N BRAZIL coffee is being used instead of coal in the fire boxes of railway locomotives and under the boilers of power plants. But the minimum price of a cup of coffee over the counter of a Canadian restaurant is still five cents, the equivalent of eighty cents a gallon.

In spite of this we do not jump to the conclusion that the restaurant keeper is profiteering. Conceivably anyone in Brazil wanting a cup of coffee need only grab a handful of coffee beans from the locomotive tender or from the fuel bin of a power house. When it comes to buying coffee in Canada it is a different story. The coffee has to be graded, packed, shipped, unloaded, delivered, blended, repackaged, re-delivered, roasted, ground, and brewed in hot water. The man who orders a cup of coffee in the restaurant pays for these services. He might reason that because they are burning coffee in Brazil, because water costs next to nothing and because of the negligible cost of the small amount of milk or cream and sugar added to his cup to make it more palatable, he should get the coffee for a couple of cents a gallon, the equivalent of about two hundred cups for a quarter. But it wouldn't be difficult to enlighten him.

They are burning and giving away coffee in Brazil because there is an overproduction of coffee. They are practically giving away crude oil and gasoline in certain districts in the United States because there is an overproduction of crude oil and gasoline. But it is no more reasonable to expect to buy gasoline in Canada for less than the laid down cost of the crude here, plus manufacturing and marketing charges than it is to expect to take two hundred friends into a restaurant and buy each one a cup of coffee at a total cost of twenty-five cents.

**The Gasoline Investigation**

TO SAY that Imperial Oil, Limited, "welcomes" an inquiry into gasoline prices by the Banking and Commerce Committee of the House of Commons may be over-stating the case. No enterprise that is making every effort to carry on in the most economical and efficient manner in the face of difficulties greater than have ever before confronted business, can welcome the extra effort and expense incidental to analyzing records and securing the volume of information which will probably be asked for. Nevertheless, Imperial Oil, Limited, is willing now, as it has always been, to expose its business to the closest scrutiny by competent and fair-minded investigators and in the forthcoming investigation will render all assistance in its power to enable the committee to arrive at any relevant facts.

To this the Company has been committed for some time by a letter to the Rt. Hon. R. B. Bennett.

What Imperial Oil will welcome will be the beneficial results which are expected to follow the examination of gasoline prices in Canada. It is no secret to anyone in the industry that the Company is operating on a price structure that does not afford an adequate return on its invested capital. The investigation will make this fact more widely known.

The Banking and Commerce Committee, in whose hands the investigation rests, consists of fifty members of the House of Commons. This should be a sufficient number to procure any necessary information. It is possible, though we do not believe probable, that the public may be treated to some feats of oratory of the kind that are occasionally indulged in when a large parliamentary committee representing many divergent interests finds itself in the position of the faithless knight assaulting the mythical dragon of corporate greed. In other words, the proceedings may be enlivened by occasional speeches which will make up in fervor for any deficiency in fact. But facts, not charges, will influence the committee's report. This report the Company awaits with confidence that it will dispel a great deal of the misunderstanding created by comparisons of bankrupt prices prevailing in demoralized oil fields in the United States with prices maintaining in Canada where there is no over-production of oil, where the refiners see no reason to operate at a loss and where gas tax evasion has not become a harmful influence on the price structure.

Press comments on the investigation indicate that the public will welcome a full disclosure of the facts.

The Kingston Whig-Standard of February 11th is inclined to doubt whether any good could come of probes of this kind, though it thinks that the inquiry may serve a useful purpose in pointing the need for extensive measures of economy in providing service to the public. "The consumer cannot expect gasoline stations on so many street corners and at such frequent points along the highway without paying for them when he buys his gasoline," says the Whig-Standard editorial writer. In this statement he puts his finger on one of the difficulties which beset the Canadian refiner in the areas of large consumption. It is not the Canadian refiner who has set the pace of extravagant duplication of outlets. It is the distributor of distress gasoline from the United States who has been responsible, of late years, for this duplication. The Canadian refiner has had no choice but to match this effort to some degree but he has exercised as great a restraint as circumstances will permit. The Whig-Standard's writer seems to be a very competent observer of this excessively keen competition as is indicated by the following paragraph:

"The most casual observer must be impressed with the excessive provision of facilities for supplying the public. Expensive service stations are set up far beyond public needs. Tank wagons of several rival companies travel the same routes
and through the same territory when the tank wagons of one company could easily meet all the needs. Competition leads to a continued scrapping of service equipment before it has given more than a fraction of its possible service. Great savings would be obviously possible with the adoption of co-operative arrangements.

The Brockville Recorder and Times notes that the Canadian refiners themselves are not opposed to an investigation. It says:

"When the announcement was made recently of the intention of one of the western members to move for a parliamentary investigation of gasoline prices throughout Canada, this newspaper is convinced that the oil companies themselves could scarcely oppose such an investigation in view of their oft-repeated contention that their profits, far from being unreasonable, were lower than they ought to be considering the capital invested in their undertakings and the services that they render. When there was serious complaint on the score of the price of gasoline a few months ago, the companies argued that gasoline ought to be even higher if price as they were to receive an adequate return.

"It ought to settle, one way or the other, the question of whether or not the oil companies have been charging too much for their products, and especially gasoline. In many sections of the country there is a suspicion that the companies have taken advantage of the high tariff protection given them in 1930 to impose excessive prices upon Canadian consumers, and feeling runs high in the West, in particular. The companies are, however, bound under the terms of the protection given them at that time not to take such an advantage.

"If the investigation reveals the fact that they have failed to set in accord with that stipulation they can scarcely com-

plain if the protection is withdrawn. If, on the other hand, it is demonstrated that the oil companies have not charged prices above those necessary to secure their shareholders a reasonable return upon their investments, there will be few to continue complaint, notwithstanding what appears to be a definite belief that gasoline prices in Canada are, on the whole, higher than gasoline prices in the United States, with gallons equalized and taxation eliminated." The Hamilton Spectator believes that the decision to hold an investigation will find general favor:

"There will be general endorsement, we think, of the decision of the federal government to have a committee of the Finance Committee investigate the price of gasoline. It is important that the air be cleared. Motorists, the major users of gasoline, have a right to know why there is such a spread between prices in this country and those quoted in the United States and it is interesting to note that, without exception, the leading refiners and distributors have declared they welcome the inquiry and have pledged their fullest co-operation to the committee. . . . . . . If, as refiners declare, the prices quoted yield only a reasonable margin of profit, and they are able to demonstrate that to be so, the public will take its medicine. . . . Canada wants none of that boozing, S_hover gasoline which is being dump-

ed in the United States and pooled at 10 cents a gallon and less in price-cutting wars incompetently waged by independ-

ents. It has been demonstrated that this grade of gasoline is no bargain even if given away, because of the injurious effect it has on the engines of motor cars. Gasoline is distributed in Canada largely under standard brand and trade-marked names, a guarantee of quality in itself, and the public, we think, does prefer quality to cheapness. Whether it is paying too high a price for quality is something that this forthcoming investiga-

tion should settle. We shall see what we shall see.

OIL SPRINGS OF CANADA AND UNITED STATES

From Chambers Journal—London and Edinburgh, Saturday, August 31, 1861.

IT IS yet little known in this country that our trans-Atlantic kinship, both of the States and Canada, have lately witnessed the development of sources of natural wealth, of an entirely new and singular character—namely oil springs. It is found in certain districts near the northern lakes, that great magazines of oil and asphalt rest in deep recesses of the earth, whence the substance can easily be obtained by pumping, if it does not come naturally to the surface.

A gentleman named Denton, who visited the Canadian oil-springs in January 1861, thus describes them: "They are situated from twenty-eight to thirty miles south-east of Port Sarnia, in a flat, swampy, and densely wooded country. The still soil is underlaid with a very uniform deposit of tenacious drift-clay, the thickness of which varies from fifty to one hundred feet. In it are occasionally found boulders of primitive rock, and masses of limestone, evidently torn from the underlying formation, and transported but a short distance from the places of their original deposit. In the drift-clay or at the base of it, most of the oil hitherto found has been discovered at depths varying from thirty to seventy feet."

It will take about twelve hours of flying time. As he makes land on his way he will usually visit two epic dashes which he made by dog team from Fort Norman to the railroad at Waterways, a distance of 1,300 miles. One of these trips took nearly eight weeks. The other was made in a little better time. Once in August of 1921, in an Imperial Oil plane, he flew in an hour and five minutes over a distance that took seven days hard marching in the following winter. This was more than usually slow for a dog team journey as ordinarily a day's journey varies between 25 and 65 miles. Very heavy snows held him below the average in this case.

MacKinnon, who joined the Imperial Oil family in 1920, is probably the Company's most experienced dog team traveller and it seems very unlikely that any-

one will compete with him in this respect. Only the trigger, the Esquimaux, the Indian, use dog teams to

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any extent in these days. Nor only is air travel infinitely faster but it is also very much less costly. Even travelling in the least pretentious way, an expenditure of more than one dollar a mile is necessary when using dogs.

In 1930, MacKinnon went to Great Slave Lake as assistant to Professor Cameron. They travelled by motor boat and canoe via the Peace River Crossing. The distance was about 480 miles and at Fort Smith, Neil McQueen and Theodore Link with their party headed in for Fort Norman while MacKinnon and his party headed down Great Slave to stake oil claims on the south side of the lake at Pine Point. The company later abandoned those claims.

