BARKERVILLE - THE TOWN THAT CAME BACK

FORMERLY, dilapidated and almost forgotten, Barkerville, one-time gold capital of the world, slumbered for half a century. Its single street, flanked by log and clapboard buildings from which rang out laughter, song and the jubilant shouts of men with pokes well filled with yellow dust, became a narrow mud track, while tenement houses and store fronts keeled neatly from crumbling foundations.

Such was the Barkerville of two years ago.

But Romance lives again in Barkerville. The street down which clattered the mounted gold escort of the sixties, which reverberated to the clanger of the six-horse stages that rounded the hill from Louhée or thundered down the canyon from Richfield, is once more a busy thoroughfare—but changed. No longer do sweating crowds come to a steaming halt while adventurers pour forth from their cramped quarters in the stage and rush into a bar-room to call for three fingers of red liquor meat. In their stead, automobiles purr through the town on their way to Antler Creek, or through Devil's Canyon to Stanley, and motor trucks grind up the hill with machinery and supplies for the quartz operations on every mountainside. Afloat, airplanes dart like great dragon flies to and from the waters of Jack of Clubs Lake. From early morning until late at night, the sounds of hammer and saw resound through the town as ancient habitations are remade and new dwellings and stores erected on the
flats below the old community. Snow plows patrol the roads, cleaning the way for the steady stream of traffic that flows from the P.G.E. railhead at Quenel, or from the half dozen mills that fashion lumber from the trees of Cariboo for New Barkerville.

Let us look at Barkerville, beside Williams Creek, when it was the Mecca for the adventurous of the world.

Late in 1860, Mike Burns, William Deitz, better known as "Dutch Bill," and several companions prospected an unnamed creek, and early in 1861, abandoned hope of striking it rich. On their way out to Antler Creek, where a mushroom town had already started, they met Michael Costin Brown and a man named Costello. They stopped to chat, and underestimating by the reported failure of the others, persisted in their determination to see what was on the other side of the hill. Dutch Bill decided to join them.

For several days nothing of importance was found. Then in a spot near a canyon they came on gold—glittering, yellow gold. It ran from 50 cents to more than a dollar to the pan—rich pay. That night the partners decided to christen the creek. Various names were suggested, but Dutch Bill, by reason of his having found the richest prospect, asked that it be named in his honor. His request was granted, and being a solemn occasion he was sitting for a picture. "Dutch Bill Creek" the stream should be given a dignified name, so it was designated "Williams Creek." With the exception of the apostrophe it has remained so ever since, this, officially—for he had, for a short time, another name.

Those who staked in to Williams Creek when the news of the strike leaked out were disquieted. They delved down to what appeared to be bedrock, and found but little, and decided that the original stakers had found a pocket. As rapidly as the creek had been settled upon, it was depleted, and those who had staked in names like "Lunbug Creek." Then, on one day when one of the few "companies," as partnerships were called, remaining in the district had almost decided to follow suit, something happened. Two of the gold miners went off to Antler Creek for provisions. The third worked alone in the bottom of the shaft. Disappointment and disgust were his lot, for the blue, slate-like bedrock was bare. He raised his pick in anger and drove it down. It struck the "bedrock"—and went through! Eagerly he worked on, and could hardly believe himself, for there gleamed gold. The wealth of the stream had been found, looked under a hard clay. Rich! It proved to be the richest creek for its length in the history of the world. Millions were recovered from beneath the gravels of Williams Creek. —but there will always be the Grim Ghost. Gold was won not in ounces, but by the pound. Here are one or two instances, as recorded in the Mines Department Report for 1874 (the first published):

Sted’s claim on Williams Creek gave a maximum yield of 496 ounces, or $2,184 in 1871. In 1862, the highest amount taken out by one company in forty-eight hours, was $9,300. This was from the Twenty-Mileman Claim on Williams Creek, which reached the rate of nearly $3,000 a day for the season, on several days as much as 52 pounds weight of gold was taken out. Dillon’s Claim yielded in one day the extraordinary sum of 102 pounds of gold—$5,000.

And one of those early miners was Billy Barker. He had a rich claim. He was a bustling, bustling sort of a chap, and his cabin was on Williams Creek. "I’m going to see Barker’s," was a common expression, and so Barker’s cabin, became the centre of the unnamed collection of shacks and log cabins that mushroomed on Williams Creek. And it was only a matter of time until the place became "Barkerville," in honor of one of its early settlers.

Men raced from all quarters of the globe to Barkerville. Ships were chartered to bring them to British Columbia. They crossed the prairies from Fort Garry; they deserted the sawmills and the fortifications on Puget Sound; they entered from the United States, and pitched their tents in the Golden Cariboo. The long trail that wound for 500 miles from Harrison Lake via Lilboat was black with tramping men. They fought their way through the passes in the Coast Range by way of Bella Coola—a path pioneered by Sir Alexander Mackenzie in 1793—more eager, and hoping that at Barkerville they would find the rainbow’s end. It was said that 15,000 people were at one time populated the shanty town on Williams Creek.

The shallow diggings worked out. Lackling machinery for operations in the deeper gravels, men moved to other fields, and gradually, year by year, the importance of Barkerville dwindled. Vacant shacks and log huts became the habitations of rats. The Opera House—once the centre of cultural activities—had to be propped up. The town became a crazy looking place. By 1912, only about 100 persons got their mail at the Barkerville Post Office, and that was the mail distributing centre for an extended area.

Around the stave in the Kelly House—famed for its good cooking through all the years—the few in inhabitants recalled early days; told again and again of the wealth of Williams Creek in its golden days, of the muggers from Street’s Gulch, and the riches of Conklin’s Gulch; of that day in 1868 when the town was wiped out by fire, and reconstructed almost overnight.

The church down at the end of the street was in bad disrepair. The old government offices were a ruin, and only the Matson Hall retained some suggestion of its one time glory.

Several years ago quartz mining was started, and rich deposits were located. Today the hills are alive with men delving into the slopes whence came the gold of Williams Creek. This was not possible twenty years ago, but now the automobile has come into its own and Imperial Oil products facilitate the transport of heavy machinery and supplies. And Barkerville, the old gold capital of the world, is confident that it will before long be "Barkerville the new gold capital!"

Who knows?

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**The Motorists Bit**

Of ALL public officials with whom the motorist is acquainted, he can undoubtedly claim greatest familiarity with the Provincial tax collector. It is doubtful, though, whether the motorist realizes just how-capacious are the pockets of that official and just how much the car owner pays each year into the various provincial treasuries. The Public Accounts of the Canadian Provinces give information in this connection. The motorist’s share of the total ordinary revenues ranges from 18 per cent. to 38 per cent. of the total. Of course, in all provinces motorists are in the minority and, naturally, they also pay taxes other than those imposed for gasoline and licenses, such as amusement taxes, estate and property taxes, transfer taxes, etc.

Some figures relating to the direct contributions made by motorists to provincial treasuries through the gasoline tax and license fees follow:

In Alberta in 1933, motorists paid a total of $3,069,707 or 19.8 per cent. of the total ordinary revenue. The number of persons owning cars was less than 12 per cent. of the total population of the Province.

In British Columbia less than 13 per cent. of the people own cars but in 1933, they paid $3,930,177 in gasoline taxes and license fees which was 19.3 per cent. of the total ordinary revenue.

In Manitoba the motorists number less than 12 per cent. of the provincial population but in 1933, they contributed $2,264,907 or 18 per cent. of the total ordinary revenue in gasoline tax and license fees.

The last available figures for Nova Scotia are for the year 1932, and show that motorists, who constitute less than eight per cent. of the population, paid 27.2 per cent. of the total ordinary revenue. The aggregate of gasoline tax and license fees was $2,191,982.

Fewer than six out of a hundred resident of Quebec own cars or trucks but they paid $9,946,877 or 32 per cent. of the total ordinary revenue in 1933.

In Saskatchewan less than ten per cent. of the people own cars but their contribution of $2,930,673 in gasoline tax and license fees was 19.6 per cent. of the total ordinary revenue.

New Brunswick has approximately 28,000 registered motor vehicles or about seven to the hundred of population but the owners of these vehicles paid 27.3 per cent. of the total provincial revenue in 1932, the bill being $1,607,889.

Ontario is the most motorized of the Canadian provinces. Allowing ownership of only one car or truck to an individual, 11.4 per cent. of the population are owners of motor vehicles. In 1933, they paid, in gasoline taxes and license fees, $19,848,863 or 38.7 per cent. of the total ordinary revenue.

Prince Edward Island’s 7.9 per cent. of the population who own cars or trucks paid $276,936 or 22.7 per cent. of the provincial revenue in 1932.
THE SHIP THAT REFORMED

Two years ago the Bridge and Freeman was leading a hectic life along the Atlantic coast, engaged in transporting mysterious cargoes to obscure destinations. She is a tidy little schooner, 65 feet long, 7 feet deep, with an 16' 7" beam, and her cargo capacity is 50 tons. She was built and owned at La Have, Nova Scotia, and no doubt could tell many a thrilling tale of her unregenerate youth. But, since her purchase by Rev. Bishop A. Turquetil, this little vessel has changed both her name and her ways. As the Pope Pius XI, a Catholic Mission ship, the rest of her life is devoted to carrying supplies to missions in and on the verge of the Arctic Circle, and doing whatever other good deeds she finds an opportunity to do.

Although she is completely reformed, this vessel's existence is by no means devoid of peril. Her first voyage in her new capacity was some 7,000 miles long, and began in July, 1933. She left La Have, sailed to Halifax, from there across the Gulf of Saint Lawrence, through the Straits of Belle Isle, along the coast of Labrador, up into Hudson Strait, and across Hudson Bay to Fort Churchill, Manitoba. From there she went north to Chesterfield Inlet, back to Churchill, thence farther north to Fort Hope at the head of Repulse Bay (about 1,200 miles north of Churchill), in the Arctic Circle, and back to Fort Churchill, now her home port.

Rev. Bishop Turquetil was a passenger on this long voyage which, in spite of the potential hazards of these northern waters, some of them uncharted, seems to have been comparatively uneventful. Both Captain Pentz, master of the schooner on this trip, and George Ernst, chief engineer, are hardy Bluemose seamen for whom the roughest voyages hold no terrors. The captain, contrary to the current belief about sailors, is not superstitious, at least as far as the number 13 is concerned. He sailed from Halifax on July 13, arrived at Chesterfield on August 13, and at Southampton Island on September 13. His first trip to Hudson Bay was in 1933. One of his duties before returning to La Have was to instruct his successor, Father Duplan, of Churchill, in the art of navigation.

The Pope Pius XI has been equipped with two 80 h.p. engines, giving a speed of seven knots. These engines, built by the Lunenburg Foundry Company in Nova Scotia, were converted to burn fuel oil, and throughout the voyage Imperial Semi-Diesel Fuel Oil, 3-Star Gasoline, Marvelube Motor Oil and Marvelube Grease were used exclusively. Captain Pentz reports that engines and Imperial products gave entire satisfaction. This on a trip of such long duration through waters where repair facilities are practically non-existent, speaks well for the reliability of both.

