The
IMPERIAL OIL
REVIEW

G. Harrison Smith, President, Imperial Oil, Limited.
CONSOLATION

WHY so sad, little pal? Have we been getting into mischief again? It's far too nice a day to stay in the house and listen to "don't touch" and "mustn't do that". Let's get your Daddy to take us for a ride in the new car. See how it shines in the sun! Come on, buddy, tell him to get some Three Star gasoline and drive us out to that lovely place where you and he and I can play ball and hunt field mice and get ice cream cones and hot dogs, only I always shoulder when you say that.

OLD FRIENDS PART AT ANNUAL MEETING

OLD friends formally parted at Sarnia on June 30th when C. O. Stillman and A. M. McQueen retired from their high offices in the Company to enjoy the leisure to which their long and distinguished services so well entitle them.

It was an appropriate tribute to Mr. Stillman and Mr. McQueen that the meeting at which their retirements were implemented should be held at Sarnia. There, in 1897, Mr. Stillman came as a young man entrusted with the task of building a refinery and creating an organization to make and market petroleum products throughout Canada. Near there, in Petrolia, A. M. McQueen worked as a lad and acquired that understanding of oil production and of men that made him so invaluable a servant to Imperial Oil when the days came for it to seek out and operate its own sources of crude oil.

When Mr. Stillman came to Sarnia there was nothing but rudimentary still. When he went back to Sarnia to terminate formally his connection with the Company there was a plant covering nearly 600 acres and outfitted with the most modern and elaborate equipment to be found anywhere in the world. When Mr. Stillman first went to Sarnia the refinery worked by rule of thumb. When Mr. Stillman went to say good-bye to his associates of so many years he went to a huge building housing elaborate scientific equipment in which there were busy several score of chemists checking the products of the refinery and working to achieve new and better products. Past great, wide-windowed rooms with long tables glittering with glass test tubes and instruments of an intricacy that defies layman description and layman understanding, the party of shareholders marched into the library of the research laboratory building. Ranged along the walls were thousands of volumes of scientific reference works. The scene was symbolic of the advances made during the period of Mr. Stillman's and Mr. McQueen's service.

Ordinarily, annual meetings of Imperial Oil Limited are formal affairs. The annual report is read, questions which shareholders may ask are answered, new by-laws are adopted and directors are elected. But it was obvious from the outset that the usual formal procedure would not satisfy the meeting. The shareholders present were principally employees of Sarnia refinery. For many years they had been satisfied to "take as read" the annual financial statement and so it was not surprising that when Mr. J. A. New stood to read the annual report a motion was promptly introduced relieving him of the necessity of repeating the figures that had been published a fortnight before. There was a certain tension and uneasiness until it came time to elect directors and then the tension increased as Mr. Stillman rose to speak. He spoke simply and from his heart. Here are his words as the stenographer took them down:

Before going ahead with the election of officers, I would like permission to say a few words. I want to do this because I have decided not to stand for reelection to the Board of Directors. Retirement is a privilege which I ask for with a long, considerable justification. I have spent fifty-two years in the oil business. I feel I am entitled to a rest. I am going out of office with an easy mind. My successor, I am sure, will be more than competent to carry on. With the same loyalty which I have enjoyed from the thousands of men and women who make up our organization, his success is certain.
I would talk to you at lengths of the splendid qualities of the picture of Imperial Oil Limited. I want to mention one or two particularly. First, because of me he is writing from activities in the Company that are, I must say, very rewarding—enlightening, keen, kind, and unobtrusive. His great services could not be overestimated. Then, my friend, that dynamo of energy and master of all situations, G. Harrison Smith. He has great gifts and extraordinary ability, which he has made available to the Company and its associated companies. And there is Victor Rosen, perhaps the best informed-of the most widely read—including certainly of the rest of the world—men in Canada. Then we have Chante Alteme, on whose judgment so much of our success depends; and our two most recent members of the Board, John McNeil, our marketing man, whose ability carried him to the head of our marketing department, and Leo McCloud, in charge of manufacturing, who began his career with us as a boy and returned to us. I am sure that all the kind remarks that have been made.

Mr. Stilling then briefly expressed his thanks and the meeting proceeded to elect G. Harrison Smith, Victor Rosen, C. A. Eames, R. V. L. LeSueur, John McNeil and Leo C. McCloud as directors. Mr. Rosen then addressed the meeting as follows:

What might be called the incoming Board would like very much to have the meeting proceed to its session in the Board of Mr. Stilling and Mr. McQueen. In my view, I have been a good deal of contact with Directors of the Board, but some coming to the Imperial has almost daily stricken with the uniformity of purpose, and with the deference shown each other’s views, and with the united effort which is made by the Board as a whole. For much of that very considerable attitude, Mr. Stilling is responsible. He has never been a man to show much of a desire to dismiss the various positions that he has had a position to serve the Company. We have had him in a very prominent position in the various positions that he has joined the Board of many of the concerns, and his immense knowledge of men and affairs, both here and in so far as Mr. Stilling has been so much of a team in the Company. Greater work could not add to such a tangible tribute as this.

Now, just in closing, I say to all of all of the shareholders, I would like to say that Mr. Stilling and Mr. McQueen will long be spared to enjoy a well-earned rest, and to demonstrate the assertions that we so frequently hear to the contrary. I think that those enjoying the best of life, all friendship is dropped, and all personal favor is forgotten, and the Company’s best interest is kept before all. I think it is a feeling of encouragement, the election to which office carries with it the goodwill of every member of the Board.

Mr. J. P. Bickell, a Toronto shareholder, spoke as follows:

As a shareholder, I would like to take this opportunity of thanking Mr. McQueen for his great many years of service. I spent almost all of the difficult circumstances of the past year, must be considered by everyone as wholly satisfactory. It illustrates in a marked way the financial stability which we have been able to maintain at a time of such great depression the world has ever known, by a spirit of loyalty and sacrifice on the part of all the employees of the company, and also of the Board, and the people who work in the oil business and the oil business. We believe that the Company will prove to amount of human material.

To my mind, a competent executive gains from experience, and I have always thought that the most valuable thing to commercial success was the accumulated experience of the years that he has drawn on for guidance. I would protest with the previous speaker. I have that this decision was arrived at after a very careful and mature consideration by administrative bodies who have directed for local periods and under varying conditions, and who are particularly shrewd, who have been particularly successful, and who are fully warranted in being recognized as the 'Royalty' of the petroleum industry. Under these conditions, I know it must be a wise rule. Never,

Ih I sincerely hope that at least in a consummatory capacity the talents of Mr. Stilling and Mr. McQueen will be retained by the Company. Mr. McQueen’s exceptional geological knowledge and his services to South America or everywhere where recognized and has been applied successfully in no uncertain way to the great advantage of this Company throughout the many years that he has been associated with it. Since Mr. McQueen’s outstanding efforts must have contributed to the industry as a whole, the benefits accruing to the Imperial Oil had, in their natural course, to be reflected to the benefit of the country at large.

Mr. Stilling has the proud honor and distinction of being the first man to call it a medal—deeming that he is going to move upwards, and that we are to have the honor of his presence here to-day. Though the various positions that he has joined the Board of many of the concerns, and his immense knowledge of men and affairs, both here and in so far as Mr. Stilling has been so much of a team in the Company. Greater work could not add to such a tangible tribute as this.

However, you weren’t satisfied with building refineries; you built ships for the Great Lakes, carrying the organization’s and shipped the first of the several-ocean carrying the Company’s flag, and I am sure the boys of Sarnia refinery have been uppermost in his mind for the good wishes of the employees, shareholders and executive.

Adjournment was in order but quickly there was an innimation that so far as the employee share-

holders were concerned there was something yet to be done. Arthur Kirby, who by reason of his long service to the Company was not present today, and Mr. McQueen to remain a few moments in their seats. The employee shareholders gave no indication of the business meeting seemed magically to have disappeared. Mr. Kirby was now speaking not as a shareholder or employee of Imperial Oil but as a fellow-
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if the time came tomorrow and it was possible to turn back the years and you were erecting an army, I feel safe in saying that all the members of this organization would be ready to enlist and serve another thirty-six years with you.

We hope you will enjoy good health, because you deserve everything that is coming to you, and we hope you will not fail to return to Sarnia and look over the ground.

Speaking then to Mr. McQueen, Mr. Kirby said:

Mr. McQueen, on behalf of the employees of Sarnia refinery, I wish to make a few remarks on your retirement. We respect it indeed, the same as Mr. Stillman's. You were a Petrole boy born and among the oil wells.

Gentlemen, before I close my remarks, I wish to say a few words in regard to a little presentation that the employees of this plant wish to make you gentlemen. (Addressing Mr. Stillman): To you, Sir, is offered this token from the employees of Sarnia refinery with the following memorial:

This tribute of admiration and respect is presented to C. O. Stillman by the employees of Sarnia Refinery for his unfailing fairness and sympathy with his fellow workers during fifty-two years in the oil industry, fourteen of which were spent as President of Imperial Oil, Limited.

SARNIA, ONTARIO, June 30, 1933

At this point, Mr. George Bryden of the Sarnia staff handed to Mr. Stillman a very beautiful cigarette case of gold bearing Mr. Stillman's signature in facsimile.

Mr. Kirby continued, addressing Mr. McQueen:

And to you, Sir, we wish to offer this remembrance from the employees of Sarnia Refinery, with the following memorial:

This symbol of affection is presented to A. M. McQueen by the employees of Sarnia Refinery, Imperial Oil, Limited, in recognition of the great benefits accruing to the Company and its employees from his outstanding achievements in Canada and North America.

SARNIA, ONTARIO, June 30, 1933

Edward J. Baker of the Sarnia staff then handed to Mr. McQueen a very handsome silver cigar humidifier. Prolonged applause followed both presentations.

Mr. Kirby continued:

Before I give you gentlemen a chance to say anything, I just wish to make a few remarks on the men who make up Imperial Oil, as we see them in Sarnia—a group of men who have made Imperial Oil what it is today.

The group of men who have made the Imperial Oil, Limited, what it is today have worked in silence and almost obscurity for years, deriving their greatest reward from the endorsement which their endeavors have won from the users of Imperial products throughout the world. Their greatness has been manifested by the fact that they have been content to remain hidden from the public eye, and to temper their ability for the common good of Imperial Oil. They have had all these years a

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common aim and a common standard and all of them share and cherish alike in the pride and glowing pride of being the Imperial Oil, Limited, more worthy of the public's appreciation. The Imperial Oil Company has developed in goodness as a man's character grows and develops with the years when he dedicates his life to honor and integrity and declines to swerve from that high standard. When another group, equally gifted, have applied the same high principles over a long period of years—when these principles have fastened themselves like a life-long habit on the rank and file of a great organization, then, and not until then, can there be another organization remotely comparable to Imperial Oil, Limited.

Mr. McQueen rising to thank Mr. Kirby and the employees of Sarnia Refinery said:

Art—I mean, Mr. Kirby—I couldn't make a speech, but I always told the boys they were working with me and not for me. I do appreciate this kindly remembrance, and thank you, one and all.

Mr. McQueen then expressed his thanks:

This is really a surprise to me. I have never been associated closely with the Sarnia Refinery, although I have a great many friends in the organization here. I do very deeply appreciate this gift. It is a beautiful thing and I shall always treasure it with great pride. The inscription I appreciate very much. Thank you all, indeed.

While the presentations were being made to Mr. Stillman and Mr. McQueen, the directors had adjourned to another room where they elected the new President, G. Harrison Smith. Mr. Victor Ross announced the result of the first meeting of the new directors:

Mr. Chairman, I would like to announce that a quorum of the Board is present, and, with full powers of the incoming Board, have elected the officers for the new year. The election to the Presidency was characterized by enthusiasm, by unanimity, and a feeling that the members of the Board feel that they were only doing their duty to the Company. We have unanimously elected G. Harrison Smith as President of the Company. The new Vice-Presidents are: Mr. C. A. Evans, Mr. R. V. LeSauve and myself. The other Directors are Mr. J. J. McNeil and Mr. L. C. McColloch. I really think, under the circumstances, as we are so proud of our new President, he should appear for a few moments.

Mr. G. Harrison Smith: "Mr. Chairman, I think after the successful way Mr. Stillman carried on, complete silence is golden, and the least said the better. I thank you and I hope I do half as well as Mr. Stillman.

Mr. C. O. Stillman: "One thing, Mr. Smith, I know they will stand by you."

Following the meeting many old associates of Mr. Stillman and Mr. McQueen gathered around to shake hands and to chat about old times. As a shareholder observed: "While business men must always look forward it is only by looking back from time to time that they can keep their eyes clear and true and learn to estimate things accurately."