In May, 1931, MacKinnon with two men left Edmonton for Waterrways and Fort Smith. Their duty was to supervise the loading of Imperial Oil supplies on boats at Waterrways and to rush this material across the sixteen mile portage between Fort Fitzgerald and Fort Smith.

Part of these supplies were casing, cables, drilling tools, and other paraphernalia necessary to drill four wells. This equipment was used to dig three other wells and to deepen Discovery Well. The result of the drilling at what was designated as "G" camp was a dry hole. Small production was procured at Bear Island but Discovery Well on the east bank of the Mackenzie River remained the important well. At Bluefish Creek ten miles south of Fort Norman Post, a fishing job developed at about 800 feet and the work had to be abandoned.

MacKinnon stayed at the Fort Norman camp until about February, 1932, and then decided to come out and report progress. Although the company had used two aeroplanes to move men to and from Fort Norman, MacKinnon had to travel by dog team. One of the planes had been lost when it struck a submerged sandbar at Peace River Crossing in the previous September. The other was in a hangar at Edmonton and there was no way
In his first trip out, Mr. MacKinnon had an amazing experience, which proved the efficacy of the moccasin telegraph. When the last boat left Fort Norman in the summer of 21, Mr. MacKinnon had no intention of going out during the winter. But when he arrived at Fort Simpson people told him that they had been expecting him for three weeks and were beginning to wonder whether he had met with a mishap. How they learned that he was coming out, he was never able to ascertain. In some way the news seemed to have got through by the moccasin telegraph.

Mr. MacKinnon's second dog team trip from Fort Norman was made in the winter of '22 and '23. There is a trail south from Waterways only once a week. In order to catch a train and save time Mr. MacKinnon travelled harder than probably any man had ever travelled over that desolate trail. Following are two extracts from his diary covering a journey of 112 miles in forty below weather without sleep or stop:

"Wednesday, March 22nd—Got up at 4 a.m. Temperature about 42 below. Cooked breakfast—biscuits, beans, moose-meat, bacon, tea, canned vegetables. Got started at 6:00 a.m. Trail badly drifted, making slow going. Traveled all night, stopping every three or four hours for an hour's rest for dogs. Had to walk ahead of dog team with a candle lantern in order to thaw the trail. Made 40 miles by midnight.

"Thursday, March 23rd—Having travelled all night, reached Old Fort MacKay at 9:30 a.m. Had to leave dog-team and driver here, as both were played out and unable to go further. Secured another team of four dogs from half-breeds and reached the present site of Fort MacKay at 1:30 p.m. Secured another team here from the Hudson's Bay factor and arrived at McMurray at midnight. Made 72 miles."

On this journey he had the alarming experience of being lost for twenty-four hours when his driver got off the trail in a blizzard at Lake McMurray near Fort Chipewyan. Definite evidence that they had been travelling in circles came toward dusk one evening when they arrived at the site where they had taken lunch the previous day. Fortunately, the sun showed up the following morning and they had no trouble in travelling in the proper direction to hit the portage through the woods that connected the lake with the Athabasca River.

Extracts from diaries and even long talks with Ronald MacKinnon afford little realization of the hardships of the journeys he made. Where the river is rough, progress is toilsome. Sometimes the way must be channeled through piles-uped humps of ice. As the thermometer drops, the toboggans pull harder. At fifty below the snow is as brittle as sand. On this surface the toboggans weigh a ton. Because the brittle snow will cut the dogs' feet, shoes made of canvas with strips at the top to tie around the ankles are carried. These are put on when ice or snow crests are encountered. On some occasions the traveler will take a relay of dogs at every opportunity. The first two or three days are always the hardest. Snowstorms blister the feet so that the wearer almost screams with agony. The digestion is disturbed. The searching winds find every aperture in the parka, the deerskin coat which the traveller wears, and the brief hours of daylight are disquietingly short interludes between the long icy nights.

More About the Gasoline Tax

While not pretending to a gift of prophecy, the editor of the Review notes with interest that hardly had the article on the gasoline tax been published in the last issue before charges of gasoline bootlegging were aired in two widely separated parts of Canada. The first came from Montreal and the second from Regina.

In its issue of February 1st, the Montreal Gazette had this to say:

"Increase of the gasoline tax to six cents a gallon has given a fillip to bootlegging of that necessity in this province, but the Quebec Government is preparing an elaborate system to meet the situation. The incentive to bootlegging is greater now and it will be harder to combat until such time as other provinces and neighboring states increase their taxes, a thing that is being talked of in several quarters."

About the same time Honourable A. C. Stewart, Minister of Highways for Saskatchewan, issued the following statement:

"When the gasoline tax was increased from three to five cents a gallon, this did not result in increased revenue proportionate to the increase in the tax. Directly the tax was increased the claims for exemptions increased and many claims for exemptions under the five cents tax were made that would not have been made under the three cents tax. I am further of the opinion, judged by the results of our revenues that increased in tax led to evasions and misrepresentations and to the use of gasoline in motor cars for which exemptions were often claimed and obtained without any system being possible to be devised that would prevent it. This is also the history of other states and provinces who have increased their gasoline tax. The worst feature of it, however, is that as the tax was increased, it led to the bootlegging of gasoline from the States and from the Alberta border and of the bootlegging particularly.
of a cheaper type of fuel, namely, naphtha and distillate, particularly, along the western side of the Province. As a consequence, revenues from the gasoline tax in some areas of the province have greatly diminished. While legislation will be introduced this session on an effort to cope with this bootlegging, the situation is not satisfactory and a further increase in this tax would not be in my opinion produce the revenues one might reasonably expect but lead to further tax evasion, wrongful claims for exemptions, and would make the bootlegging more profitable.

That there is widespread opposition to further increases in the gasoline tax is proved by numerous comments in the Canadian press during the past few weeks. It now seems certain that any attempt further to increase gasoline tax will be strenuously opposed in the provincial legislatures in view of the considerable weight of public opinion which would line up behind this opposition.

Thumbing over at random a few clippings from Canadian papers which have recently come to the Review's office, we find definite evidence that the public is beginning to realize how heavy is the present impost on gasoline and how undesirable it is that there should be any further increase. The Reporter of Gampelauke, Ont., says:

"That the tax, now five cents a gallon, is unnecessarily high is the belief of all motorists; some claim that if it were increased another five cents, while others fall to see why the fuel used in motor vehicles should be taxed by the provincial government any more than the fuel used for milling steam.

The Citizen of Prince George, B.C., fears that gasoline taxation is going to defeat its purpose and also that it will create a large hole in the trade.

"Administrately gasoline tax has great possibilities as a revenue producer, but this revenue is not so great that it may not be disregarded by excessive taxation. There was a time when the gasoline tax fell upon the few, but this is not the case in British Columbia at the present time. It is safe to say the gasoline tax will not be increased to such a point as to be detrimental to the trade. This is one factor the government must keep in mind if they wish to have the gasoline tax as it is now ordered.

There is another, however, and this is the effect of an excessive gasoline tax upon the steadily increasing tourist traffic, from both tourists and the trades.

The Border Cities Star of Windsor, Ont., on January 21st, registered opposition to a proposed increase of the gasoline tax in Ontario.

"Individuals is believed to be planning an increase in the gasoline tax of one cent a gallon to six cents—a step which we have no doubt they will regret having taken in view of the opposition on the taxes against this tax because much of it is said to be diverted to general government and local improvements. While the tax is still a comparatively small one, the demand for highway construction and maintenance. The license fees for automobiles has already been substantially boosted this year, and an increase in the gasoline tax for the coming quarter is likely."

On January 22nd, the Vancouver Sun reported a meeting of the Council of the Vancouver Board of Trade at which a resolution was adopted to the effect that increases in the gasoline tax would result in an increase in the cost of transportation to the Province. The resolution went on to state that the Council of the Board of Trade is firmly of the opinion that the proposed increase in the gasoline tax in British Columbia would have the effect of increasing the resolution states that an increase of the gasoline tax from two to five cents would result in a decrease of almost one-third in the use of gasoline, whereas in Pennsylvania a decrease of the tax resulted in an increase of 50 cents to three cents increased the state revenue by $1,200,000.

The Halifax Star, on February 10th, expressed its opinion that the gasoline tax was now quite high enough and that further increases will result in its losing its character as a use tax and becoming a sales tax.

"The Haliflex star points out that these increases have been made for two reasons: to raise revenue and for the purpose of raising the price of gasoline. While the rate of taxation for motor vehicles has increased by only 5% of a cent per mile on the basis of 20 miles to the gallon, the adverse publicity a six-cent gasoline tax would bring the province might drive business away, even though the increased costs of motorization would be over a very great period."

The Financial News of Vancouver fears that the gasoline tax will yet defeat itself:

"The question is whether the tax on gasoline will not defeat its own end by driving people away from the province to buy their gasoline. It is estimated that six cents a gallon of gasoline bought in British Columbia is over three cents less than the same quantity of gasoline bought in the United States. In this case, the increased cost of gasoline in British Columbia is not a drawback to motorists but a reason for driving over the border to buy their gasoline."

