free, this booth was naturally the most popular spot on the grounds. After the sports, swimming was again in order, followed by a splendid supper, after which Mrs. D. S. L. Patterson presented prizes to the winners of the various events. The day closed with dancing in the pavilion, many of the picnickers no doubt Treasureing their programmes, cleverly illustrated with original sketches, as souvenirs of a very happy occasion. * * *

PROMOTION OF SERVICE ENGINEER

MR. ERNEST HAWKER, General Sales and Signal Oil Company of Canada Limited, service engineer, on July 6th, 1914, was promoted in

 obedient.

NELS STRAND

Mr. Ernest Hawker, the early part of 1929 to the position of District Manager for that Company for Quebec and the Maritimes. The Galena Company, a subsidiary of Imperial Oil Limited, manufactures railroad lubricants, and employs a staff of service engineers who are experts in locomotive lubrication and railway equipment. A service engineer has an intimate knowledge of all parts to be lubricated, as well as which lubricant and how much of it is required for these parts. He keeps a close watch on all railroad equipment in his territory and is thoroughly conversant with repair and maintenance.

Mr. Hawker is a native of Haldimand, Ont., and began his career with the old Grand Trunk Railway System at Richmond, Que., in 1892 as a machinist. Two years later he made his first trip out of that terminal as fireman and in 1898 he became an engineer.

After sixteen years at the throttle of a locomotive, Mr. Hawker retired from railway service to take a position with the Galena-Signal Oil Company of Canada. Although he is no longer in active railroad service, Mr. Hawker is still keenly interested. He has retained his membership in the Brotherhood of Locomotive Engineers, and is a regular attendant at their meetings. In railroad circles his advice is eagerly sought and carefully followed. His engineering record and outstanding personality, together with his success as representative of the Galena-Signal Oil Company of Canada, have made him a notable figure in the Atlantic Region, and The Railway Times of Moncton, N. B. recognized his popularity. Hawker published an article by publishing in the issue of August 6th, 1929, a photograph of Mr. Hawker and a sketch of his career.

Mr. Ernest Hawker

Mr. Strand was forty-eight years of age and came to Alberta twenty-eight years ago, and during that time he was engaged in the oil business. Though Mr. Strand had not enjoyed good health the last few years, his death came as a great shock, as he bore his suffering in a courageous manner and his cheerfulness was proverbial. The sympathy of a wide circle of friends and business associates is most sincerely extended to his widow and five children, his two brothers and his sister.

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Mr. Nels Strand

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and on one occasion was the winner of the Lubricating Oil Sales Contest for Calgary Division. He was a genial, good hearted man and popular host at his country estate at Sylvan Lake.

The Review extends sincere sympathy to the bereaved family.

THOMAS J. MCGRATH

In the death of Thomas Joseph McGrath, which occurred on October 20th last, Sarnia lost a promising young man, and Imperial Oil, Limited a faithful employee. Mr. McGrath was born in 1900, and at the age of twelve entered the employ of Imperial Oil, Limited as office boy under Mr. W. B. Elsworth, then refinery superintendent. Through his industry, tact and ability, Mr. McGrath won steady promotion, and at the time of his death he was foreman in charge of the manufacture of white products and the bulk shipments of all products at Sarnia refinery. He is survived by his wife, his mother, five brothers and one sister. The Review joins with the deceased's fellow-workers at Sarnia in sincere sympathy with the bereaved family.

ANOTHER GOOD SAMARITAN

In THE September Review, an article, "Help on Wheels," dealing with the duties of the motor equipment inspectors, made mention of the service these men often render to motorists in distress. The following letter is proof that this service is not confined to the inspectors but is also a habit with the drivers of Imperial Oil's huge motor fleet. It was written by Dr. W. A. Coghlin, of the Trail-Rossland Clinic, Trail, B. C. Dr. Coghlin says: "Last summer while motoring in the Slocan district over one of the worst roads I've ever been on, and on a very hot afternoon, I unfortunately had a puncture. Now, a puncture is not such an uncommon thing that one wishes to remember it, but this one I remember for just at this time a light car drove up; two young men tumbled out and before I could get

Then, without more ado they touched their hats and went on their way with "Just a little Imperial Oil Service!" Now could you beat that? I'm sorry I did not get their names, as such courtesy is really refreshing. I may say that our clinic are still using Imperial gas, and if you can select the same caliber of men to represent you, your customers will think twice before they make any change. Yours for courteous treatment."

It has also been reported that Dr. Coghlin's unknown assistant the same afternoon went to the rescue of a car which had gone over an embankment, and although he has since been identified, he modestly refuses to give any particulars of his own part in helping these travelers.

A RECORD

THE new M. S. Galaparte has established a speed record on her first voyage to Talaara, Peru, making the voyage from Father Point, Que., to Talaara in 11 days 18 hours 49 minutes, averaging 311 sea miles per day, equal to 358 statute miles. The Galaparte is the latest addition to the sea-going fleet of Imperial Oil, Limited, and, according to Dr. M. Coghlin quoted in the September Review, has the distinction of being the largest vessel constructed on the River Tees, up to that date.
The Officers and Directors of Imperial Oil, Limited join with me in extending to the shareholders and employees, and all other readers of the Review, hearty Christmas Greetings and sincere wishes for a prosperous and contented New Year.

[Signature]

President