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Refueling the Winnie Mae at Edmonton

WILEY POST AT EDMONTON

SHOWING signs of exhaustion from the strain of the fastest globe-girdling trip ever made by man, Wiley Post landed at Edmonton on Saturday morning, July 25, after having completed the last lap of his long journey. While the Winnie Mae was taking on 346 gallons of Imperial Ethyl Aeroplane Spirit and 10 gallons of Gargoyle Mobil Oil Aero "H", its tired pilot snapped slightly more than an hour's rest before heading east again. He reached New York safely, 7 days, 18 hours and 49 minutes after he had taken off on his great adventure, having cut over 21 hours from the previous record set up by himself and Gatty.

Edmonton citizens examining Post's famous plane
Ending an active career of fifteen years in the oil business, Charles Orrin Stillman, president of Imperial Oil, Limited, formally tendered his resignation at the annual meeting of shareholders at Sarnia on June 30th. Expressions of regret on Mr. Stillman's decision to avail himself of the retirement privileges have been received from all parts of Canada and the United States and from Peru and Colombia where the Company carries on large production and refining activities through its South American subsidiaries.

Mr. Stillman began his career in the oil industry as a helper in a refinery yard and after wide experience came to Sarnia in 1897 to build a Canadian organization and to construct the first of the Company's refineries. The Sarnia plant, which is one of the largest industrial units in the Empire, is a fitting monument to his work.

In 1899 Mr. Stillman was appointed director and superintendent of Imperial Oil, and in 1901 became general superintendent. In 1910 he was made assistant general manager, and the following year was elected to the office of vice-president. In 1919 he became president of the Company and has served without interruption in that office ever since. A man of great organizing and executive ability, he has been in the first rank of Canadian business men. He also served as director of International Petroleum Company Limited, of the Dominion Bank, and of the Canadian General Securities.

Widespread regret was expressed at the news announced late in June that A. M. McQueen, vice-president of Imperial Oil, Limited, and vice-president of the International Petroleum Company Limited, was retiring from active service with those Companies. A man who had endeared himself to the rank and file of the organizations both in Canada and in South America, Mr. McQueen enjoyed the confidence and admiration of thousands and thousands of his fellow workers and his retirement terminates a career during which he rendered invaluable service to these companies.

Mr. McQueen spent practically all his life in the oil industry and was for many years a prominent figure in the Western Ontario producing fields where he acquired experience and knowledge of oil production, which were later to prove of such benefit to Imperial Oil and its subsidiaries in South America and in Western Canada.

He joined the Imperial Oil organization in 1916, through the offices of the late Hon. W. J. Hanna, former president of the Company, who was a warm admirer of Mr. McQueen's ability. Mr. McQueen was especially active in the enormous developments in Peru and Colombia, and was also a leader in the program undertaken in the Turner Valley and in the Northwest Territories. He was born in Petrolia in the very heart of Canada's first oil fields and was the son of one of the earliest settlers in that district. For many years he was manager of the business interests of the late J. H. Fairbanks, at one time a director of the Imperial organization.
ITALIAN AIR ARMADA VISITS CANADA

PROBABLY never since man first lifted a heavier-than-air machine into the sky has so much interest centered in a flight as was concentrated upon the trip of the Italian Air Armada to the World's Fair at Chicago.

The success of this great aeronautical expedition was bound up in the skill of the operating personnel, the efficiency of the machines used and the thoroughness of the preparations made by the ground organization at the points where the aerial Armada was refueled. No stranger to emergency demands arising out of the needs of aviation, Imperial Oil, Limited, was asked by its associate, the Stanbux Specifications Board to look after deliveries of fuels for General Balbo's flight at Cartwright, Labrador, Shediac, N.B., and Montreal, Que. on the westward trek and again at Shediac and at St. John, Newfoundland, on the eastward journey. Thus the Company made five separate contacts with the Italian flight, the largest number of contacts made by any of the organizations which were enlisted to supply fuel in Italy, Ireland, Iceland, Labrador, Newfoundland, Canada and the United States. Pride is taken by the Italian Oil organization in its share in justifying the statement issued by General Balbo at Chicago when he said, "the gasoline supplied by your Companies and the organizations of all the refuelling stations were excellent and completely satisfactory. Our 48 engines did not miss a single explosion throughout the flight which is proof that engines as well as fuel have justified themselves."

Of all the arrangements made by Imperial Oil, those entailing the greatest difficulty were in connection with refuelling at Cartwright. Ice conditions made it impossible to lay down the fuel there as soon as it was desired and ultimately it became necessary to engage an icebreaker in order to get supplies in and to permit of sufficient time for organization.

However, on the afternoon of July 12th, when the

Armada arrived at Cartwright all was in readiness. The machinery which had been carefully organized during several months of preparation went into operation and within a few hours the Armada was ready for its next hop to Shediac.

The arrival of the Armada at Shediac was unexpectedly and occasioned some little disappointment for that reason because plans to run rail-way excursions from many points in the Maritimes could not be completed. The fliers had been weather-bound in Iceland for a week, but on the morning of July 12th word came that they had taken off and were travelling the most hazardous leg of the westward journey. In the afternoon Captain Camparioli, commander of the Italian air force at Shediac received, through the wireless station which had been set up in a one-car garage near the pier, word of safe arrival at Cartwright but there was no indication that the journey would be resumed on the following day and up to ten o'clock of the morning of July 13th the ground organization at Shediac and the people of the town did not expect to see General Balbo before Friday the fourteenth and many seemed to think that he would not resume his journey until the fifteenth.

Early in the morning of July 13th salesman F. W. Storey of Moncton, in whose territory Shediac lies, drove out to the coast town with Pat Reid, Imperial Oil's pilot, and after a talk with agent Fred Murphy of Shediac decided that the job of moving more than 2,500 five-gallon cans of gasoline down to the wharf and thence into fishermen's boats should be proceeded with at once in order that Imperial Oil might not be caught napping. Accordingly men were engaged and the transport of fuel was begun. Little had been accomplished, however, before the Italian radio station received word that General Balbo was already one hour out of Cartwright and might be expected at Shediac within three or four hours. The work was speeded up as much as possible and the big cargo of gasoline was hurried to the wharf while the crew of about a hundred fishermen needed to man the 48 dories and 16 power boats enlisted for the refuelling operations were hastily assembled and sent to their posts. By noon the gasoline had all been placed in the dories and they were lying in tow of three to the sterns of the power boats while thousands and thousands of people were crowding into every point of vantage on the shore. The Royal Canadian Mounted Police stood guard on the wharf and only the many distinguished visitors who had gathered to welcome Balbo and those who were actually concerned with the fuelling arrangements were given access to the pier reaching into the bay.

About half past two in the afternoon the Armada was seen approaching from a northeasterly direction.

The Imperial Oil warehouse at Shediac was appropriately decorated for the arrival of the Italian Air Armada. The family of Alderman F. W. Storey, Imperial Oil's salesman at Moncton, spent a busy night preparing the big feasts.
as friendly greetings and he acknowledged them cheerfully, while he continued to blow smoke into the air.

The fleet lay at anchor through the night ready discernible in the glare of a searchlight playing from H.M.C. Destroyer Saguenay moored some three and a half miles off shore. The following morning, General Balbo and his men were busy with final preparations for the hop to Montreal and they began to rise from the water about ten o'clock to wing their way across New Brunswick and the State of Maine and over the southeastern towns into the Fairchild airport on the south side of the St. Lawrence River opposite Montreal. While the welcome at Shediac was enthusiastic and was participated in by a large number of people, it did not compare from the point of view of crowds with the arrival at Montreal. All morning people had been crossing the river in thousands and were lined up along the shore while on the dock were hundreds of representatives of a local fascist organization.

Refueling arrangements at Montreal were conducted with great dispatch and earned further warm commendations from General Balbo. In view of the fact that the fleet moored off an island, and that the fuel had to be transported around this island, the work could not be done as quickly as at Shediac, where the planes were more readily accessible. Nevertheless it was accomplished in less than two hours, which was approximately half the time that had been hoped for by Commander del Ponte of the Montreal air base in his most sanguine moments.

The armada left Montreal about eleven o'clock on July 15th for the last hop of the westward journey and, incidentally, General Balbo described this last flight as the most trying of them all because unfavourable weather conditions prevailed over a large part of Lake Ontario and Lake Erie, and it was necessary for the flyers to turn sharply north at Belleville and to follow the Trent Valley waterway, passing over Owen Sound and then down the Georgian Bay in order to avoid threatening storms. For this reason both Toronto and Buffalo which had expected to see the flyers were disappointed.

Thousands of automobiles horns and many thousands of voices acclaimed the flyers and after making a wide circle around the bay the flight began to land in trios. One hour passed between the landing of the first three machines and the landing of the last three. As it alighted, each machine taxied up to its mooring and in a little while all 24 monoplanes were at rest in a line extending for nearly a mile and a half along the bay. The power boats started out promptly with their tows of dories and two dories were dropped alongside each plane. Within one hour the fuelling had been completed and the dories were on their way back to shore piloted with empty cans. An incident which caused some amusement and yet had its tragic possibilities was observed on one of the returning dories. The fishermen had been instructed that all empty cans must be returned so that they could be destroyed and they had been warned that an empty gasoline can is just about as dangerous as a bomb because of the gas that lingers in it for a long period after it is emptied. Accordingly, the fishermen were carefully warned against smoking while proceeding to the planes and while returning with the empties. One dory loaded with empty cans was observed in which an Italian officer was standing nonchalantly smoking a cigarette. Fortunately fate was kind to the crew of that boat. Horrified warnings shouted by Imperial Oil men seemed to be regarded by the Italian.
The New President

A word picture of G. Harrison Smith, President of Imperial Oil, Limited, by Welllington Jeffres, in the Financial Post.

G. HARRISON SMITH, by virtue of his position as newly-elected president of Imperial Oil, Ltd., and in view of the fact that he is already president of International Petroleum, Ltd., occupies one of the dominant positions in the world's oil industry. In fact, so far as one can see from Canada, it would appear that only one man, W. C. Tsegel, head of Standard Oil of New Jersey, occupies a more commanding position in the oil industry of the world. By reason of these positions Mr. Smith is influential in the oil industry throughout the Americas, and by reason of the world-wide affiliations of these companies to a certain extent elsewhere in the world as well.

For the first time in a career of great usefulness and growing influence in the oil industry, G. Harrison Smith comes into the limelight. As senior vice-president of Imperial Oil he has had his hand for years on all the vast interests of the company and his authority to make decisions was only second to that of the senior executive himself. His fellow-directors and officials of the company, all those with whom he has had to do direct business and key men of leading competitive companies, have therefore known about his high qualities as an executive, but most Canadians not in the oil business learn about his achievements now for the first time because he has become president of Imperial Oil. One reason is that Mr. Smith is not as much interested in personal publicity. It is not that he deters the camera or the interviewer, but that he has been indifferent on the subject. All his friends and fellow executives are well aware of this trait. His interest is in plans, projects, research, men and countries eclipses other considerations.

It was such a man that Elbert Hubbard must have had in mind in his famous "A Message to Garcia." G. H. Smith, his most intimate friends call him, is credited with having accomplished some great coups in his time, especially in South America, but he will tell about it in about fifteen words. Once a thing is accomplished his mind is so far in the future on new objectives that the thing immediately past and accomplished is already far in the past and a mere detail as far as he is concerned. The interest in his present work and plans takes first place.

Mr. Smith has an enthusiasm for life. Though he comes to immediate grips with problems and events as they arise and has a faculty for quick decision seldom equalled, he has never outgrown the boy in his approach to life. His infectious eagerness for work, for play, for conversation, for study of men and things as each in turn comes before him is essentially that of the boy. "Come on in, the water is fine." He seems to be saying, whatever he is doing. His spontaneity is remarkable, his directness confidence-inspiring. Those who come to him on important missions find themselves deep in the subject a few seconds after they meet him. He gets to the heart of the matter at once, knowing that if there can be agreement on essentials, details will straighten themselves out.

One who has travelled much in South America told the writer of this article recently that President Olav A. Herrera of Colombia, told him that Mr. Smith understood the psychology of Latin peoples better than any North American he had ever met. This was passed on to a Toronto friend of Mr. Smith, and this friend said:

"Well, the feeling of admiration is mutual. I remember hearing Harry say once that he considered the President of Colombia one of the squarest men he had ever met, and one of the most patriotic. He said there was only one way to do business with Olav Herrera and that was to show him that any proposal was in the interest of Colombia. Olav Herrera said he had a president who would act. If the thought was necessary in any way detrimental to Colombia, he was not going to have his breath even if he had the tongues of men and angels."

I have heard Harry Smith speak highly of various public men in Peru as well. He has a high opinion of many public men in Latin American countries where it is still considered an honor for gentlemen to go into politics. He likes them to show a more pronounced willingness to consider the merits of a question than do politicians of some Northern communities who are working among just what Tom, Dick and Harry will think at home.