Lawlessness and Gasoline

Gasoline racketeers in Illinois have assumed a new and less lucrative role—enforcers in criminal court.

It is estimated that in other states as well they will install similar agencies for the next few months.

The first major conviction of a gasoline bootlegger was obtained February 11th in criminal court at Chicago, Abe Allen, former head of a small refining company, being found guilty on 16 counts of defrauding the state of gasoline taxes. He faces the possibility of spending eight years in jail and paying fines totaling $8,000.

The prosecution's evidence indicated defrauded Illinois of at least $50,000 in gasoline taxes.

In its operations, gasoline taxation has not only permitted but encouraged theft, fraud, intimidation, violence, kidnapping, blackmail, collusion, bribery, corruption, conspiracy, perjury, malfeasance and misfeasance. The gasoline tax in one form or another may be epitomized by saying that the fastest growing tax in history is rapidly becoming the greatest tax scandal in history."


Then there'll be a Boot Tax!

Let us contemplate the necessity, in the near future, of leaving the flivver in the barn and turning filling stations into dog stations. But if this tax thing, which amounts almost to a conspiracy in restraint of travel, isn't haled, we may have to come to it yet."

—Bange, Mx., News.
The Canadian Drillers’ Association

Just as Drake “he was a Devon man”, so many of the great oil drillers of the world were and are Petrolia men. And to Petrolia they return, from the ends of the earth. To keep alive the fame of their exploits both at home and in foreign fields, to provide a common meeting place where news of drillers in all parts of the world may be exchanged, to promote the skill of Canadian drillers and to keep them in the foremost ranks of their calling, some of these men have lately formed a new organization. It is the Canadian Drillers’ Association and its headquarters, the famous “little red bank” of Petrolia.

The “little red bank” was the home of the first oil exchange in Petrolia and only closed its doors in 1924, after fifty-five years of service to the people of Petrolia. The bank was established by Leonard B. Vaughn and John H. Fairbank. In those days shot bags of silver were used as currency. Characteristic glimpses of Petrolia during the days of the first oil boom are found in an article by the late John H. Fairbank, one of the two founders of the old oil exchange. He says: “In 1866 the fool Fenian raid occurred. It was a cooling bath to Petrolia. Late in the year the King was still stricken and Petrolia had oil to burn and a year later burned it. There was something to an election in those days—one polling place in all Enniskillen—two days’ polling, booths convenient to polls—‘lashings’ of refreshments perfectly free to all. Here the free and independent openly recorded their choice. By 1868 oil refineries were numerous here and elsewhere. At times they worked together, at times they did not. There was a surplus of crude. To aid export, a crude oil association was formed. Heavy sales for export only, at 60 cents, moved the surplus.”

In 1864 the Petrolia Oil Exchange came into existence. Its purpose was to encourage the buying and selling of petroleum oils and other commodities between the members, and to advance the petroleum trade in Canada.

“The Financial”, the last crude oil association, was formed two years later. Its object was the improvement of Canadian burning oil and, with the assistance of Imperial Oil, great things were accomplished. Forty-five years after, this new organization, the Canadian Drillers’ Association, has come into being.

One of the aims of this Association is the collection and preservation of the stories of Petrolia and Petrolia drillers. Sherman C. Swift, of Toronto, is one of those who has kept in touch with their going and comings. Born in Petrolia, a nephew of Leonard Vaughn of the “little red bank”, his memories go back to the days when every backyward in Petrolia was a training ground for potential oil drillers. It was in one of these boyish experiments that Sherman Swift received the injury that destroyed his sight and barred him from fulfilling his ambition to be a driller. He has done the next best thing. He has devoted his life to building up braille libraries for sightless Canadians, and is now chief of the library department of the Canadian National Institute for the Blind, one of the largest braille libraries on the continent, which serves blind people all over Canada.

Sherman Swift has never lost his enthusiasm for oil nor his interest in oil men. Out of a well-stored memory he recalls tales of the old days and of the new times. “Petrolia is really quite a famous town.” Mr. Swift was speaking of his home. “Yes, the little red bank on the hill, I knew it. My uncle, Leonard Vaughn, and John Fairbank started that bank. Vaughn, a Pennsylvania American, was the first man in Canada to use modern means of draining for oil. In 1859 the discovery of the Drake well near Titusville, Pennsylvania, gave rise to an oil-producing generation. Vaughn got interested in oil because his home was on the outskirts of this first oil well in the United States. The greater interest of the find in Ontario just at the beginning of the Civil War when oil was forgotten in Pennsylvania, turned Vaughan’s eyes to Canada and he settled in Oil Springs. When he came over, the wells were being drilled by the spring board method, old, slow, tedious. Vaughn developed the method of drilling with steam instead of foot power. In 1863 oil was discovered in Petrolia. A few years later, Vaughn moved to Petrolia and here in 1870 he deserted oil for the banking business.

“From 1863 Petrolia has been a power in the oil world. Just as soon as a new industry starts,” Mr. Swift continued, “you have to breed a generation of experts. Petrolia has given birth to a race of oil drillers and for some reason or other, because of their intelligence, their ability to cope with any situation, Petrolia drillers have become famous. As a boy, I remember every month, yes, every week, parties of men anywhere from one to five and six going away to all parts of the world, to Italy, Borneo, Sumatra, Galicia. And now on the streets of that little town when two people meet, it is, ‘Oh, hello! Back, eh.’ Where are you going next? ‘Oh, I don’t know, perhaps to the Dutch East Indies, or off to Burma today!’ The result of this is that today there is scarcely a class in any of the schools of Petrolia in which one child or more has not been abroad, or was born abroad, or whose people are not now in some foreign oil field. It has a cosmopolitan, world-thinking way, Petrolia, not common to a town of its size.”

Mr. Swift recounted stories of the early eighties. “Several Petrolia drillers went to Italy. Among them were two brothers, Neil and Duncan Sinclair. In those days it was thought that Italy had a large field, but it turned out that there was not enough to make development worthwhile. Duncan came back, but Neil stayed, moved to Austria, and for twenty years was in charge of a large lumbering business belonging to an Austrian nobleman. He came back to Petrolia after twenty-five years and died there.”

Coming to the days of the war, Mr. Swift spoke of two other brothers. “Charles and Edward Wallen went out from Petrolia. Charles is dead. Edward is living in England. These boys went to Russia and both learned to speak, read and write the language. Edward married a Russian and when the revolution broke out he had to leave the oil fields. I understand he is now looking after the Russian oil interests in London. Charles was a refinery manager at the time.”
of the Bolshevik uprising. He was at the works one morning. His wife, an Oil Springs girl, was at home, when suddenly someone rushed into the house and said that the Bolsheviks were coming to murder and burn. All she had time to do was to pick up her children, all the money in the house and a heavy fur coat and get away, with no time to get word to her husband. In the meantime Wallen got the news, rushed home and found his house in ruins. He went to look for his wife and finally caught up to her and her weeks and weeks, half-starved, they hid by day, and sneaked by night, between the lines of the Bolshevik army and the army of the white Russians. Thus they made the whole journey from Baku in Southern Russia to Smolensk in Northern Russia.

"When they got to Smolensk, where the British and French Expeditionary forces to Russia were stationed at this time, they went to the docks where they found a British officer. Wallen accosted him and they discovered that they were old friends who had last met in South Africa during the Boer War.

"Their youngest child, a baby, was starving. Mrs. Wallen had seen a loaf of white bread in a baker's window and had offered all the money she had for it, but the baker was a Bolshevik, and refused to sell it to her. The officer signalled a British cruiser anchored in the harbor and the ship's surgeon came ashore. He examined the baby, found that it was dying for lack of food, and had the ship's steward send out the necessary provisions. They finally landed in England in the summer, the mother clad in the fur coat and what was left of the few clothes snatched at the beginning of the flight.

"Another friend spent twenty years in the Dutch East Indies. He was one of the producing managers of the Batavia Petroleum Company. During the war, the Japanese tankships used to come in for oil. The tank steamers when they are empty are bow down and stern up. The land tanks were on top of a hill and a small levee line carried the oil to the tankers. From the top of the hill he would watch them loading and he never got tired of waiting for the stern to go down and the ship to level up.

"He had been kind to the Malays, giving them supplies. He spoke the language well, and all the people, the Malay here were Mohammedans and bore no grudge against the whites, yet one night when he was going down the street a police commissioner called him into a house and showed him a huge collection of all kinds of weapons, smuggled in. The intention was to murder every white man and woman. The enemies of the Allies had spread propaganda and aroused the religious fanaticism of the natives. That night a native crawled up through the floor of his bungalow and stab him as he slept.

"There is one Petrulij driller who does not go back to Sumatra. His native foreman on the rig came to him one day and said something about not having enough steam. The Petrulij man, busy at the time, said carelessly, "Oh, go and sit on the lid." The foreman misunderstood and shut down the safety valve and the works blew up, killing the foreman. The natives got the idea that this had been done on purpose and a few nights later the driller was aroused by a band of them. He had just time to leap out of bed and leave the house by one aisle as they came in at the other. He spent three days in the jungle in his pyjamas."