Part of the cargo of Imperial 3-Star Gasoline was destined for the lighting plant of the mission at Repulse, in the Arctic Circle.
VICTOR ROSS

ALTHOUGH Victor Ross died a relatively young man, he possessed more interest, more activity, more achievement, more joy and more suffering into his fifty-six years than most men do in the usual lifetime. Twenty-one years of his life were spent in a lonely, grim fight with pain. It was a lonely fight because while he shared his happiness, he hoarded his sufferings to himself alone. The pain resulted from injuries sustained in a motor accident in 1912. The accident permanently crippled him, but it could not subdue his strong and courageous spirit. In fact, after his accident he did his greatest work, the work from which he derived the most satisfaction because it was concerned with the organization of various schemes to better conditions for labor and to establish a community of interest between employer and employee. Its monuments are the pensions, sickness and death benefits, industrial representation and co-operative investment trust schemes. Victor Ross reflected in the inception and execution of these plans the wide sympathies and broad vision that made him, as the late C. O. Stillman said, "the very best loved men in Canada".

While yet in his 'teens, Mr. Ross made a reputation as a newspaper man. As editor of the financial department of the Toronto Globe, he commanded the respect of great figures in the history of Canadian business and finance. One of these was Walter C. Teggie, then President of Imperial Oil, who when he left Toronto to assume the presidency of Standard Oil (New Jersey), induced Mr. Ross to follow him and to take the appointment of "Assistant to the President".

One of the many tasks Mr. Ross assumed in this capacity was to found The Lamp, the official publication of Standard Oil (New Jersey), and which has ever since enjoyed a unique position among company publications. When he came to Imperial Oil as Vice President, Mr. Ross founded IMPERIAL OIL REVIEW. His name rarely appeared in either of these publications, and on one occasion he smilingly reprimanded the editor of The Review because his picture appeared in it. "Everyone will say I told you to put it in," was his comment. But his real reason was that he had a distaste for personal publicity, probably born of the newspaper man's usual dislike of seeing his own name in print.

The deaths of few Canadians have received such widespread notice as did the death of Victor Ross. Throughout Canada, in the United States and abroad, his passing was noted and tributes were eagerly paid to his unique personality, his notable accomplishments and to his interests in music and the fine arts. His humanity, his friendliness, his humor and his kindliness touched everyone he met and thousands mourned the loss of a dear and always helpful friend.

POLICE REPORTERS.

We did a good deal of work together for he was police reporter of The Globe when I covered the same assignment for this paper, and Jack Pichard for the World. Jack was easily the harshest worker of the three, and one of the best reporters I ever knew. Victor could work hard when he had to, but as a police reporter this was not necessary. He did not have to dig out stories: policemen and detectives would hurry to him with information, their sufficient reward being a smile and a "Thanks, old man." Again and again when Jack through diligence or I through luck had got hold of a story that promised to be a scoop the police officer from whom we had been able to extract a final confirmation would say, "Mind that Victor Ross gets that, too. And so it would be, and so he was able to carry on his other job as press agent to a theatre, assured that his more important if less congenial occupation would be fully protected in his absence. So it was at the very threshold of his career that he displayed the quality which more than any other was to explain his success. Indeed I should be surprised to learn that he had not shown it ever earlier, as a boy at school, or an infant in arms.

HIS INSPIRED AFFECTATION.

That quality, the very essence of Victor Ross, was that nobody could help liking him. One could use a stronger word. I had such affection for him as I am capable of feeling for any man, and there must be scores, even hundreds of others who felt the same way about him. My own view is that it is a moral rather than an intellectual quality that lifts men out of the muck and marks them as leaders. Generally it has to be supported by unusual mental endowments, but the quality of the heart is the foundation for the great career. This unaffected charm which he possessed to a degree I never saw surpassed, if indeed equalled, among the men I have known was in itself the outward expression of an inward grace. He was the soul of kindliness and generosity. He liked people as much as they liked him, and the humbler they were the more did he feel and exercise a sense of responsibility for aiding and protecting them. This explains the devotion he inspired when he became an executive officer in the Imperial Oil Company, and that devotion explains the veritable passion his subordinates had for doing their best work for him and never letting him down.

SWEET AND HUMORIST.

Victor Ross was one of the most charming companions a man could spend an hour or an evening with. He was both a wit and a humorist. No one was swifter with a retort, and in an exchange of spontaneous repartee I never saw him defeated. He was one of the most delightful conversators in Canada; in fact he was about the only story teller I ever knew who was in his own right a humorist as well, for I have found that a fondness for repeating humorous anecdotes is usually an evidence of a lack of humor. But Victor's stories were those which his own experience had provided, and most of them were at his own expense. Wherever you would meet him in a crowd—whether after a theatre, a ball game, or a public dinner, you would see him the centre of an animated group, and in the faces of those around him, men and women alike, an affection underlying the smile and shining through the laughter.

COYAGE AND CHEERFULNESS.

These qualities which I have mentioned do not make the sum of the rare character of Victor Ross. (Concluded on Page 52)
THE
QUEEN CHARLOTTE ISLANDS

By Alex. G. Rex
Salesman, Imperial
Oil Limited.

This article has been written as a tribute to the Haida Nation of Indians who inhabit the Queen Charlotte Islands, the most westerly islands under the Canadian flag. These islands lie about 80 miles out in the Pacific from the coast of British Columbia and are particularly blessed in the variety of their natural resources. The stands of timber are enormous, spruce and cedar predominating. From here, during the Great War, under the supervision of the Imperial Munitions Board, thousands upon thousands of feet of the very finest aeroplane spruce were shipped, and yet the islands are comparatively untouched. How that mythical lumberman Paul Bunyan would have loved to see these islands!

The salmon fisheries have been one of the main sources of revenue for many years. Large and well-found packing boats carry the catch to the various shipping and packing plants in and near Prince Rupert, the commercial centre of Northern British Colum-

bria, as well as to points as far south as Vancouver and New Westminster. Trolling boats owned and operated by the Haidas, as well as hundreds run by white fishermen, brave the elements in these far western waters, that they may earn their livelihood, and provide the finest of fish for Canadian, American and European tables. Contiguous to the Islands are large halibut banks, which supply tremendous quantities of this fish for world markets.

Gold mining has always been a part of the life of the Islands since the advent of the white man, and hundreds of prospectors have been staked and worked. Years ago the Hudson’s Bay Company had a mine at Gold Harbor, on the West Coast, but the vein petered out, after a charge of powder blew about $50,000 worth of gold into the harbor, out of reach of recovery. There are now two companies operating in the same sector, the Haida Gold Mine and the Gold Harbor Mines. Every indication seems to point to success, particularly in view of the present price of gold in the world markets. According to various estimates there is also a tremendous quantity of gold in a long beach near Massett. Not a few companies have been formed to extract the gold from the black sands, and although there seems to be plenty of gold and other valuable mineral there, yet it is so fine that no one has yet been able to extract it in sufficient volume to make the proposition valuable.

For years also there have been prospects of petroleum and coal deposits, but quantities sufficient to warrant extensive development have not been found.

The climate is very moderate, and gardens and farms flourish. Altogether the Queen Charlottes are a land of promise, and I venture to predict that it will not be long before the promise is fulfilled.

This then is the land of the Haida, and has been since far beyond the knowledge of even the oldest members of the various crests. At one time these Indians occupied dozens of villages, in well-protected harbors and bays completely encircling the Islands, but now they are concentrated in two large villages, Massett and Skidegate. The once flourishing villages were turned into desolation when the smallpox scourge swept the Nation 60 years ago, and now most of them are overgrown, with, in some cases, only their totem poles left standing.

The Haidas have always been renowned as boat-builders and fighters. For many years they terrorized the whole British Columbia coast. Raids were made as far south as the Columbia River and slaves and booty brought back to their villages. They were also ardent fishermen, and in their canoes, armed only with spears, even tackled whales. A whale hunt would sometimes take over a week, the canoes by this time having traveled over a hundred miles out into the open Pacific. One old Indian, in describing the whale hunt to me, told of the rough seas which roll up on the coast, bringing with them flocks from the Orient, particularly noticeable being bamboo trees with some of their foliage still green, and the glass balls favored as net floats by Japanese fishermen.

In Skidegate Inlet is found the only known deposit in the world of a peculiar black slate. It is commonly called "slate" but it is more like a jet black jade,
as it is not found in slate-like layers. Whether it is of meteoric or volcanic origin is a question which remains unsettled. However, the natives have turned to use, and have carved it into various shapes, more particularly into replicas of their totem poles. These articles are of course carved by hand, and many of them are real works of art. Most of the old carvers have now passed on and the art is not now so perfect as in the past, nevertheless some good specimens are still to be found and these bring a good price.

The folklore of these people is very extensive, and hundreds of legends exist regarding their prehistoric experiences. They have stories of the flood, somewhat similar to our Bible story, how daylight was brought to the world, and many other accounts. Their animal legends are quite complete, nearly every native creature having its place in them. Many of these totems illustrate these stories. We have the complete history of the human struggle for existence, from the stone age through the copper age up to the hard metal age, right to our hands, and an interesting story it is.

The Islands are not untouched by the romance of history and adventure. The were visited by the Spaniards in the early days of Pacific Coast settlement and exploration. Only this year an old Spanish barque was found on the west coast, partly burned by the side of a creek. Captain Vancouver, that intrepid mariner and explorer, also visited the Haidas in the far gone days of the 18th century, at about the same time that Sir Alexander MacKenzie arrived there on his memorable trip to the Pacific Coast.

Captain Prevost called at the Queen Charlotte on a British Columbia trip, and was greeted by a war party returning from a raid with a canoe load of the severed heads of their enemies. It was through this contact that the Haidas received their first Christianizing influence, for the Captain, a devout Churchman, pleaded their cause before some of the missionary societies of England, and due to his efforts missionaries were sent out. These hardy souls, living and working under (Concluded on Page 32)

B. below: Indian beads, spoons, pots, snowshoes, masks and mirrors.
A. right: Daggers, spears, bows, clubs, and helmets made by the Indians.

NAMES shall not be called here. Though eating aside, all the most prevalent civic banquets have been doing little else for weeks and weeks, names, good or bad, shall not be called. So far as these paragraphs are concerned "Muddy York" is barred. "Toronto the Good" (laughter and applause) outlawed. "Queen City" and "Hogtown" are alike anathema. The season is declared in "This Fair City of Ours to Yours!"

Moreover it shall not be said that Torontoitians are Citizens of No Mean City. They may be, but shall not be called. Saint Paul had enough to put up with while he was alive.

Let a plain statement suffice. This year, 1934, marks the one hundredth anniversary of the incorporation of the City of Toronto, Capital of Upper Canada—Ontario if you prefer it.

These are typewriters, you suppose, rattling away nineteen to the dozen in the stenographers' rooms at Fifty-six Church Street, Toronto. That voice, you assume, is the voice of an official of Imperial Oil who has paused on his way to a business meeting to leave some last minute instructions with a secretary.

That other sound which stirs the peace of suburban companies and makes new coupons whir on their rolls every fifteen or twenty-five minutes is, you take it, a Toronto street-car crossing King and Church upon its lawful occasions.