One can easily deduce from this why Mr. Smith's regarded as an expert in South American psychology. It is because he does not think in terms of 'Latin American' psychology at all. As Kipling says:

There is neither East nor West, nor north nor south, nor land nor birth.

When two men stand face to face though they come from the ends of the earth.

There is no doubt that the arrangements made after visits by Mr. Smith and others to Peru and Colombia have been very beneficial to those countries, and also to Imperial Oil and to Canada. Both Peru and Colombia have had many tens of millions of dollars spent within their borders, they have seen employment of their own people increase considerably, they have found their governmental revenues increased, and they have discovered that these companies have been ready to co-operate in any reasonable way for the welfare of the states where they succeeded in getting oil. Probably as just a tribute as any to Mr. Smith is that of the veteran president, C. O. Stellman, who retired on June 30, after 52 years in the oil business.

He referred to Mr. Smith as "that dynamo of energy and master of all situations," and continued as follows: "He has great gifts and extraordinary ability which he has placed wholly and unselfishly at the disposal of this Company and its associated companies."

G. Harrison Smith began his career in the oil business as a boy in 1898 and held various positions in the accounting and sales departments. In 1911 he was elected vice-president of the West India Oil Company, and was also engaged in an executive capacity in connection with the export and sale of petroleum products in Brazil. In 1914 he resigned these positions to become vice-president of Imperial Oil Ltd., and vice-president of International Petroleum Co., Ltd. He was elected president of International Petroleum in 1917 and that is where his extraordinary expansion began.

Mr. Smith, along with W. C. Tsegel, a former president of Imperial Oil, and other high oil officials, made a trip to Peru that will always be memorable in Imperial Oil annals. It was made in the yacht Diana across one of the stormiest seas ever encountered by that vessel. It was as a result of that trip that International Petroleum decided on the "going the limit" to develop the valuable concessions then and now held in Peru. It is rather characteristics of the new president that in his enthusiasm for Peru and his plans for development in a big way, the storm and the accompanying peril are forgotten. That part of the trip is covered in some such words as these: "We went to Peru in the yacht Diana." Nothing about storm or peril or mountainous seas. Yet others on that trip refer to it as one of the unforgettable experiences of their lives. G. H. Smith, engrossed in his job, apparently forgot the storm as soon as it was over.

In 1926 the benefit of Mr. Smith's South American experience was desired by Standard Oil of New Jersey, which elected him a director. In 1930 he was elected a director of the Royal Bank of Canada and it is difficult to escape the conclusion that this was due in part to Mr. Smith's knowledge of South America because the Royal Bank has more branches there than any other South American bank. In 1932, Mr. Smith became a director of the Toronto General Hospital.

The soundness of Mr. Smith's judgment and his capacity to estimate justly a general business situation before most people are aware there is a situation to estimate was strikingly demonstrated to the writer two years ago. In half a minute's conversation with Mr. Smith as they walked along a corridor and went up in an elevator of Imperial Oil's great office building in Toronto, the writer was told in answer to questions that the banking situation in the United States was full of peril and that Mr. Smith did not see how banks filled with unmarketable paper such as real estate bonds could avoid in the end a terrible mess. His prophetic insight was often remembered during the anxious weeks that preceded the federal bank holiday.

The new president, however, does not consider his judgments infallible. Every high calibre man knows he is going to be wrong sometimes and Mr. Smith frankly accepts responsibility when events do not justify a decision taken. One subordinate gives this tribute: "He never passes the buck."
The New Imperial Oil Board

Victor Ross, senior Vice-President of Imperial Oil, Limited, is a son of a former crown attorney of Prince County, Ontario. He was educated at Walkerton, and as a boy joined the repatriation staff of the Toronto Star. He subsequently was with the Mail, and for ten years was financial editor of the Toronto Globe. In 1916 he resigned from the Globe and became assistant to W. C. Tregle, who had just been elected to the Presidency of Standard Oil (N.J.). On the death of the Hon. W. J. Hanna in 1919, Mr. Ross was elected a Director to succeed Mr. Hanna on the Imperial Board, and subsequently on the retirement of G. W. Mayer, Vice-President of Imperial Oil, Mr. Ross became a Vice-President of the Company. Shortly after that he was made a Vice-President of International Petroleum.

Mr. Ross is a writer of considerable ability and is the author of several books. Even now in spare moments he occasionally indulges his flair for writing. While on the Globe he was editor of the Canadian Bankers' Journal. He also wrote a history of the Canadian Bank of Commerce, and two shorter works: "The Petroleum Industry in Canada", and "The Evolution of the Petroleum Industry". He is said to be one of the most widely known men in Canada. His friendships extend from coast to coast, and also into the United States and overseas.

Clarence A. Eames, Vice-President of Imperial Oil, Limited, began his career in the oil business thirty-six years ago with the Atlantic Refining Company. Later he joined the Anglo-American Oil Company of London, England, and became a director of that concern in 1921. In 1931 he was made a Director of Imperial Oil and International Petroleum. After spending some time in South America, he came to Toronto, where he has since resided.

He is an expert in foreign trading and also in transportation of petroleum products.

R. V. Le Sueur, Vice-President of Imperial Oil, is a native of Sarnia and a graduate of the University of Toronto, and of Osgoode Hall. On completing his law course in 1903, he became a partner of the late Hon. W. J. Hanna, for many years Imperial's legal adviser, and subsequently President of the Company. In 1916 Mr. Le Sueur became his firm's association with the business when he went to England in connection with the purchase of producing fields in Peru for International Petroleum. Subsequently he took charge of negotiations with the Peruvian Government, and has ever since acted as chief legal counsel for International, of which he became a director in 1926.

Mr. Le Sueur represented West Lambton in the House of Commons, 1921-1925. He has a wide range of knowledge of the petroleum industry, and is particularly expert in matters relating to corporation law in South America. While practicing as a partner in Mr. Hanna's law office he made a reputation for himself not only as a corporation counsel but also in the field of criminal law.

John McNeil, Director in charge of marketing, was born at Gravenhurst, Ontario. He was first employed by a small Toronto oil concern after he left school. This concern was absorbed by the Canadian Oil Company, which sent Mr. McNeil to Halifax as local manager and later to Winnipeg. In 1906 Mr. McNeil joined Imperial Oil's Winnipeg office. In 1921 he was appointed manager of sales of white products and in 1930 was made assistant general sales manager for Eastern Canada. He succeeded Mr. F. J. Wolfe, who is now Chairman of the Board of the Anglo-American Oil Company, one of the British Empire's largest organizations, in 1931, as Imperial Oil's Director in charge of marketing.

Leo C. McCloskey, Director, is an expert on manufacturing and has risen rapidly because of his thoroughness and complete grasp of every task allotted him. Mr. McCloskey joined Imperial Oil as a boy in Sarnia in 1910. After five years in the refining yards he took charge of the records pertaining to cost and personnel. In 1915 he was appointed general accountant and came to Toronto when the executive offices of the Company were moved to Toronto for the sake of convenience. He was appointed assistant general manager of refineries in 1923 and has been a Director of the Company since 1931.

Lt.-Col. George A. Drew has recently completed an air tour of the Canadian West in company with George M. Ross, executive secretary of the Canadian Flying Club Association. Colonel Drew, whose writings are well known to Cana-
dians, is keenly interested in the development of aviation in this country. The tour was made in the "plane presented four years ago by Imperial Oil to the Aviation League of Canada. In the above picture Colonel Drew (left) is seen with Mr. Ross beside CF-AAA on whose fuselage is inscribed the log of his many journeys which make him the most widely travelled plane in Canada.
NEW DIRECTORS OF INTERNATIONAL PETROLEUM

A meeting of the Board of Directors of the International Petroleum Company Limited, on June 3rd, the resignations of A. M. McQueen, Vice-President and C. O. Stillman, Director, were accepted. Mr. Stillman and Mr. McQueen are retiring from the International Petroleum Board under the retirement plan which is operative in that Company as well as in Imperial Oil. B. V. LeSueur, who has been elected a Vice-President of Imperial Oil has been elected Vice-President of International Petroleum. C. S. Wilcox and Dr. O. B. Hopkins were also elected to the Board.

C. S. Wilcox was born in the Republic of Colombia, S.A., was educated in England, and then came to the United States where he entered the oil business in California. In 1918 he joined the staff of the Tropical Oil Company which was operating in Colombia and in 1920 when International Petroleum acquired the Tropical Oil interests Mr. Wilcox came to Toronto where he has since resided. He has been in charge of sales of refined products in Colombia, and also of the movement of crude oil from that country. The products marketed in Colombia are similar to those used elsewhere, such as motor fuels, kerosene, lubricants and asphalt, and the introduction some four or five years ago of modern methods of distribution has resulted in an economy which has been passed on to the consumer.

Dr. O. B. Hopkins is chief geologist of Imperial Oil Limited and International Petroleum. He joined the Companies in 1920 and was in charge of investigation work in Colombia before International Petroleum acquired the Tropical Oil Company. In addition to his Colombian activities, he has supervised a comprehensive and exhaustive survey of a large area of possible oil producing lands in Peru, and has been active in exploration for oil in the Canadian West and North. His department utilizes every resource of modern science and invention, including seismology and aerial survey and mapping. Dr. Hopkins has contributed liberally to geological literature, with several books as well as numerous articles to his credit.

ON THEIR aerial mapping tour of a northern air route between Europe and America, Colonel and Mrs. Lindbergh stopped at Halifax to refuel. Word was received at 3:30 in the afternoon of July 11th that Colonel Lindbergh had started out from Northampton for Halifax, and Mr. Durnmore, superintendent of the Imperial Oil refinery at Halifax immediately made arrangements for the necessary men, trucks and rowboats to take care of the fuelling. At 6:45 p.m. the Lindberghs arrived.

The Royal Canadian Air Force have three seaplanes operating under the Royal Canadian Mounted Police, which make their base at the airport at Eastern Passage across the small cove from Imperoyal Village. It was to this landing place that Colonel Lindbergh had been advised to go by our Company several days previously. He circled once over Imperoyal and then made a beautiful landing at the airport, taxiing up to the busy which had been especially prepared for him.

The Lindberghs were met immediately by the superintendent of the refinery, and Mr. Harrison of the Halifax Aero Club. As soon as the anchoring was complete, which Colonel Lindbergh supervised personally, the party went ashore. Arrangements were made for the placing of some one hundred and thirty gallons of gasoline and five gallons of lubricating oil on board.

Mr. Durnmore, with Colonel Lindbergh, went to the airport to proceed with the fuelling of the 'plane. A truck with the necessary gasoline and lubricating oil backed onto the wharf at the airport and the gasoline and lubricating oil were taken out to the plane by boat under the supervision of the refinery personnel and placed on board in a very short time. After completion of the fuelling, arrangements were made by the refinery officials to have the generator of Colonel Lindbergh’s ‘plane repaired the following morning by some of the Royal Canadian Air Force mechanics, a watchman was stationed at the plane, and Colonel Lindbergh returned to the superintendent’s residence at Imperoyal.

The following letter written by Mrs. Durnmore to the Editor of the Review gives a delightful description of the Lindberghs’ visit:

“My husband tells me you want an account of the Lindberghs’ visit to Imperoyal.

“Well, meeting them is a pleasure we wish we could share with all of you, and to have had them as guests an undreamed-of privilege.

“All that has been written of their charm and modesty and concentration on their work is immediately apparent and our instinct was to help them get on with it’ to the best of our small ability.

“The airport of the R.C.M.P. ‘planes faces our
house across a cove on Eastern Passage. My husband was ‘phoned from the office ‘Be ready to dash for the port in case you can do something for Mrs. Lindbergh!’ So, as the great black and silver plane, with the red wings, circled our house, we sped to the airport.

"The landing was beautiful to see, and the Lindberghs waved cheerily as they taxied to their moorings. My husband and Mr. Harrison of the Halifax Aero Club went out to help tie them up and to welcome them, the Customs and City Officials launched soon following. An amusing crowd for so short a time had gathered and surged on them as they came ashore. Our car was the nearest refuge. They hopped in and we brought them home—for a breathing space.

"But as they admired our lovely view and exclaimed at the proximity to their plane, I ventured to offer them accommodation here, which they graciously accepted.

"Col. Lindbergh and my husband returned to the plane, Mrs. Lindbergh having dinner with me. In a short time the business of fueling was complete and Col. Lindbergh returned. He seemed ever so pleased with everything, and said it was a perfect place to land.

"Aftewards a few friends, including our beloved Mrs. Covert of Government House, called on Mrs. Lindbergh, all of whom were thrilled with her sweet simplicity and brave sincerity.