Mr. Swift spoke of the Persian wells. "One well that has produced oil for a number of years has over a million barrels a year and is still producing. My uncle was in charge of the first rig to strike oil in paying quantities in southern Persia. One night, at midnight, he heard the gurgle, at about 2,000 feet. Soon there was a roar and oil shot out of the bore, 60 or 70 feet in the air. Until the well was capped and brought into commercial production, every half-hour you could set your watch by it—the gas shot the oil into the air."

"Another driller worked five years in Egypt, living like Robinson Crusoe on a coral reef, seventy miles south of Suez. His food, with the exception of what could be got from the sea, had to be brought down by boat. The water had to be condensed on the boiler of the engine house, from sea water. He didn't strike oil, but he said if he could retire he would live in Egypt. It had the finest climate in the world and he had tried them all."

It was at Petrolia that the first heavy drill tools in Canada were produced. Speaking of his grandfather, Mr. Swift said: "He set his mind on making heavy drill tools in Petrolia. Up to that time they were brought in from Pennsylvania. My grandfather had learned his trade in the old country and anything that could be made of steel, he said he could make on his forge. Prior to that he had been employed by the Great Western Railway and had charge of the rail bending between Hamilton and London. The rails in those days were hand-bent. It is interesting to know that when he was working on steel in Glasgow, he was making axles for the first passenger cars used on the Grand Trunk Railway." These heavy drill tools from Petrolia were so well suited to modern drilling methods that they were soon in demand in all the oil fields of the world and this branch of the Canadian oil industry grew rapidly—and another spoke in the wheel of Canada's progress.

THE TRANSFORMATION OF THE TEST HOUSE

PART 2

By Dr. J. L. HOGG

Of the Technical Research Staff, Imperial Oil Refineries, Limited.

TECHNICAL AND RESEARCH DIVISION

This department of the organization originated a few years ago when the petroleum industry realized the need of a more searching study of its problems. For some reason the function of the research worker always appears to the layman to be cloaked in mystery. The following definition, we hope, will show its true purpose:

Research—the endeavor to discover facts by scientific study, having recourse to critical investigation.

No doubt considerable of the confusion can be debited to the mercenary broadcasting that is so prevalent today. Every manufacturer seems to have his highly paid staff of more highly trained research chemists. The lay mind naturally wonders what they do and what it is all about. From their laudatory mystifying results leading to ambiguous conclusions we learn, for instance, that it is possible to have a lubricating oil free from carbon while nature insists that there be at least 84 per cent. carbon in the oil.

To chemists engaged in the work, research falls into two closely allied divisions, academic and industrial. The former is, as the name implies, carried on chiefly in public institutions such as universities and has as its main objective the disclosing of chemical truths. The latter is the application of these facts to industrial purposes.

The duties of the technical and research division can be grouped fairly comprehensively as follows:

1. Development of improved products.
2. Improving chemical plant efficiency.
3. Study of special products and fundamental research work.
4. Investigation of equipment problems involving chemistry.

The description that follows is more of a generalization with some specific examples to illustrate the points.

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Page Thirty
Development of Improved Products

Before the advent of the internal combustion engine those fractions of petroleum—gasoline and lubricating oils—were so important, were useless and their disposal was a real problem. In recent years the demand for and consequent improvement of these products has been remarkable. Within the last year or two, automotive design has made such rapid advances that the refiner is now obliged to treat lubricating distillates, for example, in such a manner as to carefully select those constituents of the unrefined lubricating oil that give the highest efficiency in modern machinery. This progress has resulted in drastic changes in the methods of treating and the technique employed. Imperial Oil’s most recent development in this regard is the new Marvelube motor oil.

For some time after a new process has been developed by the research division and put on production, this department carries on considerable routine control work. When conditions warrant the transfer, this routine work is turned over to the inspection department.

Improving Chemical Plant Efficiency

Until comparatively recent years, the chemicals relied on in refinery practice were sulphuric acid, lye and lead lye. The work of this department has brought about the elimination of these chemicals from some operations, decrease in quantity and the substitution of more efficient agents in other instances, resulting in lower cost of raw materials and an increase in yield of petroleum products through a decrease in the loss occasioned by destructive chemicals. Without dwelling on the importance of the improvement in products, it is of interest to note that the annual saving throughout Imperial Oil Refineries amounts to a considerable sum.

These developments have occasioned considerable routine control work which is handled by the research department and applies to all refineries. The following remarks regarding the testing of gasoline indicate the nature of this control. Records are charted, giving such information as the twenty-four hour charges to a tower, the volume of chemicals added and withdrawn, and the inspections on the chemicals which indicate the degree to which they have been “spent” in the process. The same stock is treated in the laboratory with the same chemicals and parallel information is plotted on the charts. If the results do not check within the limits assigned, or if the spread of improvement between the untreated stock is not great enough, those responsible are notified. The plant operators determine the strength of the chemicals employed and checks are run by the laboratory. In this way it is possible to avoid waste of useful reagents. Such a procedure enables the operators to run their towers efficiently and at the same time ensures that the products will meet specifications when inspected by the inspection department.

Study of Special Products and Fundamental Research Work

All those connected with the oil industry realize that the service demanded of petroleum products is becoming more and more exacting. The specifications set by the consumer or interested associations are sufficient evidence of this, for example, those set by the British Air Ministry for aeroplane oils, the specifications for turbine oils and those set by the manufacturers and users of electrical equipment.

It is often necessary to fabricate apparatus in the laboratory and develop methods of testing these products to indicate how they will stand up in service. In a good many instances these methods are standardized and introduced into the inspection department.

It may be a surprise to a lot of readers and an indication of the scope of some of this work to know that in developing high grade turbine oils this laboratory has already made at least three thousand distinct inspections.

Investigation of Equipment Problems

Considerable investigation has been carried on by this department to determine the cause of such destructive agencies as corrosion, and to develop means of combating them. This problem is encountered in various pieces of equipment in the industry. One of the main difficulties in combating corrosion is the duplication of plant conditions in the laboratory. Various samples of materials of construction such as steel, iron, alloy steel, etc., are submitted to different corrosive tests and it is thus possible to recommend the proper metal for a given condition.

Miscellaneous samples of products used in refineries such as paints, clays, etc., are examined. In many cases ingenious methods have to be developed to determine their relative values.

The work of the inspection department and technical and research division becomes extremely complicated at times, if for no other reason than that the raw material with which the oil chemist labors is not a pure compound but a conglomeration of hundreds of compounds which nature has made available to man in the form of petroleum. Nature is reluctant to give up her secrets and the chemist must exercise ingenuity and patience to untie her.
EVEN since Noah constructed the ark, took on a bulwarkéd freight, and went cruising about in search of Mount Ararat, navigation has had a peculiar appeal to the heart of man. As long as there is navigable water, there will be ships and sailorsmen.

The sea called Alexander G. Cameron. Perhaps he had first heard it when he crossed with his parents from Scotland to Canada. At any rate, all through his childhood and school days in Parkhill, Ontario, the voice remained with him. He came to Sarnia, got a job in one of the hotels, and met the men from the lake and river boats, listened to their talk of trips here and yonder.

Some of them were salt water sailors and told wonderful tales of voyages to distant ports. In 1910, he answered the call and went to sea. Three years later, after many adventures and much hard work, he joined the Imperial fleet as second mate of the S.S. Imperoyal.

This streamer, of canal size, had just arrived out from England and made the fourth of the Imperial fleet. The others were the Imperial, the Icacos and the S.S. Saronic. Captain Scott was master of the Imperoyal, and a Canadian. In 1916, he and Captain Cameron took on board seven tankers and made an 18,000 mile voyage in close season and with but three days in the Firth around or on it, the vessel was more than one storm on that stormy night, one of its wrath in the rocks of Skerries and the other on the second mate. They then took a Danish pilot at Cape Skerries and arrived in Copenhagen without further incident.

In 1921, the Company expanded its fleet by building a number of ocean-going tankers. Mr. Cameron shaped his course so that if an opportunity came he would be able to command one. And in 1921 he was promoted master of the S.S. Royalite. After serving in several ships of the lake fleet in summer and outside in winter, he was sent in July, 1922 to take over the S.S. Tramolite.

Because the vessels were so small or because the wind was away from the beaten track, two voyages stand out most clearly in Captain Cameron’s recollections. The first was the delivery of the houseboat at Yagoboda, a twin screws job with an installation of two Winton gas engines each developing 200 b.h.p. The vessel was 136 feet long, 25 feet beam and with her three decks had too much superstructure for an ocean voyage. She left Jacksonville on May 16th, 1931, and proceeded along the coast of Florida to the Straits of Florida. After a few days in Miami waiting for spares and a few attempts on the Gulf Stream and proceeded over the Great Bahama Bank, rounded the eastern end of Cuba and put into Santiago to repair and obtain weather reports. From Santiago she proceeded to Kingston, Jamaica, rounding Cape Morant at the easterly end of Jamaica. Captain Cameron realized that he had a man-size job on his hands, as the trade winds were strong and he had a twelve-hour struggle to beat the light westerly situated on this point. At Kingston he took on a further supply of gasoline and waited for better weather. The trades did not let up and at the end of a week Captain Cameron decided to depart for Cartagena. Six hours barring decided him to return to Kingston as the vessel did not seem staunch enough to withstand the heavy weather. Three days later another attempt was made and although there was little change in the weather, Captain Cameron had seen how well the small vessel stood up under adverse conditions and felt confident of making a safe crossing. Each night a course would be made toward the Gulf of Darien to bring the wind and sea on the quarter as this was easier on the vessel. In the morning the course would be altered for Cartagena. After five days they sighted the island of La Popa, and soon made Boca Chica entrance and anchored safely in the harbor of Cartagena on June 16th.