You may be right.

Yet there is a philosophic formula which can make it clear (if your brain doesn't fade first) that time, being really eternity, stands still while human consciousness moves like one-way traffic through it: that all which has been continuous to be in its own place in time, just as all that will be is already though you may not have got around to noticing it.

Suppose that the formula should be the right one. It might be. Grant that, however, many after-dinner roundabouts have made you wish it were not, this is still Toronto's hundredth year. Note that the Toronto offices of Imperial Oil Limited stand at Fifty-six Church
The clatter and thump that you took for Toronto's transportation system in action; it could have been an ox-cart coming. In the days when Upper Canada was on the Potash Standard, the days when bears' grease was the popular lubricant and the only oil sold in York was whale-oil for lamps at half-a-crown a gallon, William Allan had his potash works here at this corner. And here the ox-carts came lumbering through the mud-holes with the Upper Canadian settlers' first paying crop; the ashes from their clearings.

Or consider that latest sound, the loud demonstrative sound which you knew at once must be a visitor at Imperial's Tourist Bureau asking for maps and advice on the quickest way to get to Montreal; it might have been, instead, one of King Street's native hogs declaring its independence.

The native hogs of York were a proud liberty-loving race in their day. They sought freedom and self-determination in every garden patch in town. They smelled clerical domination under every fence-picket and labored to root it out. From 1798 to 1812, there was not a Town Council of York but wrested in vain with York's loose hog problem.

But the bred degenerated. Toronto has no native hogs now.

However, regrets are beside the point. The point is that there is no better place in Toronto for catching sounds from the past than Fifty-six Church Street. All the life of the province flowed past this corner a hundred years ago. East was Old Town, the market, the bank, trade and solidity. West were the new Parliament Buildings, Government House, Fashion and the Military. South was the way to the world outside.

The Wharf, Maitland's wharf where the Niagara packets came in, was at the foot of Church Street. Across Front Street from the wharf was the Coffin Block—named after its architect. Here the stage offices were and the Kingston and Hamilton stages arrived and departed daily except Sunday. Across Wellington Street from the Coffin Block at the north-west corner of Church Place stood the Church which when built met King was the real centre of Upper Canada. That is why they built Saint James's, where they did and put the Court House here. That is why it is so easy a place to compare and catch echoes.

The young defiant shivering of files is the York Quickstep playing. The volunteers of the York Militia are marching through town to take boat for Detroit with Brock.

The rash of pounding feet means Dearborn's Americans. They came this way down a blank-faced shuttered King Street to set the old Parliament Buildings alight. They came and they passed. The roar coming up the other way from Market Square is no second invasion. It is a political meeting twenty years this side of 1813. It is one of William Lyon Mackenzie's political meetings adjourning in the usual shower of mud and brickbats.

Toronto's first mayor passes too, dragged off by force but still harranguing from his market-cart. Faintly, from far behind him, come other, happier sounds: the clink of sleigh bells, the lift of music, laughter; the sounds of an Assembly Night in York.

The York Assemblies were held in Frank's Hotel. Frank's Hotel stood east of Church Street and south of King at the northwest corner of Market Square and Market Lane. On the corner of the York Assembly, finance and rings, lace-breeches and frilled stocks gathered by the sleigh-load to Frank's Hotel. And the music played and the Light Fantastic was Tripped (see Upper Canada Oracle for December 1807) and the candles flickered in time. And the Governor's Lady was partnered by the Hon. Peter Russell and His Excellency Governor Gore offered his arm to the beautiful Mrs. Firth, amiable lady of the new Attorney-General. And horses stamped in the snow outside and more ringslets arrived and more frilled stocks... The site of Frank's Hotel is at the east end of College Street. Warehouses cover the row, warehouses and the outer leaves of cabbages and a smell of dead fish.

The site that is marked by the elevator shaft of Fifty-six Church Street is the site of the first bazaar ever publicly committed in York. The bazaar was of Ladies Useful and Ornamental Work for the Benefit of the Poor. Admission quarter dollar, children seven- halfpenny. The date was May 15, 1830. The place was the Court House, York.

They built the Court House in York in 1824. Thirty feet in from Church Street, sixty feet back from King, a square, respectable red brick building. To the west they built the jail. Thirty feet in from Toronto, sixty feet back from King, equally square, equally respectable, equally red brick. Between was the jail yard. All around, from Church to Toronto and from King to Court was Court House Square where the hangings were.

There were not so many hangings in the Square, no more than six all told. But Toronto's rude forefathers and mothers seem to have made the most of the hangings they had. They came early, to judge by contemporary accounts, brought a picnic in the market basket and stayed for the sport. Ten thousand people crowded the Square here to see the double hanging in 1827. Charles French and James Christie were the hanged that day.

Attendence at Julia Murdoch's demise, though not quite so large, was even more representative. Julia was hanged in 1837, the only woman to be hanged in Toronto. She had favored her mistress's fish with arsenic and stolen the silver spoons. Women and children made a great proportion of the crowd at her hanging. The Christian Guardian noted and lamented the fact.

Four months later a crowd of another tempest filled Court House Square. The Rebellion had flared and sputtered out. It was April of 1838, and Samuel Louk, one-time Member for Simcoe and Peter Mathews, the York County farmer who had fought at Queenston under Brock were to be hanged as traitors. The thousands who waited in the Square that day were quietly silent as they made noise at all.

It may have been the quietness that troubled Governor Sir Francis Bond Head. Something did, at any rate, for he ordered the York Militia out and had the companies standing under arms behind the Court House here, all day long.

But the day passed safely enough... and long enough. Ninety-six years... rattle, you think, was only typewritten up on the seventh floor? You are right, of course.

[Image: The corner of King and Church Streets, Toronto, as it looked 100 years ago. At the extreme right is shown St. James' Cathedral, next to it is the Court House, on the site now occupied by the Executive Offices of Imperial Oil Limited.]

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EMPIRAL OIL REVIEW

IMPERIAL OIL OFFICIALS ASSUME NEW DUTIES

ELEVATION of three officials who have been in the service of Imperial Oil Limited practically since boyhood, was announced recently. The new appointees are: Leo C. McCloskey, formerly Director, who becomes a Vice-President; John McNeil, formerly Director, is made a Vice-President, and A. E. Halverson, formerly General Manager of the Marketing Department, who has been elected to the Board of Directors. Leo C. McCloskey has been a Director of Imperial Oil Limited since 1911. He is a native of London, Ontario, and joined the Company as a boy, in 1903. He has always been noted for his thoroughness and his complete grasp of every task allotted to him. In 1923, he was appointed assistant general manager of refineries and served in that capacity until his appointment to the Board.

John McNeil has been a member of the Imperial Oil organization for nearly thirty years. He first served in the Winnipeg office. In 1921, he was appointed manager of sales of white products, and in 1930, became assistant general sales manager for Eastern Canada. He succeeded F. J. Wolfe, now Chairman of the Board of the Anglo-American Oil Company, London, England, as Imperial Oil’s Director in charge of marketing.

A. E. Halverson has a long record of outstanding service with the Company. His initiation with the Company was in 1913, as salesman in the Edmonton territory. In 1918, he led the salesman’s Carload Contest and was a member of the team that won the Dominion Automotive Oil contest. In 1922, he was made assistant general sales manager for Western Canada, and general sales manager for the same territory in 1926. His services as an expert organizer have sometimes been requested by outside concerns.

ANNUAL MEETING OF IMPERIAL OIL LIMITED

IN HIS recent report to the shareholders of Imperial Oil Limited, submitted at the annual general meeting of the Company’s Head Office at Sarnia on April 27, G. Harrison Smith, the President, dealt briefly with the principal problem which confronts the Canadian industry today. It is the problem of continued production in the face of high prices for materials and price of products. Mr. Smith pointed out that the benefits of larger consumption which ordinarily would result from a low price structure are inhibited by the heavy taxation to which the industry’s principal product, gasoline, is subjected.

Mr. Smith’s review of the year follows in part:

"While sales volume was maintained, there was a further decline in net earnings from Canadian refining and marketing activities. These earnings were 27.8% per cent of the total net earnings of the Company and amounted to $3,020,492 31 14.62 cents per share (after inventory depreciation of 8.100,.

000.0): as compared with $4,311,372 08 61.7 cents per share in 1932. Net income from transportation totalled $765,822 75, but other net income consisting of rents, interest, dividends and also income from investments outside of Canada was 89,408,846 43, making total net earnings after deduction of Dominion Income Tax of $14,001 671 per share in 1932. This compares with total net earnings for 1931 after Dominion Income Tax of $14,713,274 91 or 54.93 cents per share.

"Earnings from transportation and other operations were made at prevailing rates or charges established by competition in world markets. As in previous years this also applied to services and supplies purchased by the Company from its affiliates.

"Reduced spreads between the prices of finished products and the cost of crude oil and other raw materials accounted for the reduced earnings from Canadian refining and marketing activities. This situation was brought about largely by competition from the United States where during 1931, as the result of N.R.A. regulations, prices of crude oil were stabilized without the corresponding stabilization of the prices of refined products. This condition prevailed notwithstanding the efforts of the Code authorities to rectify the situation and to widen these spreads.

"It is important to note that on the 1913 base the wholesale price index of gasoline in 1931 was 72.3, as compared with 81.1 for farm products; 116.8 for building and construction materials and 100.0 for all commodities in the wholesale price indexes of the Dominion Bureau of Statistics.

"During the year the production would result from such low prices, but this did not follow because of existing conditions and would not meet the need for a net profit on gasoline manufactured and sold by your Company, as in 1931, was slightly more than eight months of one cent per Imperial gallon. The Provincial gasoline taxes were from 7.9 to 15.8 cents at present.

"Throughout the year the cost of operations was maintained at fair wage levels under desirable working conditions in accordance with the principle of economy. This policy is intended to ensure your Company’s continued and steady growth. In all departments plant and equipment were maintained in first-class order. Your Company is therefore in an advantageous position to meet any increased production conditions which may now seem assured.

Fontaine

ANNUAL MEETING OF IMPERIAL OIL LIMITED

RONALD" W. SMITH, President

"Twenty-four vessels of 189,000 deadweight tons comprised the Imperial Oil and International Petroleum Fleets as of December 31, 1931. All vessels are of modern construction and are maintained in a condition which ensures the greatest efficiency and most economical operation. During the year there were transported 271,828 barrels of crude oil and products, as compared with 25,608,924 barrels in 1931."

PRODUCING ACTIVITIES

WESTERN CANADA

"Carathage production in the Turner Valley was continued in accordance with the conservation regulations of the Alberta Government. The total output of crude oil and naptha was 790,816 barrels as compared with 825,810 barrels in 1931. Your Company’s portion of the year’s output was 480,108 barrels or 54.74 per cent, of which 185,291 barrels was of naptha recovered by your Company’s new absorption plant which began production during the year.