"The Colonel brought back from the plane their travelling kit, which consisted of two blanket rolls, a bundle, and a canvas duffel bag, took the stairs two at a time, and soon rejoined us, admitting that he was hungry. We gathered around the dining room table and charted while he helped himself to a hearty supper and after, for a short time with maps and travelling details. They signified that bed time was early, so shortly after ten thirty dead silence reigned.

"I awakened early, quite sure that I had dreamed their presence with us. Reporters soon indicated it was no dream, however. I took charge of the telephone and my husky made the door, determined that our guests should breakfast in peace.

"The Colonel went to the plane again to work on a minor defect. Mrs. Lindbergh had correspondence to attend to, and most interesting arrangements to make for her radio connections up and down the coast. The Colonel evidently leaves these matters to her entirely. She uses both short and long waves—sends and receives over a radius of 1,800 miles. She is a tennis player and would have enjoyed a game had time permitted. She also exclaimed at the prospect of a drive along our lovely Dartmouth Lakes—spoke appreciatively of the lovely shore line and beaches over which they had flown and mentioned the hope of a vacation hereabouts some time.

"At 11 a.m. Col. Lindbergh announced everything 'All Set.' 'Hot lunch or a picnic?' I asked him. 'Sandwiches would be fine,' he replied, so away they went with a box.

"Splendid young people!—concentrating on the essentials of their outstanding talents—our hearts have gone with them and we pray for their safe and successful return.

"Colonel Lindbergh expressed himself as very pleased with the arrangements made for fueling and the courtesy which had been shown him by the refinery personnel, and the members of the Royal Canadian Air Force at the air station.
Of course, supplying maps and marking in green pencil the best route to take from place to place are not the only tasks of the Imperial Touring Service. Many of its correspondents with information about conditions they will meet with on their journey. What is the route of road; is it in good condition; what is the mileage, how long do you think the trip should take; what should it cost; is there good hotel accommodation; what is the price of gasoline; where is there good fishing; what is the temperature likely to be; where is the nearest golf course? The most innocent looking white envelope is quite capable of concealing a half-dozen or more questions like these and a good deal of research work is sometimes necessary before a suitable reply can be made. But the Touring Service rather enjoys having its resources tested and endeavours to give a complete and speedy answer to the most voluminous and exciting enquiry. It believes that the motorist who is sufficiently interested in his trip to write away for information deserves to be given the fullest co-operation and assistance.

To answer these many and varied enquiries the Touring Service files must be complete and up-to-date. There must be road reports from as many districts as possible to aid the motorist in avoiding that bane of every trip, the detour. There must be a great deal of descriptive literature from which to pull in

The Imperial Touring Service must be prepared to tell where courses are situated en route in order that stops may be arranged accordingly for an afternoon's play. Long periods of continuous driving become monotonous for even the most enthusiastic of motor tourists and many have found that a few hours spent tramping about the fairways in pursuit of a little white ball makes an ideal break in the journey.

Other important requisites of the Touring Service are mileage tables to tell correspondents the total distance of their proposed trips, and maps of large cities to help them find their way quickly through the labyrinth of streets in which they can so easily become entangled and lose their way. Many motorists who write for green-pencilled road maps ask to be routed around the larger cities in order that they may save the precious time which would be wasted by traffic jams and stop lights.

And now the Imperial Touring Service has to disappoint its correspondents through no fault of its own. For example, several motorists have asked for maps indicating the all-Canadian route from Atlantic to Pacific, unaware that it is still impossible to travel from east to west without crossing into the United States for part of the journey. The highway is completed to a point past Hearst in Ontario and then a great gap of unperforated country reaching to Winnipeg, 65 miles from Port Arthur, intervenes. From this point to Kenora, near the Manitoba border, a road is even now being pushed through by an army of 2,500 men who are overcoming great difficulties in their work of construction. Next year they expect to have drained and filled the last mile of mudflats and another wonderful new country of incomparable beauty and abundance in game and fish of all kinds will be opened up to tourist travel.

Requests for maps showing the road to Hudson's Bay are also received. Of course, there is as yet no highway leading to Canada's great inland sea of the north, and optimistic correspondents are informed that the closest they can travel to the Bay by motor-car is Cochrane whence they can go by rail the remaining 186 miles to Moosonee on James Bay if they wish. One enquirer sought a map of South America and had to be told regretfully that although the Imperial Touring Service had many maps of many places the regions south of the Gulf of Mexico were beyond its ken.

Enquiries reach their peak in volume just now, when smooth roads and perfect weather conspire to lure every motor-car owner to Faraway License plates from distant provinces and states are everywhere to be seen, their colors contrasting vividly with those of our own particular district. Even if their strange markers did not give away one could always pick out the cars that come from afar. Dust from many miles of driving, baggage piled high on the running-board and, above all, a happy-go-lucky air about the travellers themselves—these are the emblems of the touring fraternity.
OUR FIRST GASOLINE SERVICE STATION

By J. S. Matthews, Imperial Oil, Limited, Vancouver

Ten years after a citizen of Hamilton, Ontario, had imported Canada's first automobile (in 1898), the first service station in the Dominion and possibly in North America, was established at Vancouver, B.C. Gasoline at that time was a by-product for which there was comparatively little demand. Its great consumer, the automobile, was still considered dangerous and expensive to run. Very few persons except inventors and certain incautious optimists, perceived its remarkable future.

In Vancouver, the first indication of a demand for gasoline as fuel for vehicles motivated by the internal combustion engine, was a telephone call answered by J. S. Matthews, then a clerk in the office of the Imperial Oil Company Limited. The office was a very small one, its staff consisting of a manager, a travelling salesman and a clerk-stenographer. The voice on the wire stated that Mr. Hendry, manager of the Hastings Swimmill, to whom the Company sold considerable petroleum lubricating oil, needed gasoline for his automobile. Had they any in stock? They had, replied the clerk, in cases of two-five-gallon (wine) cans each. It could also be supplied in wooden barrels, but these would have to be brought from the East and was not very satisfactory as so much of the gasoline evaporated through the wood. The voice inquired if it was the gasoline used in automobiles. He did not know, said the clerk, but he presumed it was. It was what they sold to the drug stores for cleaningDepots and to plumbers for fire pots. They also had benzine which the salmon cannery bought to dissolve lacquer for salmon cans. And they could get 26° Beauce gasoline from the East, the kind sometimes used for "Moore" hanging lamps, employed for lighting country hotels, halls and other large buildings.

This was the result of a feud between the leading garages. They had been charging 15 cents, and there was no gasoline tax in those days. That afternoon the first customer appeared at the Imperial Warehouse on Smythe Street and was fuelled by means of a bucket and a big funnel. Next day two or three cars came, then more, until finally they filled the warehouse yard, getting in the way of the Company's trucks. When the exasperated foreman locked the yard gates and posted a sign "Automobiles not allowed inside" the cars were serviced by a bucket brigade in the roadway.

This summer of 1908 was a busy, confused one. Something had to be done and Mr. Rolston did it. That something was the first service station. Facing the street he built an open-sided corrugated iron shed about five feet deep, ten or twelve feet wide and eight feet high in front, with a plank floor. In the centre was a trestled, concrete pillar, about three feet high, on top of which was placed an ordinary kitchen water tank, fitted with a gauge marked off in gallons with dotes of white paint. This tank was connected to the main storage tank, and the cars were fuelled by means of a ten-foot length of garden hose which the attendant drained with his thumb and finger after each sale, and which was carefully removed at night. A chair with a cushion completed the equipment.

The system was so successful that most of the cars in Vancouver came to Smythe and Cambie Streets for their gasoline and a second tank had to be installed. The idea caught on rapidly, and the fame of the first service station spread far and wide. Enquiries as to how it was operated came from all parts of North America, and although in the United States the elaborate stations began to be erected, Vancouver was slow to adopt the ornamental type.

The first service station attendant was Mr. J. C. Kolliston, an uncle of C. M. Rolston. He was an elderly gentleman, kindly and pious, who had been an artist of note in his younger days. For lack of something to do he had been glad to serve as night watchman at the Company's plant. His duties as service station attendant were hardly more onerous, for at times half a day passed without a car coming for gasoline. On an afternoon previous to a holiday, however, he had his hands more than full, as many as fifty or sixty cars lining up awaiting their turn. Mr. Kolliston, it might be added, is still living, although the iron shed where he sat, painted in the惹e business has long since been demolished and its descendants, like mushroom have sprung up all over the continent.
A VISIT to this, the largest industry of the kind in Canada, will repay any person for the expense and trouble, if they are desirous of seeing for themselves the production and refining of oil, and the manufacturing of it into the score or more different forms that the advance of science and demands of the market now require.

A ten-minute walk north from the main street will bring you to the "head office" which is nicely and conveniently located on a green sward about the middle of the works, and midway between the tracks of the G.T.R. and M.A.R., which run parallel through the extensive premises.

To facilitate their operations, the company, which was incorporated in 1890, have established branch offices at St. John, N.B.; Montreal, Que.; Kingston, Toronto, Peterborough, Hamilton, Guelph, Stratford, London, Port Arthur, Ontario; Winnipeg, Man.; Grenfell, Port Portage, Lithbridge, Calgary, Qu'Appelle, N.W.T.; Vancouver, New Westminster, Victoria, B.C.

The president of the company is F. A. Fitzgerald, vice-president, J. L. Englehart, and secretary, Wm. Pratt.

The works cover more than 65 acres. These are connected by iron tubing—called pipe lines—with miles of various sized iron pipe, which fairly gridiron the whole oil region and radiate from well to well and from station to station. These stations are termed "crude oil receiving stations" where the crude oil is received from the producer (for which he obtains a transportation or storage receipt) and from these stations force by large heavy pressure pumps to the main works. Here are located the underground storage tanks of a capacity from 1,000 to 10,000 barrels each. These tanks are dug out of the clay soil that nature seems to have provided for that particular purpose, and is different from ordinary clay. It is of a solid, tenacious quality, free from seams or flaws, and easily removed. The tank is formed by excavating a circular hole, generally about 30 feet in diameter, to a depth of about 15 feet through the top soil, which is somewhat porous; a wooden crib is placed therein formed of a double inch ring, five inches wide, outside of which boards are nailed, and clay from the strata below is solidly packed between the curving and the wall, making a solid "paddling" about five inches thick. The sides of the tank is then proceedeed with to the desired depth; the entire wall is lined with segments made of inch pine about five inches wide, forming a perfectly tight tank. Timbers are projected across the top, supported by a bolt from the arch over it; joints are laid thereon, covered with plank and clay and the contents rest in perfect safety until required.

The company have sufficient tankage to hold over 250,000 gallons. From these storage tankes the crude oil is pumped by steam pumps into large cylinder stills built of iron. These "stills" are run two and some three times each week, requiring 10,000 barrels of crude oil per week, or more than 400,000 barrels per year. The crude oil in these stills is heated up by direct fire to a very high temperature and the oil distilled by what is termed the fractional distillation method (the patent of which are owned by this company). By this mode of distillation the crude oil is divided into various parts or products, termed distillate, and from these distillates the water white, prime white and standard white burning oils of commerce are made with their different "grades" and "gravities", and under the well-known brands of "Oleophene", "Crescent", "Ocean" headlight high test oil for government light-houses, "Silver Star", "Atlantic", "Royal Safety", etc. The company have been successful in securing against all competition for the last ten years, the contract for supplying the government light-houses with their special brand of "Headlight" for that purpose, and have it at the present time.

Refined oil agitator, considered a remarkable piece of equipment when this article was written.

After the illuminating oil has been extracted, the "stills" then furnish "Gasoline", "Naphtha", "Benzine", "Gas Engine", steamboat and yacht engine oils.

The next product of the stills is "Gas Oil", which gas companies now recognize as a necessary ingredient to make good gas. Then follows "Fuel Oil", which has so materially simplified nearly all the mechanical and industrial arts such as snapping, welding, annealing, or any other purposes where small forges are used and uniform heat at a high temperature is required.

The last products are "tar" and "coke", the latter (coke) being used for smelting or heating purposes as well as the manufacture of carbon points for electric lights.

The "tar" or "resinuum" is the last but by no means the least, for from this is taken the oil that makes the wheels of the ponderous railway or steamboat engine run, or the seaman's delicate and intricate watch run smoothly.