The S.S. Dalmatite, one of two baby tankers built at Maverton Hill-on-Tees, was ready for the voyage across the Atlantic on April 10th, 1930. The Rambolite, a sister ship, was to follow later. After several trials in which the small vessel proved up to expectations, she took her departure and proceeded toward the Panama Channel. Much fog was encountered the first day or two. This was followed by a few beautiful days until they cleared the channel. The course was set for Fajay in the Azores, it being decided that the southwesterly route would afford better weather than the usual Great Circle track, and in case of accident they could put into Fajay. They soon ran into heavy weather and the little vessel, after trying to climb some of the giant seas, would give up and fall off into the trough, seeming to settle for breath before answering the helm to make another attempt. He enjoyed one more good day while cruising between the islands of the Azores. Then heavy weather set in and continued until a short distance off Halifax, when he got into the lee of the land and finally picked up Chebucto Head and was at anchor in Halifax harbor. The crossing was made in 25 days.

Revolutionary changes have taken place aboard the ships of the Imperial fleet since Captain Cameron joined it in 1911. The steam engine has been superceded almost entirely by the Diesel engine in the ocean fleet. One of the ships, the Cadgaverte, is equipped with a mechanical steering apparatus. Gyro compasses have been installed as well as draft recording gauges and engine indicators in the wheelhouse showing instantly the number of revolutions being turned. Wireless has played a prominent part. Direction finders, important instruments of navigation, have greatly helped to allay the risk of stranding in fog or familiar conditions. Although the use of direction finders is perhaps the greatest aid in thick weather, radio is of tremendous assistance in many other ways, obtaining time signals with which the chronometer can be checked, daily weather forecasts, the assurance of medical service should it be necessary, and radio to transmit from shore to sea to any ship where in any manner, obtaining many services which by which the chronometer

Captain Cameron is the senior ocean captain in length of service. As relieving master of the fleet, he takes over the ships of the navy who are on leave. He is genial, capable and commands his men with human understanding that is so characteristic of the Imperial executive.

Photograph by Murray Gadsby, 9th Mall, Toronto.

Refilling at Montreal. One of the small plants being supplied by the airport truck at Imperial Oil. This truck supplies gasoline, lubricating oil, and oil for the tires. Page Twenty-one.
A Plea for the Motorist


SIR—I have just read the article in the Saturday Evening Post, January 16, on a plea for our railroad by Arthur Curtiss James. The one that finishes, "The public to whom the railroad prosperity is so vitally important, must play Saint George", and not ten minutes later I strike "The Gasoline Tax" in the Imperial Oil Review.

May I have a few inches of space in your column for the harassed motorist who is going around almost ashamed to admit he has a car these days; knocked by everyone and made to feel that he is responsible for the ills of a disorganized world.

We are the average western farmers owning an average car. For the sake of amusement, a value, let us say it was a fifteen hundred dollar car... (Text continues)

A Little Child May Lead Them

A NEW chapter is being written in the history of civilization. It refers not only to the fate of a little child but to the weightier destiny of a great nation. Because the Lindbergh kidnapping scandal pulls at every heartstring it may marshall the outraged sentiment of generous Americans and put a little child in a way that gangsters will have cause to fear.

The conditions that made possible this wanton attack upon the sacredness of the home are the same conditions that have made possible the demoralization of business in the more populous centres of the neighboring Republic. But the thought of a little child in the hands of scoundrels who prey upon the homes of good Americans, does not stir up indignation than all the depredations of the gangster upon public and private treasuries, and so a little child may lead a long-suffering people back into an Eden of law and order.

That the greatest idol of a people unrestrained in admiration should put his cause in the hands of gangsters because the arm of the law has failed him is a staggering commentary upon existing conditions, and when the public recovers from the shock, something drastic may be expected to happen.

To such an eventuality this journal can look forward with selfish interest. The heart bleeds when a helpless infant is snatched from its parents; but morally the wrong is no greater than gangster's other wrong doings and of these that most nearly concerns us is the scandal of gasoline tax evasion. Between the ransom that the kidnappers demand and the forty or a hundred millions that the gasoline tax evaders steal each year there is only a sentimental difference. Although it affects millions more of people, the gasoline tax evasion racket lacks that human interest appeal which has made the Lindbergh kidnapping front page news.

But it is, nonetheless, a fact that in United States the rackets have turned their attention from liquor to gasoline. It was a simple feat of mathematics to determine which would be the more profitable. Stealing the gasoline tax from State treasuries, the racketeer reaps a part of it to people who are not too inquisitive as to the history of the gasoline they buy. The mark of honest gasoline is compelled to meet this tax-evaded cut-price, and so the price seesaws down until a paltry 5c per gallon. And Mr. Bootbath very naturally wonder at the discrepancy between figures prevailing in Canada and in some parts of the United States and direct the attention of Parliament to it.

It was apparent that the members of the Banking and Commerce Committee of the House of Commons were startled when an officer of Imperial Oil made reference to tax evasion in the course of his testimony. Whether they probe into this matter the more surprised they will be. Here in Canada tax evasion cannot be practiced on a large scale, and it seems almost incredible that it should be carried on with impunity in the United States. There is only one antagonist who can deal rackets sport a mortal blow, and that is an aroused public opinion. This the Lindbergh kidnapping scandal seems likely to create. It is not only for selfish interest; the refining industry hopes gangsters is soon to expiate its crimes even though the result would be to re-establish a normal relationship between gasoline prices in the United States and here.

Great are the Uses of Radio

T HE following letter was received by the Secretary from a shareholder who had endorsed his stock certificate, making it negotiable, and then mislaid it.

"Further to your letter of December 23, 1911, re lost certificate, I wish to thank you for your interest and papers forwarded."

"Upon making inquiries re bond, I found it would cost me $14.00 to complete the papers, so I let the matter stand."

"What I am about to relate now may sound foolish, but we have a Mr. Gladstone broadcasting from local station CKTB who answers questions over the radio re lost articles, etc. I wrote to this man and over the radio he advised me to look for stock in large book somewhere in house. This was done and book was located in piano bunch, and stock was located in book where it had been put for safe-keeping.

"Trust this is not taking too much of your time, but thinking it might be interesting, I beg once more to thank you and hereby return forms forwarded by you."

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VISITORS TO COLOMBIA

MR. O. ARMSTRONG, who for the past few years has been field superintendent of the Royalite Oil Company in Turner Valley, has been transferred to the Royalite Oil Company in Colombia, and with his wife and daughter sailed on the S.S. "Santa Teresa" on Friday, January 8th.

Mestra. A. E. Burns, F. B. Benet, Directors of the International Petroleum Company, S. F. Hareif, Rowland C. Moore and James Wheeler left Toronto on January 6th, and together with Dr. A. W. Schoeleiner and Mr. R. S. Bonsie, of New York, sailed on the S.S. "Santa Teresa" for Colombia, Friday, January 8th.

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ANNUITIES & BENEFITS SUPPLEMENT

ANNUITIES AND BENEFITS COMMITTEE FOR 1912

Left to right: D. E. Leslie, Col. E. A. Oliver, G. L. Thompson (Secretary), P. F. Sinclair (Chairman), W. B. Edoworth and J. R. Simpson.


Page Twenty-One
ANNUITIES AND BENEFITS, 1931

WE ARE pleased to report that the personnel of the Annuities and Benefits Committee have been in the active service of the company in 1931. The termination notices were received from the various refiners and marketing divisions.

JOINT INDUSTRIAL COUNCIL:
The elections to the 1931 joint industrial councils were held between December 1st and 17th. The most satisfactory vote being polled. Photographs of the 1931 councils appear elsewhere in this Review. The number of meetings held during the year was 96 and 205 matters were discussed and decided favorably as follows:

- Wage:
  - Working conditions: 10
  - Hours of work: 10
  - Industrial: 1
  - Sanitation, Housing, and Social: 5
  - Miscellaneous: 3

REGINA REFINERY:
The percentage of votes in this refinery were not so high as in the previous year, the percentages by divisions being as follows:

- Division No. 1: 71.40 %
- Division No. 2: 76.39 %
- Division No. 3: 83.95 %

In addressing the members of the 1931 Council at the Declared meeting, Mr. Leach spoke as follows:

This being the last meeting for 1931, and as I don’t suppose all of you will be back on this committee next year, I wish to thank you all for the work you have done during 1931. I can only say that this committee has been a very great help to me in very many matters, and that I alone could not decide upon, and I also wish to thank the sick_NOTE(s) for being such a help in going out and looking to see what we can do to help our fellow-workers.

HALIFAX REFINERY:
The percentage of the refinery in each division at this refinery as follows:

- Division No. 1: 82.15%
- Division No. 2: 80.04%
- Division No. 3: 84.27%

IMPERIAL OIL REVIEW

DEPENDENT DIVISION:
The voting at this point was also 98% and Mr. Gordon advises us in his letter of December 22nd that all meetings were conducted in harmony.