"Every effort was made to afford Western Canada the greatest economic benefit from the resources of the Turner Valley. Restricted consumption made it necessary to extend the territory in which products manufactured from Turner Valley naptha were sold. This was accomplished by reducing the well prices to offset the higher freight rates entailed by moving products into the larger area. Continued surplus production can be absorbed in an increased field of operations.

"Your Company’s refinery at Fort Norman, North West Territories, operated during the summer months and supplied gasoline and fuel oil to meet the definite and increasing demand of mining and transport operations in the Mackenzie River and Great Bear Lake areas. The refinery was also furnished by the two Discovery wells which were drilled near Fort Norman in 1929-30. The availability of petroleum products at Fort Norman has contributed materially to the development of a remote area and has made possible important prospects to prospectors, for mine operators, and for transport organizations.

"As at December 31, 1931, your Company controlled 94 oral and gas wells in Western Canada. Three of these are dry gas wells located at Drum Horse Coulee, Erickson Coulee, and Peace Coulee, and are at present dry. There are 54 producing wells in the Turner Valley, and two at Fort Norman.

SOUTH AMERICA

"In Colombia the production of crude oil totalled 11,157,617 barrels, an average of 31,826 barrels daily, as compared with a total of 10,417,125 barrels or a daily average of 28,486 barrels for the year 1932. This curtailment was due in considerable measure to the United States import tax which became effective June 1, 1932. Drilling was restricted to proven areas. Nineteen wells being completed in the La Catia area. The average, daily initial output per well of the new wells produced 742 barrels. The number of producing wells on the property at December 31, 1931, was 57. The number of non-producing wells was 360. The total of 441,590 barrels, an average of 1,210 barrels daily, as compared with 446,911 barrels, or a daily average of 2,211 barrels during 1932.

"In Peru the production of crude oil totalled 11,365,926 barrels, an average of 31,521 barrels daily, as compared with a total of 7,639,091 barrels, or a daily average of 20,862 barrels for the year 1932. Production of natural gas and gasoline totalled 3,267,040 barrels, or a daily average of 2,341 barrels in 1932. During the year 43 old wells were re-commissioned and one new well was drilled. The number of producing wells on the property as December 31, 1931, was 1,500.

"Both the Canadian field and the Persian field are operating under modern methods of representing and gas control. These methods increase the ultimate recovery and prolong the life of the wells.

"The local markets in Colombia and Peru absorbed approximately 2,372,079 barrels of refined products and the total export shipments amounted to 10,726,106 barrels of crude oil and 4,441,318 barrels of refined products. Of the total exports of crude oil and gasoline from Colombia and Peru 25 per cent were imported by your Company in Canada. Of these imports, 6 per cent, or 19 per cent of the United States of America and 12 per cent to Europe.

The Directors of the Company were re-elected by unanimous vote and subsequently held a meeting at which officers were re-elected as follows:

President—G. Harrison Smith; Vice-President—C. A. Eames, R. V. LeSueur, L. C. McCloskey, John McNeil.

Page Fifteen
PETROLEUM

DOWN THE

CENTURIES

(With apologies to Noel Coward, et al)

Decorations by J. W. McLaren

10,000-5000 B.C.
A very long, long time ago.

5000 B.C.
Ancient Egyptians petting sacred cats, perfecting the cataphobic arts, studying engineering. The Nile overflows its banks and the crocodiles put the embalmers out of business. The rivalry was really unfair. Entered petroleum in the form of bitumen. Its keeping qualities and ease of application increased the embalmers' output, reduced their costs and saved the day.

2500 B.C.
Heavy showers, increasing at nightfall, continuous for 40 days. Weather prophet right for once and suspected it though no one else did. To prove his faith in his prophecy he built a big boat, provisioned it, and embarked on the first world cruise. Its success and safety were due, according to certain advertisements, to the leak-proof bitumen covering the hull of the boat.

2000 B.C.
Revival of wet weather scare, presumably by building trades. Construction began on Tower of Babel. Difference of opinion in city council as to probable high water level. Tower unfinished, sold for taxes. Valuable point of interest to tourists for several centuries owing to durability of bitumen used as mortar.

1500 B.C.
Egypt again. Court News: Princess found Hebrew infant floating in basket waterproofed with bitumen, near her favorite bathing beach. Sensation caused by her decision to adopt the child. Libellous newspapers suppressed.

1000 B.C.
Zoroaster inspired by glorious spectacle of lake of burning pitch conceived idea of fire worship. New religion extremely popular for many centuries. (Present day habit of cigarette smoking probably a flesile survival of this ancient cult.)

700 B.C.

450 B.C.
Extensive building operations in Persia. Inseparable without asphalt for bonding and cementing.

124 B.C.

30 B.C.
Farmers had troubles too. Petroleum again to the rescue! Asphaltic oil applied externally to sheep killed ticks. One worry less!

70 A.D.
The centuries roll on. The drug trade brightened. This year saw 27 new remedies offered on the Italian market, all containing a variety of the marvellous new ingredient—bitumen! And in Sicily the housewives were pleased with a new oil for their lamps—brighter, longer-lasting, labor-saving. Fewer alibis for husbands.

615 A.D.
We reach Japan. Strange discovery—water that burns! Clever little people, they immediately utilized it for purposes of illumination.

1500 A.D.
East side. West side — all around the world! Spaniards searching South America for gold discovered Incas in Peru constructing first-class highways easily and quickly; using bitumen, of course. The Spaniards, however, were looking for yellow gold.

1535 A.D.
Cuba made use of her natural resources. Asphalt, they recognized as created for highway construction.

1595 A.D.
Sir Walter Raleigh, seeking in the South Seas for triffles to please his Sovereign Elizabeth, found in Trinidad a lake of pitch. With so large a navy, in such need of caulking, a triffle like this was sure to please.

1615 A.D.
Japan progressed. "Burning water" utilized for cooking and heating as well as lighting.

1627 A.D.
North America. Seneca Indians noted the white man's thirst (for crude petroleum). Sold it as "Seneca Oil". "Make you well". The tribe made a handsome profit.

1692 A.D.
Back to South America. Petroleum discovered at Cape Blanco, Peru. Not a new item, in these days.

1765 A.D.
Crude oil discovered in Burmas, India. More exciting, but not much.

1789 A.D.
We turn our back on India. This year, Oil Creek, Pennsylvania, got its name from—well, guess! Petroleum began to stir the imagination of mankind. It had possibilities, but what were they?

1809 A.D.
Scientists took it in hand. Dalton conducted tests on the decomposition of hydrocarbons (petroleum gers) in an endeavour to find out what made them tick. His findings were shelved for nearly a century.

Page Seventeen
1825 A.D.
Another famous scientist took it up. Faraday isolated several unassorted hydrocarbons—those with high octane rating. They remained isolated for a long time awaiting high compression motors and Imperial Oil chemists.

1830 A.D.
We are now in Canada. Near Petrolia, where Black Creek and Bear Creek run through Oil Springs, the Indians discovered crude oil. They, like the Senecas, also discovered the white man's gullibility where medicine is concerned.

1849 A.D.
The white man took a hand in the medicinal oil business. All through the United States Kite sold a crude form of what is now known as Russian Oil. Purport to cure many ills. Outbursts of interest in personality advertising.

1858 A.D.
Petroleum had become more important. Its use increased. Men were finding out why it appealed to the imagination. Refining, after a fashion, had begun. A gallon of crude oil was more profitable divided into two or three products. It got so they couldn't wait to exude from the earth and begin to dig for it. Oil Springs, Ontario, proudly proclaimed the first hand-dug oil well in North America.

1859 A.D.

1862 A.D.
Oil flowed rapidly on this continent. William Spencer, who became first secretary of Imperial Oil Limited, built Canada's first refinery at Woodstock, to refine oil for illuminating purposes.

1880 A.D.
By this time petroleum ranked almost as a major industry. In London, Canada, on September 8th of this year, the Imperial Oil Company was founded. More and more products were refined from the crude as other industries created a demand for more diversified lubricants.

1894 A.D.
Byerly, of Cleveland, Ohio, first used air for oxidizing asphalt. More new uses now possible.

1898 A.D.

1906 A.D.
C. G. Coates designed and operated the cracking process, based on Dalton's researches. More and better petroleum products thereby extracted from the good old crude.

1908 A.D.
First gasoline service station in North America established in Vancouver by C. M. Redon, local manager for Imperial Oil Limited.

1910 A.D.
Farmers began to take advantage of the opportunities afforded by the gasoline market. Horses "deported deeply."

1913 A.D.
Dr. Burton commercialized the pressure still, causing radical changes in petroleum refining. World War. Petroleum one of the strongest allies. Upheld our cause in the air, on the high seas, in every way. Petroleum experts summoned by governments for special service. Petroleum tankers undaunted by mines and torpedoes carried on. Imperial oil employees, products and fleet "did their bit."

1921 A.D.
One of the first commercial applications of flight in Canada was made when Imperial Oil used aeroplanes to transport men and equipment to Fort Norman in search of the petroleum which was to bring the North nearer.

1930 A.D.
Golden Jubilee of Imperial Oil Limited. The industry in Canada providing work for thousands of Canadian citizens, and its products bringing necessities and comforts to many thousands more.

1934 A.D.
Today. Nearly 70 centuries since petroleum's first recorded use as an adjunct to one industry in one country, petroleum products are produced in many countries. They are used in some form by nearly every person in the world. We employ it on roads and in roads. We use it internally and externally. It flies, it runs, it stands still. It pays taxes and income! Imperial Oil's seven refineries present it to the buying public in 714 different ways.

NINETEEN thirty-four might almost be called "Centennial Year." Toronto is feeling the dignity of age at 100. Three Rivers is quietly superior about her 300 years. And all the time, Cartagena, in South America, smiles tolerantly on these veritable infant cities. Cartagena was 400 years old in January. From the Edicion Extraordinaria of the Diario de la Costa, published in honor of the occasion, we take the liberty of quoting extracts.

On January 14th, 1537, Don Pedro de Heredia, native of Malaga, dropped anchor in Calima waters. The same waters that 32 years previously were boarded by the fleets of Rodrigo Galban de Bustidas, the first to discover the beautiful territory wherein lies the City of Cartagena de Indias. . . . Heredia, more fortunate than his predecessors, with his gallantly accredited, audacious and adventurous inclinations of a natural and fearless nature, conquered by his constancy and valor . . . the stories of that period state that one night, while on a gallant adventure in Madrid he was attacked by six men who left him badly wounded, having lost his horse in the face, and the physicians of that time endeavored to form a new one by means of two planks, with the flesh torn out of one of his arms, during operation, according to his intimate friend Juan de Callejon, he was unmoveable . . . provided with a document in true legal form he arrived in the Bay of Cartagena . . . with one vessel, two caravels and a lighter—be said in his first letter to the King—in which there were 140 men of war and 22 horses, notwithstanding that on the Island of Espada (Santo Domingo) there embarked 47 and the rest died en route . . . The battle was terrible—ill in the conquerors demonstrated the bravery and courage for whose race has always been distinguished; the Indians also fully proved that they knew how to resolutely defend the privilege of their liberty . . . On the 8th the battle which the natives called guarnicion, recommended. The Spaniards were victorious, having killed a great number of Indians . . . On the morning of the 10th, in the place today occupied by the Palacio de Heredia, he erected an altar where a priest of the Order of San Francisco del Nuncio de Granada, called Father Clemente Vizcarra, conducted the first Mass and gave benediction to all.