The "tar" after coming from the "stills" is pumped into what are known as the tar or heavy oil stills, of which the company have 16; in these it is redistilled into the various heavy and by-products from which are made the "Oleum", "Paraffine" and red oils of commerce, ranging in gravity from 20° to 38°. From these processes it is taken the oil that lubricates the axles of the monster locomotive, the passenger and freight cars of the railways (The Imperial Oil Company have always made a specialty of supplying railroads and large corporations under a guarantee of saving in every way); the largest steamboat or the smallest yacht that sails on the ocean, the lake or the river; the shafting of the mill, factory or agricultural engine; engine and cylinder oils of every grade, heavy and light spindle oils, wood oils for light and dark woods, tanners', curriers' leather finishing and oiling oils, cordage, rope and binder twine oils, dynamo and electric engine oil, and oils for tempering, for pressing, cooling, and ammonia refrigerating machinery; and then we have the signal oils for railway conductors' lamps and the binnacle oil for those that go down to the sea in ships, the oil that does not gum for the sewing machine or the bicycle or the delicate watch. Then there are all the grades of "greases" from the buggie axle grease to that used in the ponderous colliery and mining shafts or elsewhere. These are solidified oils and are used where it would be difficult to keep up the regular supply for proper lubrication. Then the "tar" produces the only preventive from rusting of surveyors' or observatory instruments from exposure to atmospheric action.

The physician and chemist uses the 20° "vaseline" as a base for nearly all their ointments, and the grocer, confectioner, soapmaker, pork-packer, the curer of ham
as well as the maker of the toothsome sausage or the chewing gum so fashionable among young ladies, all come to the refiner for a product made from tar to purify their goods before they are placed on the markets of the world, and that product is "Panafine wax," with neither taste or smell and as pure as the diamond carbon which it is. The company makes all grades of wax for every use, as well as for candles of which they make every size and kind from the candles for the Christmas tree to that for the home or for the miner.

Now for a short run through the "refined oil department".

The big Jumbo agitator demands 1,500 barrels at each "treatment"... but this is only one agitator; they have many others that hold from 50 barrels to 600 barrels, all of which see in use under the many oils, etc., made. The oil is pumped into the agitator by steam pumps as it comes from the "stills", where it is washed with clean, clear water (the company have their own system of waterworks for fire and domestic purposes), then the various chemicals are added until the oil is finished or ready for the use intended... the oil is filled through automatic fillers into barrels, kegs or patent tin cans, which are located in large warehouses so situated between the railway tracks of the Grand Trunk, Canadian Pacific, Michigan Central Railways as to ensure the least amount of handling and giving unequalled shipping facilities over any line of railway desired by the shipper to every point. The company in addition have their own railroad sidings upon which are located their loading racks so as to fill the tank cars with oil of any kind in bulk as the company are owners of more than 50 tank cars, enabling them to thoroughly supply the trade who may desire to do their own barreling or large consumers who are in a position to receive oil in bulk, ensuring a saving of the cost of barreling as well as any chance of loss by leakage.

This brings us to the steam saw-mill, stove factory and steam cooperage, the only works of the kind in Canada, cutting their own logs in the woods, sawing the logs into bolts, receiving the bolts with large drum circular saws into staves, and with swing saws into heading; the staves, etc., then go to the joining, planing and bevelling machines. The whole machinery through which a thousand barrels per day can be passed and completed, ensuring uniformity, greater strength and freedom from all defects such as are apt to be found in packages made by hand. In addition to the company's complete plant for the manufacture of barrels, they are the only manufacturers in Canada of patent square tin oil cans, buckets and screw caps... all of which ten thousand per week can readily be made, and as the company only charge the bare cost of manufacture for these packages it places everyone in a position to have the very best oil can at a merely nominal price, which can be readily filled over and over again. Many more interesting things were seen and could with profit be written about but the space in this issue is too limited to be further encroached upon.

From the sketch... of the complete works of the Imperial Oil Company Limited, the reader can readily judge of their ability to supply any order for mineral oils promptly and at closest market prices. They are also in a position to supply animal and vegetable oils, such as lard, tallow, neat'sfoot, cod, seal, cattle oils, as well as turbine, resin and resin oils, olive, cottonseed and linseed; in fact, for oils of any kind apply to the Imperial Oil Company Limited, or any of their branches.

**Further Retirements**

Retirements of Imperial Oil officials at 16 Church Stree, under the provisions of the Company's Annuities Scheme are W. B. Ellsworth, chief of the Company's Marine Department, E. A. Oliver, D.S.O., manager of the Company's Marketing activities in central, northern and eastern Ontario, and R. W. Casken, manager of fuel oil sales for the entire Dominion.

Mr. Ellsworth became manager of the Marine Department of Imperial Oil and International Petroleum in 1921, at which time the fleet consisted of a few small lake vessels. Under his direction it has grown to one of the largest privately owned fleets in Canada and comprises twenty-four modern tank ships, one of which, the C. O. Stilman, is the largest tanker afloat. Mr. Ellsworth has been in the oil business since 1897 and joined the Imperial organization in 1899. He was for ten years superintendent of the Company's largest refinery at Sarnia, and was for a time general superintendent of all refineries.

E. A. Oliver was born in Ontario County, educated at Ashfield, and after graduation from Whitby and Hamilton College, institutes joined the small Rogers Company, which later amalgamated with Imperial Oil Limited, as office boy in the Ottawa Branch. He rose to the position of salesmen and later became agent in charge of all business in the Ottawa Valley.

In January 1915 he enlisted in the 19th Ottawa Battalion and served overseas until the end of the war. He was twice mentioned in despatches, and awarded the Distinguished Service Order for conspicuous work. In 1921 he was given command of the 19th Ottawa
Battalion, now known as the Cameron Highlanders. When discharged from the army he was agent for Imperial Oil in London, and later returned to Ottawa.

In 1923 he was appointed manager of all the Company's marketing business in eastern, central, and northern Ontario.

R. W. Caldwell was born in Cambridge, and was educated as a mechanical engineer. He joined the Montreal office of Imperial Oil in 1900 as lubrication engineer. He came to Toronto in 1914 to take charge of the Fuel Oil Department, and has served continuously in that office.

Montreal marketing division office recently said a regretful farewell to R. G. Plaw, an old and efficient servant of the Company, who retired on pension on July 1st after 36 years of service, Mr. Plaw was presented with a magnificent grandfather's clock and gold watch, and a handsome fitted travelling case was given to Mrs. Plaw.

R. G. Plaw

R. G. Plaw

C. S. Griffith, manager of the Montreal division, spoke feelingly of Mr. Plaw's long connection with the Company, and of the esteem and affection which he had earned by his devoted and able services, and by his sterling qualities of heart and mind. Mr. Plaw began his career in the oil business with the Royal Oil Company in 1896 and covered a large territory, approximately half of the province of Quebec, as salesman. His ability quickly revealed itself, and in 1897 he was made Montreal agent of the Royal Oil Company. Two years later the Royal Oil Company was merged with Imperial Oil, and Mr. Plaw was selected to act as sales representative in the eastern townships, working from a distributing warehouse at Sherbrooke. In 1921 he was transferred to the Montreal office to assume special duties, and the following year he was made assistant manager of Montreal division, which is responsible for all marketing activities in the Province of Quebec. In 1932 he was promoted to the position of sales manager.

J. B. Wright, retiring from service at Montreal refinery, shares with Mr. Stillman the distinction of having one of the longest active employment records, his 44 years of service dating back to 1889. He was agent for Imperial Oil at Petrolia until his transfer to Sarnia refinery in 1908 where he was in charge of shipping. In 1916 he was appointed chief accountant of Montreal refinery, in which capacity he continued until his retirement. Mr. Wright has had a long record of success in handling men and in addition to this is one of the few members of the organization who through actual experience has a complete picture of its activities. He is an ardent fisherman and plans to spend the first few weeks of his leisure at his cottage on Lake Connelly, making a thorough overhaul of his rods and tackle.

Irving Lewis came to Sarnia refinery in 1897, in the second week of its existence as an Imperial Oil plant, just after the Imperial equipment had been moved over from Petrolia. His entire 36 years of service were spent in the mechanical department. Twenty years ago he became foreman of carpenters, from which position he retired recently. He built marketing stations throughout Canada, and helped in the construction of loco refinery, which was commenced in 1914.

Another Sarnia employee with a long service record is W. W. Gilliland, who came to the Company in 1897. He worked on the line pipes at Petrolia, helping to

W. B. Irwin

W. B. Irwin

build a line from the 12th Line refinery to Rainberry's Corner. Later he went to the Grease Plant at Sarnia, becoming superintendent of it in 1910, from which post he has now been pensioned, with a total of 36 years' service.

R. M. Richardson, who entered the employ of Imperial Oil in 1901, is another of the old timers. He worked in the storehouse of Sarnia refinery until 1902,

Dollar Wheat

W ith recent strengthening of the wheat market farmers in Western Canada have been enjoying a real advantage from the Imperial Oil Debt Adjustment Plan announced last December. This Plan applies to debts contracted for products supplied by the Company on credit in 1929 and 1930. Wheat produced with these petroleum products was sold at an approximate average price of 70 cents and when wheat fell to low levels last winter the Company announced that it would share this misfortune with its debtors by-prorating the debts to the price of wheat. The price prevailing at Fort William at the close of business on October 1st was taken as the regulating factor governing payments during the following twelve months, and so with wheat at 49 cents a bushel as it was on October 1st, last, the farmer may until October 1st, 1933, liquidate his debts to the Company by paying 40/70ths or 70 cents on the dollar. Similarly a farmer paying part of his debt will be credited with $14.28 for each $10.00 paid on account. In other words the farmer receives a bonus of approximately 42 per cent., and with wheat at 70 cents or better he really receives, in so far as payments to Imperial Oil go, $1 or more for each bushel.

The Debt Adjustment Plan was announced when the price of wheat was at the lowest levels and when the future seemed very uncertain. Thousands of letters were received by the Company expressing the gratitude of the farmers for this relief measure, which not only cancelled all interest until October 1st next but precluded payment to the farmers' earning ability. The Company is pleased that until October 1st, 1933, farmers who so desire will be able to enjoy such substantial advantages from this Plan.
A History of Map Making

PART I

Man was never intended to dwell long in cities. Circumstances and the herd instinct have forced it upon him, but at heart he is a wanderer to whom the unknown and untrod forever beckon. That agile mechanism, the automobile, has fostered this inherent craving which expresses itself by "a little run in the fresh air," "a week-end in the open," or "a trip across the continent," according to the individual's leisure and means. Whatever form it may take, whether in a Cadillac or a used car bargain, no trip is complete unless the car packet is equipped with maps—the more the merrier. Those cranking, lithographed sheets, with the lakes and rivers in a delectable blue, the roads an enticing trayery of many colors, add no little spice to the traveler's cup of joy.

Sometimes, like railway timetables, they add to his perplexity, for map reading is a feat requiring considerable mental agility. To translate that intertwining treacery, those irregular blue blotches, the curved rows of fuzzy marks, the figures and cabalistic signs that make up a motorist's road map, into roads, rivers, lakes, mountains, distances, communities and directions, and by that means arrive at a given destination in a given length of time, is, when one stops to think of it, nothing short of a miracle. And the highways guide is comparatively simple beside military and other highly technical types of maps.

But even more wonderful than the ability to read maps, is the art of map making. How often, if ever, does the modern adventurer pause to think of the centuries of effort represented in the sheet which gives accurately every highway (and most by-ways), mileage, and other indispensable details.

Who made the first map, and when, and what did it cover? Nobody knows. Perhaps our remote ancestors, moving from place to place in search of food or fleeing from enemies, wished to return to some favorite haunt, and made on a boulder or a piece of bark a rough layout of the intervening territory to aid memory in guiding them back. Such a sketch would also serve to indicate a man's whereabouts to interested friends. A method similar to this is used even in these days by bands of gypsies who by a cunning arrangement of twigs, grames or pebbles leave a record of their itineraries for strangers or friendly tribes.

As the human race passed into the agricultural and landed proprietor stage, boundaries became a vexed question and so plans were drawn to define them. Pride of possession also played its part. For instance, about 1618 B.C., Senenut, ruler of Egypt, caused his hereditary dominions and his conquests to be represented on tablets in order that his subjects and his descendants might fully appreciate his prowess. One of the earliest maps known is preserved at Turin. It represents the Wadi Alaki where the Nubian gold mines were located, and probably dates back to 1730 B.C.

The first attempts at map making were probably rough perspective representations with hills, lakes, trees, etc., shown as they would appear to a person on the earth's surface. Various materials were used. The native Tahitians constructed relief maps of their islands with pieces of wood, while the aboriginal inhabitant of the Marshall Islands, in the Pacific, attempted to make charts of bamboo. The Eskimos are noted for their skill in map making. One of them, from his own knowledge, and information gathered from others who were on board H.M.S. Assistance during the winter of 1850-51, drew a remarkable map of the west coast of Greenland the outer coast line as properly laid down as on the British Admiralty chart.

All primitive maps were local, but as civilization progressed and men ventured farther and farther from home in the interests of commerce, trade routes began to be established. Wars, too, were waged farther afield. Naturally map making increased in importance; time and distance entered into it, as well as outlines, contours, vegetation, population and other details.