MONTREAL DIVISION:
The percentage in this division was nearly 100%. Mr. Griffith advises that: "There were no unimportant issues in the operation of the council during the year 1931.

QUEBEC:
Quebec had 100% vote in their election. Mr. Lunt advises: 'We did not have any grievances that were worth noting upon during the past year. We enjoyed good cooperation of the entire staff.'

WINNIPEG DIVISION:
Winnipeg division also had a vote of nearly 100%. Mr. Welsh, chairman sends us as follows: "Our meeting of the 1931 Industrial council was held during the year and it is with satisfaction that we report that relations were harmonious and everyone cooperated to promote the company's interests at all times."

VANCOUVER DIVISION:
Percentage of those voting was 84%.

SAULT "F:" Percentage of those eligible voting was 100%.

TORONTO DIVISION:
The vote at Princess Street was about 100% and Col. O'Leary advises that: "Several general meetings of the council were held in Toronto during the past year. Everything was in harmony, no difficulty whatever was encountered in this council as functioning in a very satisfactory manner."
JOINT COUNCILS - MARKETING DIVISIONS


OTTAWA — (Left to right): J. G. Dunlop, W. E. Rourke, G. M. Thomas (Chairman), E. W. Nettleton, George Evans.


JOINT COUNCILS, 1932
IMPERIAL OIL, LIMITED

Elected and Selected Representatives for the Year

MANUFACTURING DEPARTMENT

Montreal Refinery
Elected:
1. J. J. McCown
2. N. Purcell
3. E. Tierney
4. A. Berardine
5. H. Woods
6. H. Jones
7. G. Stuch
8. G. Stuch
9. F. C. McPhail, Chairman

Selected:
1. J. F. Cormack
2. C. E. Garson
3. E. H. C. Keswick
4. W. E. Runnalls
5. F. W. North
6. E. N. H. MacKinnon
7. T. J. G. Scott
8. A. D. MacKinnon
9. E. L. H. Harris, Chairman

Calgary Refinery
Elected:
1. J. R. C. Constable
2. J. H. Ensor
3. W. E. Campbell
4. R. E. W. Skidmore
5. W. T. Bothwell
6. W. E. Campbell
7. W. H. Smith
8. W. M. Smith
9. W. S. Morris, Chairman

Selected:
1. D. M. Allan Jr.
2. J. H. Crean
3. W. H. Campbell
4. J. H. Crean
5. J. H. Crean
6. J. H. Crean
7. J. H. Crean
8. W. H. Young
9. J. H. Crean

Regina Refinery
Elected:
1. G. H. Rees
2. W. C. Johnson
3. B. A. Hargreaves
4. E. A. Hargreaves
5. C. J. Smith
6. C. J. Smith
7. C. J. Smith
8. B. A. Hargreaves
9. C. J. Smith

Selected:
1. C. R. Moore
2. A. A. Moore
3. W. A. Moore
4. W. A. Moore
5. W. A. Moore
6. W. A. Moore
7. W. A. Moore
8. W. A. Moore
9. W. A. Moore

Sarnia Refinery
Elected:
1. W. E. Shaw
2. A. D. Boag
3. I. M. Forrester
4. T. J. G. Scott
5. W. C. Campbell
6. C. H. Crean
7. W. C. Campbell
8. C. H. Crean
9. W. C. Campbell

Selected:
1. W. C. Campbell
2. A. D. Boag
3. I. M. Forrester
4. T. J. G. Scott
5. W. C. Campbell
6. C. H. Crean
7. W. C. Campbell
8. C. H. Crean
9. W. C. Campbell

Halifax Refinery
Elected:
1. B. B. Hoff
2. H. M. Young
3. A. J. Young
4. R. C. Young
5. A. J. Young
6. R. C. Young
7. R. C. Young
8. A. J. Young
9. R. C. Young

Selected:
1. B. B. Hoff
2. H. M. Young
3. A. J. Young
4. R. C. Young
5. A. J. Young
6. R. C. Young
7. R. C. Young
8. A. J. Young
9. R. C. Young

MARKETING DEPARTMENT

Toronto (Princess Street)
Elected:
1. L. C. D. Smith
2. A. G. E. Gamble
3. W. A. Shaw
4. W. A. Shaw
5. W. A. Shaw
6. W. A. Shaw
7. W. A. Shaw
8. W. A. Shaw
9. W. A. Shaw

Selected:
1. L. C. D. Smith
2. A. G. E. Gamble
3. W. A. Shaw
4. W. A. Shaw
5. W. A. Shaw
6. W. A. Shaw
7. W. A. Shaw
8. W. A. Shaw
9. W. A. Shaw

Edmonton
Elected:
1. C. A. Burrows
2. F. E. Gray
3. N. C. Allen
4. N. C. Allen
5. N. C. Allen
6. N. C. Allen
7. N. C. Allen
8. N. C. Allen
9. N. C. Allen

Selected:
1. C. A. Burrows
2. F. E. Gray
3. N. C. Allen
4. N. C. Allen
5. N. C. Allen
6. N. C. Allen
7. N. C. Allen
8. N. C. Allen
9. N. C. Allen

Winnipeg
Elected:
1. J. B. Smith
2. E. N. H. MacKinnon
3. W. H. Smith
4. W. H. Smith
5. W. H. Smith
6. W. H. Smith
7. W. H. Smith
8. W. H. Smith
9. W. H. Smith

Selected:
1. J. B. Smith
2. E. N. H. MacKinnon
3. W. H. Smith
4. W. H. Smith
5. W. H. Smith
6. W. H. Smith
7. W. H. Smith
8. W. H. Smith
9. W. H. Smith

Saint John, N.B.
Elected:
1. J. A. MacArthur
2. E. A. MacArthur
3. E. A. MacArthur
4. E. A. MacArthur
5. E. A. MacArthur
6. E. A. MacArthur
7. E. A. MacArthur
8. E. A. MacArthur
9. E. A. MacArthur

Selected:
1. J. A. MacArthur
2. E. A. MacArthur
3. E. A. MacArthur
4. E. A. MacArthur
5. E. A. MacArthur
6. E. A. MacArthur
7. E. A. MacArthur
8. E. A. MacArthur
9. E. A. MacArthur

Hamilton
Elected:
1. S. J. Adams
2. H. H. Blacker
3. H. H. Blacker
4. H. H. Blacker
5. H. H. Blacker
6. H. H. Blacker
7. H. H. Blacker
8. H. H. Blacker
9. H. H. Blacker

Selected:
1. S. J. Adams
2. H. H. Blacker
3. H. H. Blacker
4. H. H. Blacker
5. H. H. Blacker
6. H. H. Blacker
7. H. H. Blacker
8. H. H. Blacker
9. H. H. Blacker

Vancouver
Elected:
1. C. H. MacEachren
2. E. R. Sheehan
3. W. C. Gamble
4. W. C. Gamble
5. W. C. Gamble
6. W. C. Gamble
7. W. C. Gamble
8. W. C. Gamble
9. W. C. Gamble

Selected:
1. C. H. MacEachren
2. E. R. Sheehan
3. W. C. Gamble
4. W. C. Gamble
5. W. C. Gamble
6. W. C. Gamble
7. W. C. Gamble
8. W. C. Gamble
9. W. C. Gamble

Quebec:
Elected:
1. L. E. Forster
2. A. B. Forster
3. A. B. Forster
4. A. B. Forster
5. A. B. Forster
6. A. B. Forster
7. A. B. Forster
8. A. B. Forster
9. A. B. Forster

Selected:
1. L. E. Forster
2. A. B. Forster
3. A. B. Forster
4. A. B. Forster
5. A. B. Forster
6. A. B. Forster
7. A. B. Forster
8. A. B. Forster
9. A. B. Forster

Calgary
Elected:
1. W. T. Smith
2. D. C. Smith
3. D. C. Smith
4. D. C. Smith
5. D. C. Smith
6. D. C. Smith
7. D. C. Smith
8. D. C. Smith
9. D. C. Smith

Selected:
1. W. T. Smith
2. D. C. Smith
3. D. C. Smith
4. D. C. Smith
5. D. C. Smith
6. D. C. Smith
7. D. C. Smith
8. D. C. Smith
9. D. C. Smith

T HIS STORY of 1932 has chosen the rhythm of language of ancient chronicles to set forth its tale of modern pilgrimage through well-loved mountains. Where the tale falls into verse form or rhythmic prose, we have taken the liberty of so arranging it to show more clearly how the writer has caught the spirit and rhythm of the early saga. With the direction and the careful attention to fact and detail that belongs to the metrical prose of Arthurian legend—"Here was fiddling and song, here was barking among; pipes and drums sang there merrily!"—he has depicted with accuracy and delight the scenes and people he has found in his journey.

Away we go into the setting sun. Blue sky overhead and dark clouds around:
Ahead the snow-capped peaks of Rockies with Here a cathedral mass and there a spire:
Off to the right the rounded dark facade Of Devil's Head.

The fields are white and snowdrifts at fence posts. The sands rise in a roar. Their shapes defined, unseen before. The road for thirty miles is oiled, asphalted gravel. In places bored by wind, again snow-buried. And in the hollows, drifts deep-seated.