From that moment Heredia took possession of the city in the name of the King of Spain; he laid out blocks, streets and parks; he placed the foundation for a church . . .
the Port Works. This new steamship terminal with its great piers, its modern warehouses, and up-to-date equipment for facilitating ocean transport of passengers and freight, is designed to invite visitors rather than repel them as in the earlier days of the city's history.

The Andian National Corporation, which takes care of transporting crude petroleum from the El Centro oil fields to the seashore at Cartagena, has always been interested in promoting the progress of Colombia, and has assisted in financing the new Port Works. The President of the Andian, Captain J. W. Flanagan, who is highly esteemed by the Colombian people as well as by his associates, was an honored guest at the festivities. At the grand ball, one of the many brilliant social events, Captain Flanagan led off with the Queen of the Centennial, Senorita Yolanda Emiliante Roman. Among the judges who chose Senorita Roman as "Miss Colombia" were two members of the Andian staff, Dr. Carlos Escallon, the company's attorney, and C. I. Wright, secretary to the manager.

Captain Flanagan was the subject of an article in the special edition of the Diario de la Costa, which reads, in part, as follows:

Captain J. W. Flanagan, to whom we have been referring, occupies a prominent position in the world due to his great tolerance, his scientific reputation, his gifts as an organizer, his capacity as a worker, his financial position, but above all, due to his innate culture, his noble heart, and the generous and altruistic sentiments which animate him; thanks to which he has succeeded in eliminating the prejudices and distrust with which large foreign companies are always regarded among us and which on establishing themselves in our midst are considered as solely interested in the exploitation of our wealth and holding in contempt the nation exploited. The work of compatriots, equity and justice which the company under his management has developed in the country, and the manner in which Capt. Flanagan has conducted his activities in Colombia have removed many of these sentiments of hostility and repulsion and have, on the other hand, won respect, confidence and fellow-feeling.

But where Captain J. W. Flanagan's work has left the most lasting traces, and by which he has won public affection and admiration, is by his contributing, on every occasion, personally or in the name of the company that he represents, towards the advancement of the progress of this city, in which the powerful firm is located, and his unceasing willingness to offer his support in the service of public welfare.

In like manner we have seen that during periods of distress when we have been menaced by fire hazards, one of the first to arrive on the scene of danger in the person of the company of which Captain Flanagan is the manager, and the equipment possessed by the Company is put into service to save the city.

By an inspiration of the Director of the Company, the latter has commenced the work of converting the sandy strip of land, which Bocagrande was, into one of the most modern, beautiful and best laid out suburbs, and which in the course of time will become a famous seaside resort and the centre of attraction for tourists from the interior of the Republic. The Memorial Hospital has been erected on the other side of the bay on a picturesque site dominating the grandiose spectacle of the harbour, and this hospital has been so well installed, so complete in detail, and so efficiently staffed that in the short time in which it has been in operation, its fame rivals that of the most famous hospitals of Panama. The beautiful roadway afforded by the road to Peacabals was built largely by the personal assistance of Captain Flanagan and the (Concluded on Page 32)
C. M. Rolston has a gentle voice and a kindly smile. Sometimes when he has been among salesmen, the smile and sometimes has been led into reminiscences about his early days in British Columbia forty years ago. Then, as he has contrasted pioneer modes of travel with the luxurious accommodation of today, the young salesman has been quick to realize what advantages he enjoys and to derive inspiration from the review of incidents that reflect a long, capable and devoted service.

In April, Mr. Rolston joined the ranks of Imperial Oil employees after forty years of service. He was born in London, Ontario, and had his schooling in Briscoe County where his family located some time later. During his high school days, he took stock of his finances as his school fees were not sufficient to cover the costs and proceeded to find a job where he could use this talent. At that time his uncle, H. E. Sharpe, was manager for Western Canada for the Imperial Oil company, so he became a clerk in the Winnipeg office. He was located at Vancouver and had jurisdiction over the territory between Calgary and Victoria.

As the country developed, however, this field became too much for one man, so it was divided, the province of British Columbia falling to Mr. Rolston's lot. The staff of Vancouver Division at this time consisted of C. M. Rolston, who had charge of sales, agencies and construction; H. D. Averill, who looked after the office; a stenographer and a warehouseman. A team of horses was used to deliver products. British Columbia was beginning to come into her own, due to the interest awakened in her great mining, lumbering and fishing resources. In the development of these resources petroleum products were an important factor and in providing such products as, and wherever the need for them arose, Imperial Oil's Vancouver Marketing Division may be said to have grown up with the Province. Its original warehouse, with its microscopic staff, has expanded under Mr. Rolston's management into a large and efficient organization, with distributing plants, service stations and dealers serving every part of the province.

Mr. Rolston might be referred to as a transportation expert, in view of his many and varied experiences while covering his territory. In the early days, in order to get to the interior, he travelled by railway as far as possible, than by stage with a six-horse team, and finally resorted to horseback. It was his custom, when starting on a one- or two-months journey in the Okanagan Valley, to purchase a saddle horse, which he sold at the end of the trip. He usually sold the horse at a profit, as during his ownership it received the best of training and grooming, and was usually transformed into a well-finished saddle horse.

His luggage on these trips was, of necessity, very light, consisting usually of raincape, toothbrush and razor. In summer the mountain streams provided facilities for bathing and laundering. Laundering came first, and while his clothing spread on a convenient tree limb, dried quickly in the sunshine he would enjoy a bath in the impervious waters of the stream. Meals were a matter of chance, but wherever there was a habitation, although the accommodation was rough and ready, the people were always willing to share what they had. The meals where Mr. Rolston called in search of business were often in the most inconvenient spots; it was very easy to take the wrong trail and ride for miles before discovering the mistake. Where there was a wagon road running into the mine, Mr. Rolston considered himself quite lucky.

Along the coast were the canneries, coal mines and logging camps. For transportation to these customers, the Imperial Oil salesmen of those days had to depend on the canneries, tugs or tugs which had no regular schedule. It used to take weeks to make a round of calls which can be done today in a few hours. Mr. Rolston was the company's fastest West pioneer. He had an extra-ordinary opportunity, while bringing the Vancouver Marketing Division of the Company to its present efficiency, to witness the development of British Columbia. His knowledge of conditions in that province, and his understanding of its peculiar problems made him unusually well fitted for his position.

Another summer is on its way and with the coming of the fine weather, motor trips, camping and picnicking will be the order of the day. A great part of the charm of these outings is due to the beauty of Canada's forests. The varying greens of the different species of trees make an attractive foil for the blue and white of summer skies and the purple and indigo of our country's myriad lakes and streams. Without the trees to attract moisture from the skies, many of these lakes and rivers would dry up. The great lumbering industry takes its toll of the forests; however, there have been cut-over, another crop of trees begins to spring up almost immediately. But, where careless picnickers or campers have failed to extinguish fires, the ensuing conflagration has destroyed thousands of acres of valuable timber and made the ground unfit for growth for several years. Animal and bird life is wiped out and often settlements are laid waste.

When you are one of a picnic party or a jolly group of campers, or motoring along one of our highways and stop to broil bacon by the wayside, impress on the other members of your group the danger that lurks in matches, cigarette and cigar stores. Select a suitable place for fires built for cooking purposes, and do not leave the spot until every spark of such fires has been extinguished and the ashes have ceased to smolder.

The iron-nerved gentleman fearless posed on the tree top on our back cover is not a flag pole sitter, and he isn't doing it for a dare. He is what is known among lumbermen as a "high rider" and his duty is to prepare spar trees. A spar tree is one which is used at the centre of an elaborate system of cables by which felled trees are dragged to the flat cars for loading. One of the operations engineers selects a tree at an advantageous location and the lumberjack "high rider" ascends it, lopping off the branches as he goes. When he reaches the required height he severs the top and affixes a huge iron collar to which anchor cables and operating cables are attached.
IMPERIAL PERSONALITIES

To the folks who are in and out of the Imperial Oil Executive Offices, in Toronto, the man whose portrait is reproduced on this page needs no introduction. To all the rest, we present Edward Cobb, commissioner at 36 Church Street. Ted is an Englishman, a Londoner. He got his London matriculation at the age of eleven, and then began to earn his own living. Before long, however, he succumbed to the lure of the military, and joined the 21st Lancers. Most of his soldiering was in Dublin, Ireland, which he found "quite a peaceful place."

The most exciting event of his military career—a fall from his horse—brought it to an abrupt end. The resulting injuries unfit him for army life and later prevented his participation in the World War.

As soon as he was able to work again, he got a job on the London and North Western Railway, now the London, Midland and Scottish. He spent several years inspecting trains and might have gone on doing it indifferently if he hadn't been transferred to Toronto Station. There he noticed that more passengers seemed to be travelling to "Toronto" and "Quebec" than anywhere else. "There must be money in Canada," he thought, "I'd better go there." Then, as he didn't know any French, he decided to come to Toronto rather than Quebec, and came.

Various jobs occupied his time and attention until in 1920, he found himself working at the Eaton and Danforth Station (now demolished) of Imperial Oil. This was the seventh station the Company erected in Toronto. The eighth was at King and Queen Streets. As soon as the latter station was completed, Ted was transferred there as attendant. He remained there until 1927, when a letter from C. O. Stillman, then President of the Company, instructed him to report at 36 Church Street. The building had been greatly enlarged. There were people coming in at the Church Street and King Street entrances, making for the stairs, the banking offices, the three elevators, or wandering about in a state of bewilderment. Obviously a man of discernment was needed to handle this traffic, and Dr. P. F. Sinclair, then in charge of the employment bureau, had been asked to find, among the employees if possible, just such a person. Ted Cobb was Dr. Sinclair's choice, and under Mr. Stillman's personal instructions, he took his place below the bronze clock in the hallway, and began the task of keeping law and order there.

He invariably has a quiet smile, his voice is pleasant and his manner polite but firm. He is never hurried, never confused, as he directs folk to the various floors and rooms. There are eight floors and more than a score of "departments" in the building. He answers many questions calmly, at the same time giving the elevator operators their signals, sometimes with a word, often by a wave of the hand or a nod. He is one of the few persons who can identify every one belonging to the building (some 500 persons) and his knowledge of who's who and who isn't, among the "outsiders" is almost uncanny. His manner is delicately shaded, but unfailingly deferential, and like all old soldiers he has great self-respect. He has a way of making the executive members of the staff sensible of the esteem in which they are held by everyone. He gives green office boys or timid new stenographers a heartening smile that includes them at once in the Imperial Oil family circle. It is inspiring to watch him win the confidence of a nervous elderly lady shareholder, looking for the Secretary's office but afraid to divulge her business for fear of being robbed. Serene and casual, he finds out her errand and ushers her into the elevator reassuringly by his courtesy and that of the operator. She makes the necessary stock transfer or whatever her transaction happens to be, and goes away thinking that the business world isn't quite so fearful after all. The man or woman seeking employment gets an impression of unspoken sympathy, especially when the trip to the employment office has been in vain.