These surveys, in order to be useful and worthy of record, had to be accurate, and instruments for measuring time and distance came into being. The first of these was the Gnomon, afterwards developed into the sun-dial. In its earliest form it consisted of an upright rod and was used for roughly determining time and the distance of any place from the equator or latitude. The invention of the Gnomon is often attributed to Anaximander of Miletus, who was born about 612 B.C. and to whom is generally ascribed the first map of the world. However, as the Gnomon is known to have been in use by the Chaldeans, it is likely that all Anaximander did was to introduce it into Greece.

The history of surveying instruments is worthy of an entire article, but we shall merely mention the more important ones. The most famous is the Astrolabe, which is supposed to have been invented by Hipparchus, about B.C. 150. It was afterwards developed by Ptolomy, A.D. 130, and used by Arabic and Persian astronomers, and by others in some form or other, up to the 16th or 17th century, and was superseded by the quadrant and sextant in the 18th century. Drake's Astrolabe is preserved in the Museum at the World's Fair, and is a beautiful specimen.
The course over which the Italian Air Armada flew, on its recent trip to America, was patrolled by several units of the Italian Navy, including two submarines. These submarines, called Impero, arrived in the United States, taking on several thousand gallons of Diesel fuel oil. While the refueling was being carried out, the officers were shown through the Impero's Refinery. On their return trip they again spent a day at Impero, taking on more fuel oil, as well as Imperial Varnish and Polyethylene additive. The officers expressed their pleasure at the service received and various courtesies extended, and on leaving, the senior officer presented small silver medals with a representation of the submarine to B. M. Matthews, who looked after the loading, R. Canavanich, who interpreted, and to R. L. Dunmore, superintendent of the refinery, as mementos of their visit.

THE petroleum industry lost one of its ablest and most distinguished leaders when Seth B. Hunt, vice-president, treasurer and director of Standard Oil (N.J.), retired. Mr. Hunt was the crusader who created a new concept of relations between employer and employee. Members of the Imperial Oil organization recall proudly that he was at one time assistant manager of their company. This was at the beginning of the century and shortly after Mr. Hunt was called to more important fields of service, but throughout his long and notable career he maintained close contact with many of the officers of the Imperial Oil organization.

The whole oil industry followed the ideas which evolved in Mr. Hunt's mind as to better conditions for the worker and greater opportunities for him to express himself in the management of industry. Mr. Hunt began his great work at a time when industries were growing to large proportions and the intimate contact between master and man which prevailed up to that time was becoming more and more difficult to maintain. He looked for substitutes for this contact so that there would still be a close relationship between the management and the workers in industry, and with W. C. Teague, president of Standard Oil (N.J.) developed the Industrial Council system whereby workers actually have a voice in the conduct of the company's affairs as directly affecting them. He also evolved the idea of the Investment Trust which established a real partnership between the worker and the company, and it was his vision, sympathy and great sense of fellowship which promoted the Benefits and Pension Plans which assure adequate provision for sickness and death and which provide an income for employees who have reached an age that makes retirement desirable.

A delightful man with great diplomatic ability, Mr. Hunt always had the interests of the working man at heart. In his early days he had some years of work under the old capital-versus-labor regime when men were not individuals but mere check numbers and when hours of labor frequently extended beyond the span of natural light.

"I have always been most interested in the people who are doing the work," he told a friend. "Naturally, I have had to do with all the business considerations that arise in a big organization, but I have always visualized the organization as a living thing with a great group of human lives daily contributing to the company's life, well or otherwise, according to their industrial environment. And the nature of this environment necessarily has been determined by those of us in the management who have appreciated this.

In other words the personal relation between the employer and the employee, so necessary to the success of the organization has interested me most. And I was fortunate enough to have much to do with the ending of the seven-day work in July, 1919, the lessening of too-long working hours, and many other things that are in the nature of a social advance of importance to our country.

"It is only by carefully reviewing the past that we realize the scope of the changes that have come about between employer and employee during the last generation, and the foremost place that the Standard Oil
Company (N.J.) has occupied in those changes that have been so vitally important to an improved society.

The following extracts from "The Lamp" summarize Mr. Hunt’s career and further reveal his noble character:

Early training admirably fitted Mr. Hunt for the place he was to fill. He was born with a solid silver spoon in his mouth only to have it taken away before he grew up. His mother, Mrs. Elizabeth P. Hunt, was a woman of great ability and influence. In the early days, the Rev. Joseph P. Thompson, for 23 years pastor of the Broadway Tabernacle, New York City, in anti-slavery days Dr. Thompson’s vice-chairman was Seth Bliss Hunt, Sr. who lived at 35 West 34th Street, New York City, and was the head of the dry goods commission firm of Hunt, Carlton & Valentine. Together they founded and edited the "Independent," which carried the convictions of the distinguished group they had gathered about them, as to the essential abolition of slavery. Premonitory was this movement on their part of interest taken many years later by Seth B. of the welfare of the worker. The merchant also had a beautiful estate, "Maple Grove," in Bennington, Vermont, which was a show place known for miles around, and there the boy spent much of his early life, although he was born in the 34th Street home. The ambition of the elder Hunt to conquer new fields and incidentally to help his Vermont town, led him to invest much of his fortune in a knitting mill which ran for a number of years, but under changing conditions showed a deficit and eventually was sold for less than 20 per cent. of its cost. His father was 65 years of age when Mr. Hunt was born and dead before he could appreciate his fortune.

Mr. Hunt spent a part of his early years in Baltimore where his uncle, Daniel Gilman, was president of Johns Hopkins University. Later on another famous American was to have a part in sharing his character. It was arranged through family connection that he should spend a couple of years in the home of Edward Everett Hale, author of "The Man Without a Country," who was an inspiring writer in his time, a gentleman talker. After the aves at the Hales', the family fortunes having suffered, he was sent to St. Paul’s School at Concord, New Hampshire, on a scholarship made available by Henry Marquand of New York; a family friend, where under the direction of Dr. Henry Augustus Cost, many of the best men of our country received their education. Mr. Hunt graduated from St. Paul’s in 1886, and while there was editor of the school paper, "Trenton Scholar," and received the highest honor that comes to a boy in that famous school, being captain and stroke of a winning first crew. He passed the Yale entrance examinations but further scholarships of the family fortune made his going to college an impossibility and he came to New York City to become a stock broker’s messenger at $3 a week.

For this work he had no liking even to the point of learning anything about the transactions in which he had a part and he shortly quit that job to go with the American Trading Company, whose manager was a United States Senator, representing the Far East. This was more congenial; he quickly found that there was great opportunity for improving the firm’s buying practices and before long was boarding sailing ships docked along South Street, visiting factories and otherwise establishing a wide acquaintancehip as a buyer of lamps, jewelry and knock-kneed avodites desired by Japan and China. The firm decided to place him in the management in the Far East and in preparation gave him a winter in the London office. However, one of Mr. Hunt’s sisters announced her engagement and in order to please her, he was called to New York and New York, and decided to remain there rather than accept a position in the Far East office.

In 1894 he was employed at Providence, R.I., as a truck wagon driver and drove through New England in a buggy selling barreled oil, purchased and erected storage tanks as the bulk distribution of the products grew. After two years he transferred to the Atlas Works in Buffalo where he stood 12-hour shifts filling wicks and boxes. Learned at first hand the refining process, and later was made assistant manager shortly thereafter becoming assistant manager of the Imperial Oil Company in 1908. He was one of the Eagle Works and the Baltimore, Maryland and Parkburg, Virginia refineries.

At the age of 43 he was elected to the Board of Directors of the Jersey Company. On January 10, 1917, he became treasurer, serving until August 21, 1929, when he was made vice-president, primarily with reference to the crude producing branch of the business, and on November 16, 1929, he was re-elected treasurer. It then fell to him to have charge of the Company’s finances through the difficult days of the panic and the critical months that followed. The soundness of the securities in the portfolio turned over to his successor is a remarkable tribute to the skill with which Mr. Hunt administered this trust.

The year 1866, when the oil fever in Canada was at its height, the Scarboro Oil Company was incorporated with a capital stock of $4,000, which was divided into 160 shares of $25 each, to sink well at Highland Creek village.

The Company leased a site for operations from Messrs. Edward W. & Wm. and Mr. Wm. Hollowell and wife, on lot 8 in the 1st concession of Scarboro, for a term of forty years at a yearly rental of twenty cents, besides a royalty of a 160th part of the proceeds. The directors made a contract with Mr. Hood, of Toronto, to bore to a depth of 1,000 feet. This was accomplished without finding oil, although borne of the strongest character was brought up in the sand pump, but it was too much impregnated with carbonate of lime and magnesium to be suitable for making salt. When the contractor was done about 600 feet, one Harry Key, a wagon maker, occasionally poured a gallon of oil into the well at night, thus causing considerable excitement in the neighborhood. It failed to occur to Key and others that wells did not yield refined oil.

A difference of opinion having arisen between the contractor and the directors as to the depth reached by the drill, careful measurements made by Messrs. Wm. Tredway and Geo. Chester showed that it had penetrated 1,002 feet. It is to be regretted that notes of the boring made at the time have been lost, and that there is no statement of the analyses of the brine. Mr. Hellisell has supplied from memory the figures touching the strata passed through, and these are given here.

Geoffery Jenkins Hinde—\"an English geologist spending a few years in this country,\"

Mr. Hinde was inscrutable that at least one borings of fully a thousand feet had been made near the village of Highland Creek in 1866, when an attempt was made to strike oil. Unfortunately the log of this boring has been lost. Mr. Wm. Hellisell, in whose possession I found the accuracy of the following statement, from memory:

- Sand and gravel (surfaced) 6 feet
- Blue Clay 50 feet
- Limestone 170 feet
- Sandstone 100 feet
- Rock shale and concentrates 47 feet
- Total 1,002 feet

Notwithstanding the failure of the company to realize their reasonable enough expectations, the pluck and public spirit of the stockholders are to be commended. Unlike those who hope to find coal in Ontario, the Scarboro Oil Company had not only the theories of science, but the facts of experience in their favor, and failure to strike oil at a thousand feet does not prove that petroleum may not exist at even a less depth not very far away. That the boring was made through sandstone, would seem to indicate that possible oil-bearing rock had been passed.

In the annual report of the Geological Survey of Canada, for 1890-91, Mr. Blanmire writes of \"A Well at Highland Creek\": \"I have been unable to obtain any authentic account of operations at this point, and give the following as the result of inquiries made at different times and of various persons. The information shows that a well was sunk near this village, during either 1866 or 1867, to a depth of 682 feet, penetrating the Trenton limestone to a depth of 414 feet, in which formation it is reported that large quantities of gas were struck. The fact that this well was at once abandoned shows that there was, as is usual in this district, but a small flow of gas.\"

A complete list of the shareholders of the Scarboro Oil Company is contained in the Appendix to the History, the writer evidently having considered their enterprise a praiseworthy one.
Imperial Personalities

In 1902 he was put on the sales staff, working out of Saint John office. A careful engineer of that time always poured a little oil in the palm of his hand to test its odour; smell and taste, as well as the “feel” of the oil were the usual tests. Seal oil was still being used as a lubricant in the sawmills and it was hard to convince the seasoned engineers on the “North Shore” that the new mineral oil had any merits as a lubricant. One day after the young sales man had been trying for an hour to persuade one of these men to give the new product a trial, the superintendent, who had been listening, said, “You might as well save your breath, young fellow, he’s been using seal oil since before you were born and you can’t tell him anything.” That put young Bell on his mettle and he finally won out. By 1914 he was in charge of lubricating oil sales. Lubricants were becoming more complicated, compounding was done at the refinery, and with all the new kinds of machinery coming on the market, an oil salesman had to be a bit of an engineer as well. However, this was war time, and Mr. Bell, like so many other young men, felt called upon to enlist. He went overseas with the 140th New Brunswick Regiment in 1915, and did not return until May 1919. In November of the same year he joined the staff of Halifax Division as salesmen, in which capacity he served until 1921, when he was sent to Ottawa to become assistant manager in charge of that district.

Seven years later, on the retirement of A. W. Olliffed, Mr. Bell was sent to Newfoundland as manager of that division. He remained there until February, 1932, when he was again transferred to Toronto Division, this time as sales manager.

He has realized his wish of being with a big concern, and furthermore he has had the pleasure of watching it increase in size and scope. He also has the satisfaction of knowing that he has had a share in making it what it has become. He says that all the positions he has held with the Company, the one of office boy was the most enjoyable, as he was able to have more, in proportion to his income, than he ever has since.