With joyous ecstasy, we press the accelerator and Peugeot springs forward with sweet-sounding hum and a joyous rumble of wheels on highway. The needle sways to greater speeds with cautious slowing down as drifts come near.

The careful navigator steers the entrance, Rock we from side to side and through. The hatch scrape side banks, the oil pan flattens the middle roadway. The cold has kept the snow on the fence post tops. Adown the dips and up the rises. Round the bends and over the bridges.

"Through the pinewoods he passed where the winds pipe unceasing And mean like the mournful music of the ocean..."—A Nurse Saga.
The sky is bright blue and the ragged mass of stone stands clear-cut. Black and clear is the timber line, with here and there a phalanx of spruce pushing its way up some mountain draw. There is a twining white way that looks like a trail but is only a waterfall raining quietly till snow lines its nomading brink. There, in a swaying back of the mountains, is a snowfield awaiting its turn to swell the river and give its moisture to the plains below.

The way grows more intimate, the trees closer and more upright, storm precipices towering up and about. It follows the lake, with the railroad first on the far side and then across to skirt the next low, wettery place. Hugging the cliff the road crawls upward and around the next bend, in a long, twisting ascent, past a section man’s house with its lamp in the window. It is dark now and the headlamps throw through the hollowed darkness across the path. The distant mountain tops are gone but nearer ones stand silhouetted against the afterglow. The snow on the road ahead changes from white to black and blackness fades to whiteness as it disappears beneath our wheels. The drifts are filled with snow in hollowing sweeps that vanish into Stygian darkness.

We enter the old park gates and travel up and down, around and around again, faster then slower ever changing. At the new entrance gate, ten miles from Banff, we register, then off again over the old familiar road to Anthracite Hill, that twists and turns, up, up, up, and over the top, then gently down through a parklike hillside into Banff. A turn in the road and the beauty of the avenue burst upon us—all pay with streamers of coloured lights. The street windows are ablaze. The avenue stretches—‘one clear carpet of white—to the bridge with its lighted standards. The windows of the houses are circled with lights of many colours—the Christmas season is not yet ended.

It is seven o’clock and it seems days since we last had bite or sup. The lights of the Banff Cafe invite us. It is nippy outside. It makes the nose wrinkle and there is a thin cold wind. Ah! there’s the kitchen with the jolly old cook. Let’s get acquainted. “Sure, come nearer the stove. It’s cold tonight.” Now we’re warm and back in the dining room with hot tomato soup—not too hot on a night like this—hot baked meat pie, and toast and coffee; apple pie to come.

A short rest, a pipe and now to find a lodging. One last look around before we go. The sky is lighter now and we see the familiar mountain tops—Halo, Cascade! Cheerio, Rundle! Sawback, old chap! What ho, there! Sulphur, and funny little Tunnel! and you others in the distant west, goodnight! The same old room facing the street, a newspaper and then lights out. Next morning “Well, the sun is up, what do you know about that? ‘It should be, it’s half-past nine. How about breakfast and a ride around?” Out we go to hot coffee and toast.

We fill the gas tank, look to the oil, examine the tires, a spot of anti-freeze and all set. To the hotel, travelling through a valley of snow and grey, snow-laden spruce and smaller trees all bare-twigged, and up into the deserted courtyard we go and gate from its balconies down the Bow valley, across flat acres of white, lofty peaks all around, and sloping sides of rock disappearing into the timber line, and down, down, till they meet the icy waters of the Bow and Spray. Silenced is the roar of the falls. Only a rustle remains of that mighty noise.

Back to town and up to the Cave and Batin, over a thick carpet of parent snow, so soft the very birds cannot hear us coming. A chill, searching wind from the west sweeps down the valley, and although it is a day of most brilliant sunshine, we are on the shady side of the mountain and we do not linger. Time is getting on and the sun sets early. With the sun behind us we will get another view of these beloved hills. We turn in our tracks, down Anthracite Hill, and east toward the valley. The road follows through the outskirts of Canmore, a mining town nestled at the feet of the Three Sisters, who stand out in all their white-topped beauty. Out of the park and on, faster and faster still. This beauty was lost, in the darkness of last night. Fortunately are the people of Canada in the possession of this paradise, unspoiled, protected.
Explosion at Royalite Scrubbing Plant

A dramatic climax to a severe season of subzero weather was the explosion of the preheating unit of the gas processing system in the Turner Valley, which occurred at noon on January 30th. It was probably caused by metal failure or contraction due to the extreme cold weather as the thermometer had been ranging from 20 to 30 degrees below zero for three days prior to the accident.

The plant operator had inspected the pressure recorders and valves a few seconds before the accident and found them functioning normally. He then left the building to perform other routine duties.

The detonation was heard two miles away and concussion broke windows within a radius of 20 yards, but beyond this damage was confined to the plant unit and related apparatus. No person was injured.

Officials of the Canadian Western Natural Gas Company utilized radio and door-to-door circulars inviting the cooperation of the consumers in conserving as much of the gas supply as possible and in tolerating the fumes from the unscrubbed gas. This is the first time in its seven years of natural gas consumption that Calgary has faced such a crisis.

At the time the explosion occurred more than 50,000,000 cubic feet of gas was entering the plant. All valves on the gathering lines were immediately closed, to prevent further explosion. Chemical fire extinguishers were put into action in a very short time and in addition steam and water and soda solution were poured into the flames. In spite of this, at one time it looked as if the whole plant would be ruined. After two hours of fierce fighting, the fire was extinguished, the damage from this source being confined to the preheater unit.

The gas company had in the meantime turned on Foremost and Bow Island fields, but it would be several hours before Calgary could benefit by the supply and it was therefore decided to turn about 20,000,000 cubic feet of raw gas into the mains until such time as temporary repairs could be made in order to resume scrubbing.

While the fire fighters were subduing the flames, other crews were out on the gathering lines digging trenches and tapping lines so that gas lines could be maintained as a substitute for the preheating plant.

At 3:50 p.m. scrubbing was commenced; at 4:30, 44,000,000 cubic feet of gas was passing through and being scrubbed to 20 grains. The temperature of gas entering the plant was 10 to 15 degrees below normal. The flare lines were effective. At 7:00 p.m. the gas company had all the gas they required. But owing to the bitter cold of the night pressure was maintained only by careful and watchful operation.

Not only the Royalite staff but many neighbors worked tirelessly to extinguish the fire and place the plant in operation again. Several of the residents of the relief work carried over the winter by Royalite were among the volunteers.

Imperial's First Secretary Passes

The funeral of William Melville Spencer, prominent Londoner, and former Mayor, who died suddenly on December 22nd, was held from the family residence, 303 Dufferin Avenue, London, Ontario. Interment was made in Mount Pleasant Cemetery.

Mr. Spencer was born in Woodstock in 1852. When 18 years old he entered business with his father's firm, William Spencer & Sons, oil refiners, London. In 1880 the firm was merged with several others to form the Imperial Oil Company.

Mr. Spencer's father built the first oil refinery in Canada in 1862. It was moved to London in 1863, and became the nucleus of a large and important industrial development. Mr. Spencer could remember the cluster of oil refineries in the east end of this city, some of which did a large export business. The oil fields of Lambton County were already in production, and the crude oil was transported in barrels from Oil Springs to Wyoming, a town founded by Mr. Spencer's father, and shipped by the Great Western Railway to London for refining.

Overproduction is not a thing of today only. It overtook the oil business 50 and 60 years ago, and prices became so uneconomic as to force a combination of the refining interests. These changes led to the formation in London of the Imperial Oil Company, of which Mr. Spencer was the first secretary, and in which he was a substantial stockholder until the end of his life.

The death of Mr. Spencer is a great loss to the community, in which he was a foremost figure for over half a century. He identified himself closely with many activities, industrial, financial, philanthropic and religious, and in his upbuilding upon the pioneers.
HERE AND THERE

TORONTO
56 CHURCH STREET CLUB
By John Ness

The pastime of alley bowling is a popularity that seems to have been growing in the city. A recent article in the Toronto Daily News described the various alleys and provided a list of the clubs. The article mentioned that there were over 50 alleys in the city, each with its own unique rules and etiquette. The game is played by two teams, each with three players, and the objective is to throw balls down a narrow alley and knock down as many pins as possible. The team with the most pins knocked down at the end of the game wins.

The article also mentioned that there were several clubs in the city, each with its own name and location. The 56 Church Street Club was one of the most popular, with a membership of over 1000. The club held regular tournaments and events, and was known for its friendly atmosphere and good food. The article ended with a note that the popularity of alley bowling was expected to continue to grow in the future.

THE DEPRESSION TROPHY DONATED TO...
TALARA GOLF CLUB
CABARET

By George W. Anderson

The 19th annual Golf Club Cabaret, held in Talara Club on December 1st last, was a triumph for the committee composed of Messrs. Simpson, Vaughan, McDonald, Scott, Chase and Canfield—under whose direction it was given.

The stage was complete in every detail and the scene and lighting effects compared favorably with those in our regular theatres. Musical accompaniment were played by Miss B. B. Bell and Mr. E. W. Ashton, whose work at rehearsals and during the evening added greatly to the success of the affair.