But Ted is at his best with the undesirable. He spots them quickly. He says it's a kind of instinct, but more probably it is his highly-trained perceptiveness. "You have to be careful," he says, "sometimes the least likely looking ones have important business with the Company, and it would never do to offend them. You can usually tell, though, and when the undesirable know they can't get in, they go away quickly. I never have any trouble. One of the funnest was a queer fellow in a morning coat and a Christie hat, carrying one of Simpson's shopping bags. He wanted to see the President of Imperial Oil. No, he didn't have an appointment, but he was a very personal friend. Personal friend," I says, "then how does it happen you don't know the President has been in Florida for his health this last two months?" That fellow never bothered us again. The awful old woman said she was the one that snacked me face when I told her the bank was closed and she couldn't get in to sell shoe-laces."

His natural dignity is enhanced by his military bearing and he wears his Imperial Oil uniform as proudly as he used to wear that of the Lancers. He has brought the same spirit of loyalty to his Company as he gave to his regiment in his soldiering days and during the seven years he has been commissioner, he has never forgotten that to the public he is Imperial Oil, Limited.

The first scheme to arrive at the port of Quebec on the opening of navigation this spring was the Interprovincial. She came from Tadoussac, 110 miles away, and the voyage was accordingly rough one, lasted 124 hours. She left Quebec on the afternoon of April 11th, bound for Tadoussac, St. Anne, Riviere du Loup, Baie-Sainte-Catherine, St. Simon and Percer au Perrot, with a cargo of Imperial Royalite Oil, Imperial Gasoline and other Imperial Products. The Interprovincial is equipped with a supercharged engine, and her master, Captain P. A. Tremblay, uses Imperial products which he finds dependable throughout the most stringent voyages.
POLO IN TALARA

By C. M. Kindersley

In the spring of 1933, a group of riding enthusiasts in Talara, Peru, formed a polo club, built stables and a corral, and bought ponies from haciendas in and surrounding the coming players among the Talara Polo Club members. Quen sabe? Nothing lacks in hard riding. One visiting gentleman was heard to exclaim that he’d never seen such fast horses in his life, which goes to prove that even though he had been rather over entertained and was probably an unsuccessful horse goer into the bargain, the game has a distinct appearance of speed.

Between matches, the members spend a good many of their spare moments in schooling themselves and their ponies, consequently the standard of polo played in Talara has been raised far more rapidly than would otherwise have been possible.

Both horses and riders display idiosyncrasies. Only recently a victim complained of being nipped in the back by an adversary’s mount, in the act of lugging him off the ball. The owner of this carnivorous animal swore that the quadruped had acted entirely upon its own initiative and that back-biting had not been included in the training. Nothing could be found in the rules dealing with such a situation, so the matter was dropped. Polo to all those who have been fortunate enough to take part, is the finest of all games, and the bi-weekly fixtures are eagerly looked forward to by an increasing membership and interested spectators.

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The Blacks and the Whites
The famous "Stokes" stunt flight of the Royal Canadian Air Force, during the 1933 air pageant at the Toronto Flying Club.

FLYING FOR FUN

IF YOU were to drive north on Dufferin Street out of Toronto on a fine summer Sunday afternoon, you would almost certainly have your attention attracted to a scene of unusual activity in a spacious level field adjoining Wilson Avenue.

There would be aeroplanes—several of them—poised ready for flight, or roaring into a take-off, or settling gracefully into a landing. And there would be rows of cars and a crowd of spectators to which you would inevitably add your own car and person if you were a normally curious Sunday afternoon motorist with time to kill. You might have to ask one of your fellow spectators for the name of this flying organization but more likely you would notice for yourself, in white letters on the red roof of the green hangar, "Toronto Flying Club".

Ever since its inception the Toronto Flying Club has been one of the most active aerial organizations in the Dominion. At the present time its membership, including those who take flying seriously and those who join for the fun of it, is about 300, and the membership drive to be launched this spring will probably more than double that number.

The history of the Club covers a period of over six years. In October, 1927, a group of war pilots, anxious to keep abreast of the latest developments in aviation and to foster interest in flying, incorporated the Club under the name of the Aeronautical Association of Canada. Co-incident with the formation of the Club the Canadian government, realizing the need for this type of association in the interest of aviation, sponsored the flying club movement throughout the Dominion and clubs sprang up in every province.

The first scene of the Club's activities was Leaside. Here, with one Moth making up the sum total of their flying equipment, the little group of enthusiastic members carried on. In May, 1931, the Club moved to its present location at Dufferin and Wilson Avenues. This site was then little more than a tract of level farmland with a duck pond in the middle, a roony, solid brick farmhouse and an old barn. Club members themselves tore down the barn and used the stone foundation to fill in the pond. With the aid of a borrowed tractor and scraper, runways were laid out and marked. A fine metal hangar for nine planes was erected in record time and the farmhouse was transformed into a com-

PORTABLE CLUBHOUSE, OF WHICH THE MEMBERS ARE ESPECIALLY PROUD.

With its spacious lawn and a shady apple orchard in front, it boasts a comfortable lounge, a dining-room, a lecture-room, lockers and other rooms necessary to a well-equipped club. This clubhouse is the centre for many social activities, and a tennis court nearby provides exercise for those who enjoy a game between flights. On fine afternoons, tea is served outside for members and their friends who wish to watch the flying from the vantage point of an easy chair.

The Toronto Flying Club ranks high among similar organizations in Canada. In contrast to the single ship of its early days it now possesses a fleet of seven modern planes and a staff of air engineers, all the competent direction of Dave Bell, keeps them in first-class mechanical condition. The Club has been gazetted a Customs Port of Entry for aircraft arriving from the United States. The aerodrome, about 200 acres, has an uninterrupted approach from all sides, the runways are marked by orange and black cones and boundary lights as well as a revolving beacon make the grounds easily distinguishable at night. The flying instructor, O'Brian Saint, has a wide reputation as a successful tutor in the art of handling the joystick; scores of raw beginners under his capable guidance have blossomed into seasoned flyers and taken their place alongside the war pilots who are members of the Club. A fully-equipped airport service station dispenses Imperial Aeroplane Spirits and Marvelube Motor Oils to all Club and visiting machines.

Several Imperial Oil employees are active members. T.M. "Pat" Reid is one of the Club's directors for 1934. Pat is famous as the leader of the Trans-Canada Air Pageant in 1931, and of several Good Will Air Tours. He has done extensive exploration work in the Canadian North, and was one of the men who flew into the Siberian Arctic to locate Etolin in 1930. Jim Neeve, manager of the Imperial Oil service station at Bay and Grenville Streets and a past director of the Club, carried off the Class B award at the annual Inter-Club general proficiency competition in Hamilton last year.

During 1933, the Toronto Flying Club carried out several important flights. On June 19, it was held the annual "dawn to dusk" patrol in commemoration of the first trans-Atlantic flight by Alcock and Brown in 1919. Five planes began flying 30 minutes before sunrise and continued without pause except for a change of pilots until darkness set in. In August an extended tour of the Maritimes was made by three of their planes to distribute special invitations to the Toronto Centennial in 1934, and in September a formation of three aircraft represented Toronto at five different provincial air meets. In October a Toronto Flying Club team won from stiff competition the International Sportman Pilots Relay Race at Roosevelt Field, New York.

On September 9, the Club grounds were the scene of the Fifth Canadian National Air Pageant, which some 25,000 people came to witness. Among the outstanding events of the afternoon were the perfect formation flying of the well-known Toronto Flying
How Petroleum Acquired Its Odor

"Well!" The cleaners haven't aired this dress enough. It reeks of nightshades! cries the woman who has insisted on a new job from one of the more eager-to-serve cleaning establishments.

Another woman is discussing ways and means with her next-door neighbor: "Yes, I know those make the bathroom porcelain beautifully white and shining, and the windows too, but it has such an unpleasant smell! Thank goodness it soon evaporates!"

In a driveway farther down the street a youth clamps down the hood of the family hen: "Guess the ole bull'll run ole now," he remarks to his chum with barely concealed pride. "But we'd better get this oil and stuff off our hands before Mom notices it. She's always cringing about me smelling like a pariah."

Although petroleum chemistry has removed a good deal of it, nearly all the more volatile petroleum products have a trace (sometimes more) of a characteristic pungent odor. The heavier products, too, usually make their presence known to the nose first. And practically every visitor to an oil field has mentioned the peculiar all-pervading odor of the crude oil. Other symptoms have been used, various adjectives have modified them, but the impression persists that hydrocarbon odors have never been fashion's favorite.

According to a Burmese legend, though, things were once quite otherwise. And if women don't like petroleum's nasty odor, they have only themselves to thank. The story is more than a thousand years old, so it must be true. What is more, all workers in the Burmese oil fields believe it implicitly and, no doubt, taunt their women-folk with it to check any tendency to undue vanity.

This is the story:

King Abungathu, as was his habit, was making a tour of inspection through all his kingdoms and, as was also his habit, he took with him on his magic raft, his seven wives.

While the king was being entertained by welcoming committees, looking into the wrongs and rights of his subjects, on his own or accompanied by uplifted workers, or occupied in other interesting ways, the wives were sometimes allowed ashore in the safer districts, for a little harmless diversion. They were all very beautiful and consequently spent most of their spare time improving on nature, each striving to outshine the others.

At one place they discovered that the earth had a deliciously sweet scent, and promptly began anointing themselves with it. So enchanted were they with the intoxicating perfume that none of them remembered the hour appointed for their return. The king made quite a scene. In vain they pleaded that he had misunderstood their motives. He was an absolute monarch and intended to have no more nonsense. "Let the queen who loves scented earth more than me, her lord, be put to death," he decreed.

There wasn't much they could do about it, but as they were led away to die, they laid a curse on the sweet-smelling earth that had been their undoing. From too much love of this earth we now must die. Let it lose its fragrance and become a foul-smelling oil and let those who collect it pay us honor as their protecting deities." And then the poor pretty ladies were put to death and became Nats or guardian spirits.

A Generation of Air Progress

The United Airlines plane pictured above affords a striking illustration of the development of aviation in the United States since the Wright Brothers made their first flight some 25 years ago. These famous air lines average over 50,000,000 miles of flying over regular scheduled routes, and transport more than 250,000 people every year at a cruising speed of over three miles a minute.

Similar progress has been made by other countries, and an indication of the safety and reliability of air travel is the fact that a person boarding an Imperial Airways liner at Croydon, England, bound for such ports as Cape Town, Calcutta or Melbourne, can obtain passage insurance at the same rates as for regular surface transport.

In Canada, aviation has been responsible for the rapid development of the North. For instance, only four years ago Great Bear Lake was considered too remote for its mineral riches to be of practical value. Thanks to the airplane, it now has a producing mine and is a thriving settlement with a year-round population. And the little carrying freight and passengers to and from Edmonton think no more of this 1,000-mile trip than does the average farmer of his weekly journey to market.