Mr. Bell’s hobbies are fishing, swimming, golf and curling, but especially fishing. His best fish story is of catching fourteen salmon in one day from one of the Newfoundland rivers. Needless to say the catch was celebrated in accordance with the best Newfoundland tradition. Like all good fishermen he has tact, patience and that certain something without which the most expensive angling equipment is of no avail. Perhaps that is why he is so good a salesman.

He has many friends, and the ability to win the loyalty and maintain the efficiency of his staff.
HONOR INVENTOR OF KEROSENE

Many a man spends years in research and invention, with no reward other than the satisfaction of accomplishment, and after his death it often happens that the results of his work bring wealth to others. Such was the fate of Dr. Abraham Gesner, a modest Nova Scotia scientist, who was born in Cornwallis County, in 1787, son of Harry Gesner, a U.E. Loyalist, and who died in 1864. He studied medicine in London, but soon after his return to Nova Scotia, in 1824, he turned his attention to scientific pursuits, and made many geological explorations and reports for the legislatures of the time. He was Indian commissioner in 1830.

He early became connected with the development of artificial illuminants from hydrocarbons, and in 1831 he experimented with Trinidad asphalt, obtaining from it an illuminating oil. Subsequently he distilled from cannel coal and bituminous shale an oil suitable for burning in lamps, and named this product "Kerosene". From the Greek. Later he shortened this to "Kerosene".

In 1853 he went to New York and took out several patents for the manufacture of kerosene, but disposed of them to the New York Kerosene Company and supervised the erection of that company's extensive works. Discovery of petroleum deposits in Pennsylvania, however, destroyed much of the value of his process.

Shortly before his death he returned to Nova Scotia expecting to fill the chair of natural history at Dalhousie University, Halifax, and devoted himself to literary work. He wrote several scientific volumes and papers and left an unfinished manuscript on "The Fisheries of the Province" which has not been published.

Although the process invented by Dr. Gesner is in use today, with certain mechanical improvements, he himself reaped little benefit and until the curator of the Nova Scotia Museum called attention recently to his unmarked grave, he has been practically a forgotten man. As a tribute to his achievements and in gratitude to one whose work has meant much to one of the world's greatest industries, Imperial Oil, Limited, has donated a sum of money to be spent on a suitable monument which will be erected to the memory of Dr. Gesner.

CYPRESS HILLS PARK AND FOREST RESERVE

There are still a few localities on the Prairies where the atmosphere of the old West lingers. One of these is the Cypress Hills region on Highway 21, about 23 miles south of the town of Maple Creek, Saskatchewan. So rapidly are the beautiful places of our Dominion being invaded and their original charm destroyed that the Government of Saskatchewan has reserved this bit of its forest as a park, and the official opening took place with appropriate ceremony.

Cypress Hills Park is six miles long, three miles wide and its elevation is from 4,200 to 4,900 feet above sea level, perhaps the highest in all the Prairie country. Some idea of its height may be obtained from the fact that the crests of the hills reach such an altitude that the vegetation is almost alpine in its habit and coloring.

The streams are fed by innumerable springs of clear cold water which has been piped to many locations for the convenience of tourists and other visitors to the Park. On the larger streams there is a continuous succession of beaver dams and if one approaches cautiously and quietly the beavers may be watched as they industriously go about their engineering operations.

In this Park there are two beautiful lakes which nestle at the foot of heavily wooded hills and around each a drive has been built. Both streams and lakes, on account of the fresh cold water, are admirably suited for game fish and a few years ago were stocked with Lach Laren and Rainbow trout. These fish have thrived amazingly and some of them weighing as high as five pounds have been caught by fishermen.

The discipline of Isaac Walton is not the only favored visitor to this lovely reserve. His friend the golf enthusiast has also been considered and a very creditable nine-hole golf course and club house have been built on the highest table-land.

At the western end of the Park is the site of old Fort Walsh. This fort was built during the summer of 1873 as a Mounted Police post and at times there were as many as 100 policemen in barracks. Ten years later, when the Canadian Pacific Railway was extended to Maple Creek, the police headquarters were moved to the new town and this picturesque site, in the heart of the hills, is now the residence of the Park Warden.
was moved to Regina while Division A was established at Maple Creek. In 1925 a cairn was erected on the site of the fort by the Historical Society of Canada.

The only worthwhile stand of coniferous trees to be found on the plains until the foothills of the Rockies are reached is enclosed in the Park, and unquestionably this district comprises one of the best hunting grounds in that country. Many were the battles fought by the Cree, Sioux, Blackfeet and other tribes of the Plains in search of food and diversion. The visitor easily visualizes those forays which enhanced the routine of savage life when herds of buffalo and elks roamed the hills, the graceful antelope flitting about like the spirit of the forest, while the dreaded wolves and bears made their dens in the deep dark recesses of the wooded ravines. Many are the tales told of the days, not so remote, when wolves were a menace to the settlers and the hills were used as a hideout for outlaws and cattle rustlers. The wolves have been eradicated, the outlaws and the cattle rustlers are fading into folk lore, but pronghorned deer still graze on the hills and the writer once had the pleasure of surprising a black-tailed deer who was surveying the scenery from a lofty eminence.

Due to its physical characteristics the district from the Park to the Maple Creek is still largely range country, and the horsemanship of the trail is likely to be a cowboy with all the traditional trappings. Maple Creek, however, has its grain growing area from which in good times over a million bushels of small grains have been marketed, and there the tractor, the combine, and the automobile indicate the new West. In the Park itself log cabins have been erected for the convenience of tourists, an efficient dining service is maintained, and for the fueling and lubrication of their cars Imperial service is dispensed by the capable hands of Samuel White, working in conjunction with Lorne Kearns, Imperial Oil agent at Maple Creek.

**IMPERIAL OIL REVIEW**

**IMPERIAL OIL REVIEW**

**SHOULD EAR-MARK GASOLINE REVENUE**

from the Calgary Herald, June 14th, 1933

FIGURES issued by the Dominion Bureau of Statistics show that what extent provincial governments are relying on motor traffic for revenue. As times have become harder and general revenues less buoyant, the governments have steadily increased gasoline taxation because it is easy to collect. The total amount of the gasoline tax collected in the nine Canadian provinces last year was $27,757,374. This was an increase of 23 per cent, over the amount collected from this source in 1931 although the gasoline consumption in the Dominion last year was 91% per cent, less than in 1931. The increase in revenue is accounted for by the increase in the rate of tax in nearly all the provinces.

Strangely enough, at the present time, the gasoline tax rate in Alberta of five cents a gallon is the lowest in Canada. Any satisfaction which motorists may derive from this is offset by the fact that this is one of the few provinces where gasoline revenue or a large portion thereof is not earmarked for highway improvement and maintenance. The Alberta government, is one of the few Canadian administrations which throws all the gasoline revenue into the general treasury pool.

The Alberta Motor Association has frequently protested against this disposition of revenue originally designed to support the upkeep of roads. Gasoline taxation has been cheerfully paid everywhere when used, but it is felt here as elsewhere that a tax on a special section of the community who are compelled to pay all the other prevailing taxes should be devoted to a special purpose and that purpose is road improvement.

The Alberta government has collected since 1923 from motor owners by way of motor licenses and gasoline taxation the enormous sum of $25,278,545, and in the same period has expended less than ten millions on main highways, ferries, bridges, and road construction with all the capital expenditure which was made from borrowed money.

In the memorandum submitted to the Brownlee government in March last, the Alberta Motor Association made the following pertinent observations:

The directors of our association fully realize the financial position that the Province and the whole of Canada is in and the difficulty under the circumstances of making a great reduction in either the gasoline tax or motor vehicle licenses at the present time. They do, however, anticipate that some amount would have been paid to our suggestion that in place of increasing the gasoline tax, the revenue expected from such increase can be more than saved by the elimination of the refund for industrial purposes, a suggestion which was apparently entirely ignored.

If gasoline is to be taxed for general purposes of government and not highway only, all owners ought to pay the tax. If the tax is confined to gasoline used in motor cars, the money raised from that source ought to be (whether earmarked or not is immaterial) consistent with the special service rendered to car owners.

**THE MOTORIST PAYS**

From the Journal, Ottawa, July 14th, 1933

FIGURES compiled by the Dominion Bureau of Statistics show that in 1932 owners of motor vehicles contributed to the nine provincial treasuries of Canada the magnificent sum of $48,209,587. Registration fees accounted for $21,126,271 of this total, and gasoline tax for $27,083,316.

Nor does this sum represent the total contribution of the automobile industry to the cost of government in Canada. The Dominion treasury last year collected $4,508,471 from import duties and excise tax on motor vehicles. The sales tax on the retail price of gasoline is estimated at $2,500,000, and the import duty on gasoline added $1,500,000 to bring the grand total up to approximately $56,786,000—more than $10 per registered motor vehicle of all kinds and descriptions. In addition at least one province permits cities to collect a registration fee from car owners.

Gasoline consumption fell last year by more than 50,000,000 gallons, to a total of 503,790,250, and registration at 11,144,501 touched the lowest mark since 1928. Higher levies prevailed, however, and fewer motorists paid 7.5% more than in '31 for their license and paid 30.12% more in gasoline tax. New Brunswick, Manitoba and British Columbia now
NORTHWEST COMPANY OPERATES FURTHEST NORTH PETROLEUM WELL IN GREAT BEAR LAKE DISTRICT

Reprinted from The Progress, Qu’Appelle, Sask.

Sometimes what seems a prosaic business transaction has behind it a world of romance and high adventure. Such was the case when the Department of the Interior, early in 1933, received from the Northwest Company Limited, a subsidiary of Imperial Oil Limited, a cheque for the amount of the first royalty payable to the Government on the production of the Company’s petroleum well near Norman in the Northwest Territories, nine hundred and eighty miles, as the Canada goose flies, north of Edmonton. That slip of paper contained only ten or a dozen words, but how much of faith vindicated and work accomplished it revealed.

In 1921 the Northwest Company struck a flow of petroleum, reputed at that time to be at about the rate of 100 barrels per day, in what is commonly called the Norman well, situated on the bank of the Mackenzie fifty-three miles below Norman. The well was completed in 1923 and as there was no immediate local use for the petroleum it was capped to prevent waste.

When it became clear that there was oil in commercial quantities half way down the Mackenzie between Great Slave Lake and the Arctic Ocean there was a lot of popular speculation as to what would be done about it. Common comments were that the oil was useless where it was and would never become a commercial proposition. It was held that it would be out of the market until the southern wells went dry and even then the cost of freighting it up stream.

and gasoline was that the revenue should be applied by the province to improvement of roads. It would be interesting to know how much of the forty-eight millions paid the provincial treasuries last year actually was devoted to that purpose.

The automobile, simply because it cannot escape, has become a favorite and easy target of every government which needs money.

PICNIC STATISTICS IN STACCATO

By John Naas

6th JULY, 1933

1 a.m.—In hundreds of homes of Imperial employees in Toronto and Hamilton, pater familias looks out from his bedroom window and reports the weather—Fair and Warm.

10 a.m.—The early birds begin to arrive at Harlan’s Point. —Clear and Warmer.

11 a.m.—Crows throng the ferrys. Imperial badges everywhere—Fair & Hot. The Tennis Tournament gets under way. The Grounds Committee gets under way. The children get in the way.

11:30 a.m.—The ice-cream booth opens. Free distribution of cones seems popular. Fairer & Hitter. Inter-py baseball game declared off. Too hot. Another bunch of pilgrims arrive on the "Mayflower."—12 noon—No depression in the ice-cream business. Defeated tennis players begin to drop in for lunch. Rumor that Hitler is present disproved;edar; the Inuit in short pants is identified as one of our Maritimers.

The mineral deposits about the east end of Great Bear Lake were discovered, development began, and there was a demand for gasoline and fuel oil. Great Bear Lake enters into the Mackenzie River through the Great Bear River, at the mouth of which lies Norman. The Norman oil source in 1932 was, therefore, comparatively speaking, next door to its customers, with water transportation (except one portage around a stretch of rapids in the Great Bear River) from the well to the east end of Great Bear Lake. The Northwest Company, which had brought in a small refining plant in 1921, opened this up in the spring of 1932 and supplied gasoline and fuel oil for running motors and Diesel engines in the mining camps.

It was upon this production that the royalty was paid, and while the output so far has been relatively small this commercial use of northern oil is both a fulfillment of well grounded predictions of ten years ago and a promise of greater things to come.

PICNIC STATISTICS IN STACCATO

Scott, the perennial announcer, also fancies himself as "umpire" on occasion, in the names of ladies and gentlemen who wish to be called. Punters are equally fair and decided. Punters are equally fair and decided. Ladies who left a leaf lying in the sun returns to find it buttered toast.