Mr. McDonald gave the feature, Mr. Donald for light effects, and Mr. Delaqua for the construction of the stage, as the music, much credit is due.

The audience was appreciative and enthusiastic, and although it is almost impossible to discriminate, a brief review of the most outstanding numbers is given.

The first curtain went up on a cabaret scene entitled "Over the Top." It was a success from the first moment. Mr. Edgington was splendid in "Sing You Sinners." Miss Cameron appeared just then, apparently stocked with the weather, but not at all as to prevent Doctor Burns giving a clever demonstration of a drunk man trying to maintain his equilibrium, and "The Girl of the Barracks," to be drawn to the piano by the first female pianist, Miss Beatrice Bell. They sung together "We Got Love," which took the audience completely by storm. Miss Burns and Miss I. E. Moore were the captivating waltzers. Mr. Stutz and Mr. Grover danced a fine two-step in "My Rosalita." It unanimously agreed that his assumed broad, Lancashire accent was something of professional.

"We Leave It to You," was a most delightfully entertaining number, presenting old and new songs and dances under the direction of G. A. W. Simpson and D. D. Cameron. Miss Sawyer and Mr. Howard Dove danced the minuet and the audience was completely won over to the old, but when Miss Hannah Drummond and Mr. Neville danced the Charleston and Merna Webb, Randall and McDermot sang some of the popular songs, it was just hard to stand.

"Bill," Osborne, and "Dave," Dobson, an old-time favorite, danced a very good set. They appeared from a trench which was under heavy fire, and their wise cracks were thoroughly appreciated by Mr. J. G. McKellar of "Paragon." was perfectly suited to the role of "The Pursuer of Puddles." Mr. Swords, Miss Drummond and Miss Moore were well received, as was "Seven Days and a Week." The latter portrayed Mr. Booth's room in the "Mad House.

"The Stork," as a closing number, was based on the eternal triangle, with Admiral Nelson as husband and wife, and Norman Stevenson, the son, worrying about the return of the stork. Howard Dove. The successful shooting of the stork, was on the conclusion of a splendid programme.

Music for the dancing which followed was supplied by the Talara Club Orchestra, who played well and generally, and it was very reluctantly that the gathering dispersed.

VANCOUVER

Mr. A. M. ABBEY who has retired from the staff of Imperial Oil Limited, joined the Company in 1909, and in his 13 years of service, all of which were spent in British Columbia, proved himself a worthy member of the Imperial family.

Mr. C. M. Rolston, on behalf of Mr. Abbey's fellow workers presented him with a fine gold watch in memory of old times. The Abbey wishes Mr. A. M. Abbey

BRANDON

by W. R. Wallace

Although the "Baby" division of Imperial Oil Limited, Brandon is doing its man's size job in helping to alleviate the distress which is prevalent in the West through unemployment. There are only forty-two employees in the city of Brandon, yet they have raised altogether approximately $1,000 for the relief work.

Since the advent of the "depression," two big charity dances have been held at the armories and at the expense of the employees. Social Club, the when excellent floor of the dance was utilized to good advantage, and many Brandon citizens attended what we have been told are considered the most enjoyable social functions that have taken place. $200.00 was raised for charity, in addition to the sale of refreshments, food, and clothing.

As further expression of their united generosity, a dinner more fortunate than themselves, the employees have created an "Imperial Oil Staff Relief Fund" which is helping out the smaller resources of the local relief committee. The dinner made to this fund total almost $100, and the work is being done in a quiet and unassuming manner.

The management and staff of Brandon Division gathered together on the evening of February 1st to bid farewell to Mr. R. H. Sparrow on the eve of his departure for St. John's, Newfoundland, to which division he has been transferred as manager.

The office and the supper tables were gaily decorated for the occasion in the company's colors, and after a pleasant social hour at the card tables, about eighty guests sat down to supper.

Mr. E. L. Norris then voiced on behalf of the staff their keen regret at losing Mr. Sparrow, and after paying him tribute for his loyal and consistent work in the past and wishing him every success in the future, Mr. Norris asked Mr. Sparrow to accept from the staff a beautiful silver tea service and tray.

Mr. Sparrow suitably replied, and after farewell was said, the group dispersed to the strains of "Au Dern Jour Synve."
to carry him off at a comparatively early age. He leaves behind him an enviable record as an employee of Imperial Oil, a respected citizen of the district in which he resided, and a devoted husband and loving father Mr Lapointe is survived by his widow and ten children, to whom we extend our deepest sympathy in their affliction.

The funeral service was held on January 4th, in the Church of St. Francois Xavier at Riviere du Loup, and was attended by a large concourse of relatives, friends, and customers of our deceased agent. A telegram of condolence was received from her, Ernest Lapointe, former Minister of Justice, regretting his inability to attend.

ALEXANDER FRASER

FROM Edmonton Division comes the sad news of the death of Alexander Sandy Fraser, who was from the service standpoint one of the oldest employees of the Company in Western Canada. Sandy joined the Imperial organization in 1903 as driver of a horse-drawn tank wagon and was transferred to Edmonton in 1912 in the same capacity. He has been a tank wagon salesman during his entire connection with the Company. He was a well-known and highly-respected employee of the Company in Edmonton. During the last days of his illness, the office received many telephone calls from his customers inquiring as to the progress he was making and expressing the hope that he would make a quick recovery. When news of his death became known, there were still more telephone calls expressing regret and intimating that the Company had lost one of its best representatives in that district. These sentiments are evidenced by his fellow workers on the staff.

His death was directly caused by blood poisoning, the result of a scratch on his hand as he was turning on the switch to start his truck prior to going out on his route. Although there was a first aid kit hanging on the wall of the warehouse not fifty yards from where the accident occurred, Sandy neglected to use it, and by the time he was pulled on his dirty gloves and a few days later, on January 29th, died of septicemia. A pathetic side to this is that Sandy had been a confirmed bachelor for sixty years. Last New Year's Eve he married and settled down to a happy domestic existence which, owing to his untimely death, lasted less than a month.

MUGROSA NO. 4 WELL

The following notice was posted at Murgiosa No. 4 Well in Colombia on December 23rd last, when drilling was abandoned after all hope of production had been dispelled. The effusive regrets may be somewhat difficult to follow but probably are none the less genuine.

It is signed by 'Workers of La Murgiosa'.

"Our dear friend Well No. 4 has died. Who after 18 months of continuous battle and seeing its hopes already frustrated, has just exhaled its last breath. Today your three galleries and all your fighters, and we, your tireless servants, reserve to ourselves the honor of spreading over your grave a last few handfuls of earth which will be the stone which covers your tomb."

"Your memory will remain with us although you pass beyond the grave and leave us like a feather in the air, without a fixed route, and at the mercy of the vagabond winds. Goodbye, unforgettable companion of misfortune and of innumerable anxieties, may your luck present you in another world that which you could not obtain in this."

REGINA

Imperial Oil Workers Give $800 to V. O. N.

From Regina, Sask., by phone.

IN ANSWER to the appeal made in Regina recently, employees of the Imperial Oil Limited, sales division, Regina, have volunteered to contribute directly to the Victoria Order of Nurses Fund, the sum of $800 to assist the order in maintaining a nurse in Regina.

The employees, after a short meeting, recently, announced to officials of the company that a decision had been reached to make the donation to be spread over four months, January, February, March, and April, and asked that the paymaster be instructed to deduct from all salary cheques during these four months the amount of $250 per month agreed upon by the employees.

The Imperial Oil Limited recently made a donation of $5,000 to the Lieutenant-Governor's Emergency Distress Fund, $1,500 of this amount being in the north part of the Province, and the balance in the northern part.

Employees of the company through their social club have already made a splendid donation to the fund and no work passes but that some charity is aided through the activities of the various committees in the social organization of the company.

CULTURED GASOLINE

The refined and fancy brands of gasoline which are entering the market bid fair to outdo the pickle industry in variety. Where once the motorist drew his machine up alongside the curb and called for five gallons of gas, he calls today for a tafel of "forked lightning," "or" "tricial streak," or "blue spitfire," or something else which is supposed to push any "old banger" over the turnpike at a rate of speed and a facility of movement that no plain gasoline ever could hope to produce.

He backs up to an array of filling posts that resemble a demoralized forest. Gasoline here to fit any pocketbook and more names for it than there are ingredients in an end-of-the-week stew. And the color schemes are not neglected. One may now have his favorite tint carried into his gasoline tank. Whether one's taste favors pink, green, blue, or yellow, the chemist appears to be quite ready to meet it.

To top it all, the automobile learns that he need no longer linger in out-of-the-way places while seeking assistance to start a balky car. He is told the new products not only start it instantly, but can keep it going for some time after the tank is empty.

At many points in Canada, Imperial Oil employees have been voluntarily contributing funds for the relief of the unemployed. In Toronto they subscribed $2,150, a sum for five months and the above letter is an acknowledgement from Mayor Stewart of one of these installments.
ON
THE ROAD
TO BANFF

"The Hoodoos", cement-like pinnacles that have withstood the erosion of time.

A quiet backwater.

Glimpses of the scenery along the road travelled by Sidney Pitt Tucker, whose article, "White Paradise," appears in this issue.

Road on Princess Island.