Canada is prepared to take her place on the international air route of the world. Properly-equipped airports are being made ready across the Dominion, and the day is certainly coming when air liners will be a common sight as they fly over well-organized routes across Canada.

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Page Thirty-One
THE QUEEN CHARLOTTE ISLANDS

(Concluded from Page Two)

the most arduous conditions have left a never-to-be-forgotten mark on their people, and their names have become synonymous with courage and faith. The first white woman to make her home on the Islands was Mrs. Collison, who, with her husband Archdeacon Collison, gave the best part of her life to the teaching and healing, spiritually, mentally and physically, of these and other natives of the northern coast. Their children and grandchildren still take a keen interest in the people among whom their parents lived and worked. One of the sons, H. I. Collison, is the Imperial Oil agent at Sicamous. From his plant he serves the fishing fleet, logging camps and mines. During the last few years cars have made their appearance on the Islands, and our business has also developed along these lines. At Queen Charlotte City we have the farthest West Service Station in Canada, owned and operated by Roy McKenzie, whose pleasant smile helps along the sale of Three Star Gasoline and Imperial Motor Oil. The road, although still in the development stage, enables contact between the various settlements which without it would be well nigh impossible.

CARTAGENA DE INDIAS

(Concluded from Page Twenty)

company, in conjunction with the Municipality. The other road leading to Boconrudo, another beautiful urban drive, is due to the Captain. As a result of the Captain's influence, in great measure, and his financial assistance, all these projects of which Cartagena is now proud and boasts, have been accomplished, and now Captain Flanagan and the Andiam, of which he is the heart and soul, are ready to render this city a still greater service by cooperating in the task of enlarging and modernizing the Waterworks, which Cartagenaans are anxiously awaiting and the lack of which makes their progress impossible.

In view of the above, the national government in recognition of the great merits and inestimable services of Captain Flanagan decorated him with the Military Order of the Boyaca Cross: the Cartagena City Council in a noble impulse of gratitude and justice declared him "a beloved son" in society circles his name is regarded with respect and affection, and our town is honored with the appreciated picture of one who has been useful in his own country and in ours.

THE BENEFITS DEPARTMENT

FIFTEEN years ago the Review published its first Annuities and Benefits number, giving the details of the Industrial Relationship Plan announced by Imperial Oil Limited in December, 1918. In his speech at the meeting inaugurating the Plan, the late Hon. W. J. Hanna, then the Company's President, said: "There are some things for which Imperial Oil Limited has always stood, one of these is fair treatment of its employees. We have always tried to maintain fair working conditions even with the tremendous expansion of the Company's activities. . . we want to deepen, if possible the good-will which we feel has always existed between the management and the men of Imperial Oil Limited and to make people feel it is worth while to enter the employ of our Company and also to remain in the Company throughout the years of their active life. It is most fitting that you should be the pioneer industrial institution in Canada to demonstrate and work out the more liberal industrial relationship plan that we now propose. "The agreement . . . provides for conferences between employees' regularly elected representatives and representatives of the Company . . . on all matters of mutual interest . . . it assures the continuance of the policy which has always protected the employee from discrimination . . . and it provides other conditions . . . which will, we hope, continue and strengthen the harmonious relations which have always existed. "Our motive is not based on philanthropy . . . is purely a policy of business administration to promote continuity of effort and permanence of employment, to the end that replacement changes, one of the most serious menaces to the prosperity of capital and labor alike, is reduced to a minimum."

Mr. Hanna outlined the sickness and death benefits, the pensions schemes, and the plans for insurance. All these have been successfully adapted to meet changing conditions, continue to operate to the mutual advantage of all parties.

Naturally, too, the personnel of the Committee has changed several times during the past 15 years, the new members carrying on the work in the same spirit in which it was begun. The third Chairman, J. R. Simpson, who recently succeeded Dr. Sinclair, is well known throughout the organization for his sense of fairness to both the Company and his fellow workers. He joins with his associates in the pledge that the new Committee will do all in its power to carry on the tradition of Imperial service.
JOINT COUNCILS
MANUFACTURING DEPARTMENT


WASTE may be defined as "spending or using up unprofitably". If you are interested in the origin of words, you will know that "waste" comes from the Latin adjective "vastus" meaning "empty or large". The closely allied Latin verb "vastare" means "to lay waste, to devastate", which was the favorite pastime of the Roman army when passing through enemy territory. This custom was not, however, invented by the Romans; nor did it cease with the fall of the Roman Empire; it was as much in evidence during the Great War as it was among the ancients.

While the definition of waste is a simple matter, much depends on the point of view. For instance, when the Romans invaded Carthage, they razed and burnt the city. From the point of view of the Carthaginians, and maybe from that of most neutrals, this was a terrible waste, but from the viewpoint of the Romans the expenditure was profitable as it forever ended the possibility of Carthage again attacking Rome.

The greatest of all wastes is the waste of human life. This is recognized by the governments of all civilized countries and by those institutions that are concerned with the preservation of both health and life. The law of self-preservation will stimulate the individual to save his own life and promote his own health, but the principles of civilization should influence him to do his share in preserving the life and health of his fellows.

One of the causes of the waste of human life is disease. Many diseases are caused by bacteria. This is no longer a mere 'germ theory'. The bacteriologist can grow "bugs" just as easily and certainly as the farmer can grow potatoes or wheat. In fact, the bacteriologist has a definite advantage over the farmer, because while the latter has no control over weather conditions, the bacteriologist has full control over the conditions under which he cultivates his garden of "bugs". Every person who has been exposed to infection does not take the disease; however, which thereby shows that certain individuals have a power of resisting infection. This power is called immunity, and may be natural or acquired.

From this it will be seen that two courses of action are open to the individual. First, to keep away from all sources of infection, and when, possible, to remove the source of infection. Second, to build up the resisting power or immunity to as high a level as possible.

How can a person achieve and maintain his greatest power of resistance? This is not difficult to answer. The efficiency of the human machine depends on two factors: the control of hereditary tendencies, and the strict observance of the general rules of health. Although the number of hereditary diseases is very small, certain tendencies do run in certain families.

These tendencies when present cannot be altered, but their possible results can to a certain extent be controlled.

The general rules of health are so well known that they need be mentioned only briefly. Unless otherwise indicated by some definite diseased condition, a good mixed diet of plain, easily digested and nourishing food is the first requisite. Unfortunately the world is full of folks recommending all sorts of

fair diats ranging from an exclusive diet of fruits to the fat diet of eating nothing but pigs' knuckles. Judging from the number of these extremes the desire to be humanly unbugged is not confined to the nation specified by the late P. T. Barnum.

Next in importance is a proper amount of undisturbed rest. The amount of sleep required by different individuals varies within wide limits. Napoleon did well on three hours sleep; Edison on four, but the average human being needs something in the neighborhood of eight hours.

Fresh air and sunlight are essential to life. The latter especially maintains the supply of vitamins concerning which so much has been written recently.

A reasonable amount of water is required for the human organism and, it is better taken before breakfast and between meals. The inhaling of huge quantities of ice water with meals, a habit so prevalent on this continent, is not advisable.

Exercise, no matter what your work may be, is necessary in order to maintain muscular and circulatory tone. Even those engaged in hard physical labor need recreation, and thus we see men so engaged indulging in football and baseball with the greatest enjoyment. The promotion of games is an invaluable contribution to health.

Last, but not least, the mental attitude is important. This is a special study and too complicated to be considered in such a short note as this, but of this you can be assured—a cheerful attitude towards and interest in your work, along with consideration for those
around you will increase your health and efficiency.

The value of periodical medical examinations is now widely recognized. Very frequently by this means certain defects are discovered in their earliest stages when it is most easy to correct them.

An excellent example of what can be accomplished by controlled health conditions is shown by the records of Imperial Oil, Limited. In this Company's foreign operations carried on in a tropical climate generally supposed to be less healthy, the sickness rate is only a little more than half that of the United States. Among the Company's employees in Canada, the waste from sickness is 3.2 days per employee per year, exclusive of accidents. Including accidents, the waste is 2.6. This gratifyingly low rate is due to the co-operation existing throughout the organization. It should be pleasant for those in this organization to reflect on the fact that while they are employees of our Company their chances of accident, life and health are much better than those of the average Canadian. Which is another way of saying that the death rate among employees of the Company, including annuities, is less than one-third of that of the Dominion at large. In the matter of tuberculosis, the results of the health control exercised by the Company are even more pleasing, the death rate from tuberculosis being only one-fifth of the rate for Canada.

With these figures to encourage us, we feel that we can be assured of the continued whole-hearted cooperation of all Imperial employees in these efforts to lessen waste of human life and energy.

THE EMPLOYEES' TRUST FUND AT WORK

From New Brunswick Orphans' Homes come these letters:

Allow me to say "thank you" on behalf of every member of the Directorate and on behalf of the Protestant people of New Brunswick, in general, but more particularly on behalf of every one of the 246 little children who are today in residence from every part of New Brunswick who benefit us as a direct result of the kindness of the Employees and Joint Councils.

I wish to acknowledge with sincere thanks, the receipt of your cheque in favor of the Catholic Orphans of New Brunswick. May I express to you my very deep appreciation and that of the good Sisters in charge of the orphans, for your very generous donation.

I am sure that God is blessing you and all the employees of the Imperial Oil Limitied.

From the Home Welfare Association of Winnipeg:

The money came at a very opportune time as our funds were very low and we can assure you it was received with much gratitude.

We are enclosing a copy of our last annual report which will give you some idea of the work we do.

From the Commercial Girls' Club, Winnipeg:

We should like to say thank you for the sum which you so graciously contributed to the work of our Club and, to express our admiration for the employees of your organization for the splendid spirit which prompted them some time ago to generously convey their appreciation to the Board of Directors. It should be a source of great pride to them that their employers are such as to inspire an action of this kind, and we feel that your Company should be equally proud to have such a splendid and genuine body of employees.

From the Alberta Division of the Red Cross Society:

Will you please convey our most grateful thanks for the generous donation made to the Alberta Red Cross Children's Hospital.

By your contribution we are able to accommodate four hospital beds and can also put in a little cot. The wall hanging of viva glass permits the ultra violet ray of the sun to penetrate, and the girls can get their sun treatment every day the sun is shining.

I can assure you that your act at this time has been invaluable to us in our devotion to give medical attention to crippled children, whose parents are unable to provide for this care, and who look to us to render assistance.

Will you therefore, in expressing our appreciation to your employees, point out that they have contributed a very great deal in making some unfortunate child happier, healthier, and better fitted to become an asset to our country.
The Chairman of the Medical Staff, Calgary General Hospital writes:

"On behalf of the Medical Staff of this Hospital, I wish to extend to the officials and members of the staff of the Imperial Oil Company our very sincere thanks for their thoughtfulness in presenting the Goncal Hospital with a modern obstetrical operating table. The gift is much appreciated by each and every member of the Medical Staff."

While from the Medical Superintendent of University of Alberta Hospital, Edmonton, came:

"I beg to acknowledge receipt of the 16-mm. movie picture projector, donated by the employees of the Imperial Oil Company, to the Crippled Children's Home under the University of Alberta, and, if we have an adequate supply of films. Mr. Shornen, of that Department, has kindly offered to instruct the nurses in the operation and care of the projector."