1:45 p.m.—Scott's stentorian introduction to the Baby Show. Babies have sunny smiles, thunderstorms and April showers and the mothers look salty. Judges confer long and earnestly. Every child who appears, P. F. Senaitz would give them all prizes but is forced to practice economy. Girls first. Lois Ellen Fitzgibbon; 2nd Norma Imeson; Boys—1st Ronald Everleigh; 2nd, Donald Boosford.

2 p.m.—Sports—Races for young and old. Flat races, handicap, steeplechase and close races, including the Scotts. Large entry and keen competition. Wonderful prizes. Lovers and winners both get hot. Committee sweaters. Secretary revives them from his hidden store of buttermilk. At the end of the ladies all look but few of them can kick. Crowds have grown tremendously, but stays

in the shade of the grandstand. What a day!

2:30 p.m.—Secretary appears with case of popcorn and is mobbed by five million kids. Ice cream business hectic. Youngster timed with stop watch is doing eight cones per minute. Crowds still pouring in. Another case of popcorn goes the way of all flesh. Party of Directors including A. E. Burns, F. B. Birnel and O. B. Hopkins tour the battle front. They say it is warm. Everybody agrees with them.

4 p.m.—Sports drawing to a close. Gard Neil, official timekeeper, having been done brown on one side, turns over. Clown Band amusing themselves and keeping the baby owls awake in the shade. Popcorn running short. Ice cream at low ebb. Finals of tennis played off in an epic struggle which results in victory for Alf Nelson and Ernie Mason. Chairman, Secretary and Bill Barnett go into conference with a quart of buttermilk.

5 p.m.—Supper. Line up at kitchen extends from Harlan's to Centre. Coffee, tea and milk flow in a generous stream. Everyone knows variety of sandwich, every conceivable type of salad, every imagin-
able bread of cake seen on tables. Let us eat, drink and be merry for tomorrow we will die. And where? Chairman and Secretary quaff a quart of buttermilk and wonder who is going to pay for all this.

6 p.m.—Siesta after the feasts.

VITAL STATISTICS

11 p.m.—'Good Night Ladies' the remnant of the dancers went to the ferry. The Secretary drank the last of the buttermilk. The picnic is over.

BELLEVILLE

from the Ontario-Intellegencer

The return match will be played in Trenton for the 6th, a benefit farewell to the Colonel and Mr. Pidgeon.

TRENTON—June 22. Yesterday was a big day for George Lalabrah and his "Imperial" softball players. They were hosts to the "Marvelubes" of Toronto, under "Rey" Steners, with "Andy" Blair of the Toronto Maple Leafs.

The Toronto boys from the Imperial Oil travelled in a Gray Coach box and were met west of Trenton by Mr. Lalabrah. "Abby" the clown accompanied the Torontonians and at the western limits of the town "Abby" rode George's Posy "Rey" down through the main street ahead of the box. After the rain the two teams had a battle royal with the Marvelubes coming out on the long end of a 5-1 score.

After the game the visitors from Trenton journeyed to Melody Inn, as guests of Mr. Lalabrah, where they enjoyed a most sumptuous banquet and then danced till midnight.

Abby Blair made the big hit with the boys when he was a member of the Maple Leaf Hockey Club. Fred Harron, chief auditor of the Imperial Oil Co., was also in attendance. "Rey" Steners, W. Kinsela and T. Norris, supervisors, accompanied the ball club to Trenton.

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NOTICE

The Picnic Secretary wishes us to announce that prizes won in the sports by Miss Pauline and Master Walcott, are awaiting some time and the winners may have them on application.

IMPERIAL OIL REVIEW

The news provided a lot of action.

6:30 p.m.—Trenton Imperial and Toronto Marvelubes take the "Baron" for a softball game. "The Baron" is for minute work for the Marvelubes.

6:33 p.m.—Error at short for Colonel Oliver.

6:37 p.m.—"The Baron" goes out swinging.

7:30 p.m.—End of game—Trenton, 12 hits, 4 runs; Marvelubes, 18 hits, 10 runs (6 errors). Mr. Stevens presented vector of twenty to the Urnp, and pays George Lebrash 10 dollars he own him, having gone hitless, runless, but not errors during the pastime.

8 p.m.—Crowd adjacent to see a game must hurry himself for 20 minutes and come up smiling. Secretary offers a dollar to the "undertakers" if they will hurry Mr. Stevens and see that heunny Seco.

9 p.m.—On with the dance.

BAND plays cooling airs but the atmosphere is solid and the floor is crowded. Last call for guesses in the Magic Eye contest. The lady's basket watch goes to Miss Dorothy Patersen who is one minute and forty-two seconds ahead of the official time at which the watch stopped.

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IMPERIAL OIL REVIEW

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In such a gathering it was necessary to have a bilingual chairman, who could translate the Doric into King's English for the benefit of those present who were not of the Chosen People, and Mr. John Ness filled the role with acceptance.

Among the beautiful surroundings of the Mississauga Golf Club, the party enjoyed dinner, entertained and intrigued by the wonderful baritone solos of Mr. Fred McPherson, Mr. F. P. Sinclair and other interested audience even on the home green with his sonorous rendering of "Drink to me only" and "Annie Laurie".

The after-dinner speaker was Mr. Frank Hogan, who gave an irresistible and impassioned oration on "Maritime Rights." Although not a "Bluefin" member, Mr. F. P. Sinclair is deeply interested in the Eastern Provinces.

Charlie McNair, Mr. Caldwell's successor as Fuel Oil Manager, on behalf of the General Sales staff and other friends, presented Mr. Caldwell with a most beautiful silver tray suitably inscribed. In feeling terms he dwelt on the fact that Mr. Caldwell had been a principal guest at many social occasions, always of the Imperial Oil staff in Montreal and from the National Railways Purchasing Department. Mr. Caldwell was a guest reception on rising to reply and was so deeply touched that his remarks were brief but heartfelt.

Other speakers were Mr. John McNeil, Mr. Alex, Fleming, Mr. Charlie Leaver, Mr. Hartley Knowles, Mr. George Mills and Mr. R. M. Pidgeon. A specially prepared menu card formed a suitable souvenir of the occasion.

**TORONTO**

**56 Church Street Club**

SUMMER is with us, in spots, and in sports, and the Club activities have moved into the great outdoors. The badminton racket is exchanged for a tennis racket, the hockey stick has become a golf stick, instead of shooting at the four-pin, we are shooting "Fore" and the puck chasers are chasing flies.

The "Five Day Week" is proving a godsend to the downtown sons of toll, who now devote Saturday mornings to reducing their handicap and their waistline on the greens, "Especially to those of you on your 30th ultimo," or "Negotiating to advise." The golf courses of the Club have been going great guns these last few weeks and the courses, extended by the Cedar Brook, York Downs, Islington and Weston courses have been heartily appreciated and thoroughly enjoyed. Regattas have been held and lost, along with sundry dozen Atlas balls, sounds of deep lamentation have risen from practically every bunker at the disposition of the four courses combined, the rough has been plowed and harrowed with every conceivable type of ironmongery, and the placid waters of many a creek have been stoned by all means the thirty duffers dragooned for their tennis balls.

Golf has its purple patches, but there are complications. To stand on the third tee at York Downs in the early morning sunlight, to look down on the emblem of the Englishwomen's garland of green, to see the ball sail clear 210 yards and land within putting distance of the cup is a thrill that can never be matched and enjoy such a thrill. Unfortunately the thrill usually comes in seeing a perfect tee shot go disappearing into the dim recesses of the aforementioned trees or taking a spasmodic leap into the nearest alfalfa, but in spite of it all they always come back for more.

The results of these morning excursions have been most gratifying, and the following have distinguished themselves by winning the silver spoons donated by the Club:

- **Cedarbrook:** A Flight—C. Chapman, Andirion National Corp.; B Flight—W. T. Overend, Purchasing Dept.
- **York Downs:** A Flight—A. York, Service Stations; B Flight—A. Blair, Service Stations; C Flight—J. Ness, Geological Dept.
- **Islington:** A Flight—R. Seifert Service Stations; B Flight—P. Duncan, Marine Dept.; C Flight—A. Wilson, Toronto Division.
- **Weston:** A Flight—A. Page Service Stations; B Flight—J. Garrett, Service Stations.

The softball season opens for the Toronto teams. The first game was presided over by Colonel Oher, aided and abetted by P. F. Sinclair, Don Leslie and Ker Young.

**INTERNATIONAL PETROLEUM**

ON JULY 14th, at 7 p.m., Messrs. E. F. Howard, R. Hume and A. H. Clarke, on behalf of the staff of the International Petroleum Company's General Agency and Purchasing Department, presented to Mr. J. C. McQueen, a gold wristlet watch, suitably engraved, as a token of esteem upon his retirement from active service with the Company. Much regret was expressed at Mr. McQueen's departure.

**TORONTO**

**Princess Street Works**

ON JULY 14th, as Henry Whyte was about to take a quiet farewell of his comrades at Princess Street Works, on the eve of his retirement, he found they had stolen away the old battery of Young and Leslie, and were busy by the unforeseen verdicts of Ump. Sinclair, got rid of the first batsman to face them after he had been given a number of misses in the general direction of Bloor and York.

The opening games were staged between Atlas and Three-Stars and Royalites and Marvelles. The first affair was only decided in the last innings in favor of the Three-Stars, but the Royalites were after the Marvelles bald-headed. This was all the more remarkable on the fact that the Marvelles were coached and managed by the irresistible Rex, whose exploits in the various realms of club activity have gained for him the proud title of "Baron." Even although he injected his "Counh Hugs" as a pinch hitter and changed his wave-leger frequently, it was not his night and last year's champs, trimmed the far-thee-well. The Victor Rums Trophy has been monopolised by those service station boys for quite a while, but they will have to be on their toes this year if they mean to repeat, as all of the games that the league is playing good ball.

The Ladie's Golf section had an outing at Toronto Lakes Club on a recent Saturday morning and they mean to have a few more informal outings before staging their annual tournament.

**HAMILTON**

**Telford Free Press**: "Neil Bennett, of Watfod, veteran employee of the Imperial Oil Co., has been on the delivery service for 18 years, filled his last tank of gasoline here this week, for on Saturday he goes on the pension and Neil has been very popular throughout all these years and in being pensioned off says, 'I have never had a cross word with any customer, do not owe the Imperial Oil Co. one penny and never lost a dollar for them.' That's a fine record and one to be proud of, and the Free Press on behalf of his many friends here trust he will be spared many years to enjoy his well-earned rest."
Obituary

Matthew Smith, one of the oldest employees of Imperial Oil Refineries Limited, died in the Charlotte Eleanor Elgin Hospital, Petrolia, on May 17, 1934, after an illness of two weeks.

Mr. Smith was born in Blaaff, Cumberland County, England, on January 1st, 1862, and when he was 15 years old started to work in a coal mine near this village. In June, 1883, at the age of 21, he came to Canada with his mother and sister and settled in Petrolia, which was then a thriving town built up by the activities in the surrounding crude oil fields. He had been induced to come to Petrolia by an uncle who was living there at the time.

In August of the same year a position was obtained with the Petrolia Crude Oil and Tanking Co. as a crude oil receiver which duty consisted of the recording and testing of crude oil purchased by the firm from various producers. The receiving station was located at the east end of the town which in the early days was the business section. Later on he was moved to their refinery at the Blind Line, Petrolia, to perform duties as an oil treater. These duties were similar to those performed to-day by the personnel of agitator treating equipment with no change to date.

In the use of chemicals in treating agents except perhaps that they are now more scientifically controlled. At a still later date he was transferred to the Woodward refinery at the 12th Line, Petrolia, managed by Neil McQueen, brother of A. M. McQueen.

The Imperial Oil Co. Limited absorbed some of the smaller refineries about 1988, and moved its refining activities to Sarnia. Mr. Smith was left in charge of crude oil gathering for them in the Ontario fields with headquarters in Petrolia and carried on these duties until the time of his death, duties which are now being performed by his son, John J. Smith, who succeeded him.

Until the time of his recent illness and death Mr. Smith had always enjoyed good health and had never been off duty because of sickness. He was one of the oldest employees in point of service, having represented Producing and Transportation in April, 1930, in the dedication to the Directors of a Credit Fund voluntarily inaugurated by employees of the Company, to be used for humanitarian purposes.

In August of this year he would have completed 50 years continuous service with the Company, at which time he had hoped to be superannuated to enjoy a well earned rest.

Although of a retiring nature, Mr. Smith always appreciated the humorous side of life, and will be greatly missed by his many friends and fellow workers in the organization.
The rain that saved a crop. Relief from drought that was causing serious concern in northern Saskatchewan came on June 19th. The photographer has caught the lightning flashing from the heavy clouds above Saskatoon at midnight. In the centre of the picture can be seen the Three-Star Neon sign.