On behalf of the Hospital Board, and the whole staff of the hospital, I wish to extend our appreciation of the splendid gift, and to thank you and the employers of the Imperial Oil Company for your interest in the hospital and the children. The use of this machine will assist greatly in helping them to pass many tedious hours and will undoubtedly assist them educationally.

A MESSAGE TO IMPERIAL OIL EMPLOYEES FROM THE CHAIRMAN OF THE BENEFITS COMMITTEE

IT has recently come to our attention that some of our employees are still under the maximum pay-by-group plan. This Policy issued by the Equitable Life Assurance Society under date of January 1st, 1929, is still in effect, and are incorporating such in their will as part of their estate. Imperial Oil Limited decided May 21, 1921, to carry all its employees under a plan known as "Death Benefits Plan", as per schedule shown on page seven of the following pages of the Benefits Plan booklet, and in consequence the Equitable Life Certificates were cancelled. Please understand that these benefits do not form part of a form of the employee's estate. They are entirely voluntary on the part of the Company, and are for the dependants of the employee, according to the Benefits schedule. They are not to be mentioned in any will. It is requested, therefore, that all Equitable Life Certificates be either destroyed or returned to the Benefits Committee.
mention he has found time to perform public service in a number of different capacities. He has been director of the Vancouver Exhibita
tion Association for many years and is still chairman of the Attracti
ions Committee. He is honorary 
president of the Vancouver Rugby Association. 
He is well known as a sportsman, particularly as a judge of 
stock and horses.

Following the presentation, Mr. 
Pigden spoke briefly on behalf of G. 
Harrington Smith, President of 
Imperial Oil Limited, and the 
Company’s Board of Directors. 
He referred to Mr. Rolston’s long and 
loyal service, and on behalf of his 
colleagues in Toronto presented Mr. 
Rolston with a forty-year service 
button set with diamonds. Mrs. 
M. A. McDowell presented Mrs. 
Rolston with a bouquet of flowers. 
A. D. Grant, superintendent of loco 
Refinery, spoke on behalf of Mr. 
Rolston’s associates of the Refinery 
Department.

In thanking his hosts on behalf of 
Mrs. Rolston and himself, Mr. 
Rolston referred to the relations 
with the Company and its associates 
in British Columbia. He said that 
his successor is well known in 
British Columbia, having been 
associated with him in Vancouver 
25 years ago. Mr. Pigden has 
been with the Imperial Oil 
Division thirty years, and during that 
time had held a number of responsible 
positions with the Company in 
Toronto, Sr. John and Halifas, and 
was for several years in charge of 
the Company’s business on the 
prairies.

Arrangements for the evening 
were in charge of a committee 
headed by Mr. W. C. Garbutt.

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**Here and There**

**Calgary**

On January 8th, the executive and members of the Cal-
gary Service Club were entertained at the Calgary re-finery of Imperial 
Oil Limited, and they were allowed 
the use of the office in which to 
hold their business meeting. 
The visitors were shown through the 
various departments of the labora-
tory and given a demonstration of 
the methods and procedure used in 
checking automobile oils and motor 
fuels. Subsequent to this event, 
the following letter of thanks was 
received from the Calgary Service 
Club signed by J. R. Austin, past 
president of the club:

On behalf of the executive and mem-
ers of the Calgary Service Club, may I 
take this opportunity of expressing our 
appreciation and thanks for the demon-
stration arranged for the Club at the 
Refinery laboratory last night. We are 
also indebted to you for the use of the 
office, which enabled us to hold our business 
meeting, thus simplifying matters very 
much for the members of the Club.

There were, I believe, approximately 
ninety people at the demonstration 
and they now have a much better idea of the 
methods and careful checks used by the 
Imperial Oil Refiners in the main 
character of their products.

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**Edmonton**

On March 28th, the staff of 
Edmonton office had the pleasure 
of having Miss E. E. Porter, who is being 
moved, Miss Porter has been in the 
service of Imperial Oil for a number of years, 
and as a token of the esteem in which she is held, 
Mr. F. T. Norris, on behalf of him-
self and the staff, presented her with a 
Sheffield tray, and extended to her 
the best wishes of her Imperial 
friends and associates.

Miss Porter in replying, said that 
she found it hard to make a speech 
at such a time, but thanked them 
all, remarking that every time she 
used the tray it would remind her of 
her pleasant association with Imperial Oil.

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**Regina**

Several of the employees at 
Imperial Oil’s Refinery have been 
excelling in bowling tournaments during the winter 
months. Their success has made them 
confident that they can take the 
measure of any other Imperial 
Oil refinery team and through the 
medium of these pages are issuing a 
challenge to any team interested. 
A record of their past prowess 
follows:

City of Regina Commercial Ten 
Pin League: Team comprising A. 
Robertson, V. Snugga, A. Sotier, 
R. Rennie, J. More, Rex James, 
W. Weightman and S. Barlker 
took second place with a team average 
of 923 pins per man.

Saskatchewan Ten Pin Tourna-
ment: Closed Doubles event: Team 
comprising V. Snugga, A. Sotier, 
R. Rennie, J. More, W. Weightman 
took first place with an average 
of 197 pins per man for three 
games. Open Doubles event comprising 
J. More and W. Weightman 
took fourth place, with a score 
of 898 pins, an average 
of 195 each for three games.

Saskatchewan Five Pin Tourna-
ment: Closed Singles event com-
prising V. Snugga and Rex James 
took first place with a score of 
1433 pins, an average of 277 each 
for three games. Closed Singles event E. Kirkman took first place 
with a score of 810 pins, an average 
of 270 per game.

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Regina Refinery’s Bowling Champions. Left to right: Bob Ronie, Johnny Morc, 
Bill Weightman, Rex James, Vic Snugga, Alex Robertson.
that he consented to encore with "The Wig Wig Waggle O' The Kilt.

And then with the singing of "Auld Lang Syne," and finally the National Anthem, Edmonton Division said "good-bye" to Mr. and Mrs. D.J. Avison.

TORONTO

The main door of 56 Church Street lost its formal dignity for a few minutes at closing time on April 26th, when a group of her friends bade farewell to Miss Pauline Grace, in a shower of confetti. Miss Grace, who was for some time in the office of Hamilton Marketing Division, came to Toronto in 1926, to join the staff of the Manufacturing Department. She has been popular among her associates and on the eve of her departure, the staff gathered in J.R. Simpson's office to present her with the traditional thrice-twelfth service. Mr. Simpson, as master of ceremonies, fittingly expressed the sentiments of the whole company and added a few words of good advice. The toast elect was W.A. "Bill" Beattie, who has been a distinguished representative of the company's affairs, for several years has been in the accounting office of Toronto Marketing Division.

The Editor of the Review joins their many friends in wishing them a long and happy married life.

HOLDUP PREVENTED

The hold-up man usually relies on the surprise of his attack to get the drop on his victims, but surprises sometimes work both ways. That was what happened at the Imperial Oil Sales office in Davenport and Dartnell Streets, Toronto, one evening in the latter part of March.

A car drove up to the office door and from it stepped two men with drawn revolvers. At first they were led into the office, they ordered the attendants, Arthur Wright and his helper, Thomas Taylor, to go out of the room and to stand facing the wall. One of the hold-up men gave his orders to Wright in so menacing a tone that Wright's police dog, Major, hit the onlooker, took a hold in the proceedings. Sneaking quickly, he advanced on the robbers backing them slowly through the pit room and finally out of the office and into their car. During their retreat, Wright had run outside and ascertained the car number, telephoned the police and gave the licence number of the car and a description of the men.

Thanks to Mr. Wright's prompt action, the police were able to catch the men and restore the car, a stolen one, to its rightful owner.

The service station men received the following letter from W.E. Draper, Toronto's Chief Constable:

"I beg to quote herewith for your information an extract from the minutes of the meeting of the Board of Commissioners of Police held on April 25th, 1921:

"The Board approved the recommendation of the Chief Constable that Mr. Charles Wright and Mr. Thomas Taylor be each granted the sum of $500 in appreciation of their alertness which resulted in the arrest of Stanley Rodel and Joseph Thompson who were subsequently convicted on several charges of robbery while armed and attempted robbery while armed and sentenced to Kingston Penitentiary.

The Board also instructed the Chief to express appreciation of the service rendered.

"In forwarding you the enclosed cheque for $500, as a small token of this Department's appreciation of the co-operation received from you, permit me to tender the thanks of the Board of Commissioners of Police, the Toronto Police Department and my own personal thanks for the intelligent standard of good citizenship displayed by you on the above occasion.

"56 CHURCH STREET CLUB

By Joxen Niss

The tulips and the croco-dyes are poking their noses out of the shrubs and the laundry is being hung on the line and out of our garden and into our living room, the young man's fancy is lightly turning to thoughts of love; the Easter fes-

Alley bowling is still in the doldrums and it was found impossible to operate either a Gent's or a Mixed League. To keep the keen fires burning until the box was full, they were held.
Obituary

JOHN GILMORE SIMMIE

On February 10, 1934, at Dauphin, Manitoba, J. G. Simmive passed away, after a short illness. He was the Imperial Oil representative at Dauphin, and his territory included the rugged northern mining country where a man has to have more than ordinarypluck and initiative. Mr. Simmive's measure is shown by the number of his friends as well as by the volume of his sales, and he was one of the Company's leading salesmen. It was a tough assignment competing against John Simmive, yet for the entire day of his funeral all competitive representatives closed their offices in respectful tribute to him.

Born at Petrolia, December 18, 1872, Mr. Dunlop entered a career in the oil business in that town with the Canadian Oil Company. From Petrolia he came to Sarnia and joined the staff of Imperial Oil Refineries Limited, where he remained until December, 1914, when he left for Peru to become superintendent of the refinery at Talara. Later he was appointed manager of that refinery. He left Peru in June, 1920, at which time he retired from active service under the provisions of the Company's Annuitants Plan to take up his residence in Sarnia.

THE GASOLINE TAX

(Reprinted from the Mail and Empire, April 18th, 1934)

Sir,—At present prices we are paying an average of 49%, tax on gasoline. In Florida (1931) a seven cent tax brought in less revenue than the preceding year's six cent tax. In the same year Pennsylvania reduced its tax from four to three cents and collected $2,000,000 more revenue. Wisconsin's increase of 100%—from two to four cents—brought in a 45% increase in revenue.

I believe our own Liquor Commission increased its prices a year or two ago, and experienced one of its worst years. These figures show that a big tax brings with it bootlegging and evasion, but they also prove that the motorist cuts down his mileage as much as possible, which not only means the sacrifice of pleasure to his family, but a loss of revenue to the province and also to the gas stations and the caterers—in fact any business where the tourist is wont to spend money.

Because I dislike being insulted and crowded on rush hour street cars I drive to my office daily, and the tax alone costs more than street car fare. I shall eventually decide that it is not worth it and give my car away to some optimist.

In conclusion may I ask whether the gas tax is used only for the purpose of maintaining and improving highways?

—Angus Campbell