A REVERSING TREND

WORLD oil production during 1934 totaled 1,122,715,000 barrels. Still pre-eminent as a producer was the United States of America with 909,345,000 barrels or practically 60 per cent. of the world's total output, but it is to be noted that this was a smaller proportion than in 1933 when the United States share was nearly 65 per cent. of world production.

The position of the United States in world oil production is one which gives her petroleum economists serious concern. Many authorities believe there is no probability that important new fields will be discovered within her territory. Consequently they are urging conservation of proved reserves. More and more the public and the industry are heeding the warnings of the conservatives.

The urgency of action to conserve the United States supplies is indicated by rough figures which were quoted by R. V. LeNueer, Vice-President of Imperial Oil Limited, before the Tariff Board when it sat in Regina recently: "The Kansas-Oklahoma field with proven reserves of eight to nine million barrels is being used up at the rate of two hundred million barrels a year. The East Texas field, with a proven reserve of five billion barrels, is being used up at the rate of four hundred million barrels a year... I do not think there is any imminent danger to crude in the United States, but it will not be long before there will be, and you will have a stiffening in price.'

Strengthening of crude oil prices in the United States would mean a strengthening of world prices, and this in turn would entail a higher cost of products. There is only one way in which the higher cost can be liquidated. It is by higher prices to the consumer. The refiner will have to receive more for a major product of crude oil which is gasoline. The refiner has no margin in which to absorb added costs. Imperial Oil's profit per gallon on the gasoline that it made and sold last year was only a little more than half a cent which was perilously close to nothing.

But a higher price to the refiner would not of necessity mean a higher cost to the consumer. There is a very substantial "cushion" which could stand between the consumer and higher prices. This "cushion" is the gasoline tax.

Since 1921 the price of gasoline in Canada has declined almost continuously. In 1924 the average price to the retailer of all the gasoline sold in this country was 26.6 cents a gallon. In 1934 it stood at 18.8 cents or nearly 8 cents less than ten years ago, but the consumer paid nearly as much for the product as he did in 1924 because for each gallon of gasoline he purchased he was assessed from 6 to 8 cents in gasoline tax. The fact is that as the price of gasoline was reduced, the reduction in price was consistently offset by increasing taxation.

Gasoline prices fell principally because crude oil prices fell and gasoline tax advanced to the extent that it did because gasoline prices were falling and the imposition of the tax was therefore to some extent "painless." With increasing costs for crude oil, which seems probable, the price of gasoline will have to move upward. It is only logical to expect that under such circumstances the trend of taxes will also be reversed and that the rate of tax will decline. This will not of necessity entail smaller revenues for the provincial governments. The rate of tax at present is such that it must be a deterrent to consumption. Reduction in rate would probably result in larger consumption and consequently disproportionate decrease in total revenue.
SELKIRK JONES was angry. He had left his toboggan among the ice hummocks behind the Barren Lands trading post, and had gone in to talk to Bill Wright, the trader. While he was discussing the antics of the Montreal fur market, a Polar bear got wind of his grub-box, and clawed around the toboggan.

Selkirk heard the dogs whining and went out to investigate. He saw Mr. Bear. He levelled his rifle, and finished the brute.

Bill heard the shot, and hurried out. I wasn’t there at the time, but when I came along, Selkirk told me about it.

“Can you imagine that guy?” he challenged. “He walks over and looks at the bear, and tells me he’ll give me a box of candles if I skin it and bring the hide up to the post. Why say, I wouldn’t even turn that bear over for a carton of candles.”

Selkirk left the bear where it lay. Then he bought a case of candles, along with 300 pounds of other supplies, and hit the trail for his trap line.

Selkirk, of course, is mighty independent. With his own prices as he is, he goes right after Arctic fox, and not much else.

I couldn’t help smiling, as the thought again occurred, as it often does, that while science has given the world brilliant lights, the little old candle still shines in the long winter nights; and although the governments of the globe mint all kinds of money, the candle, among some other things is still a medium of trade where barter is the accepted method of doing business.

Yes, I often think that somewhere in some far-off city, Sarnia for instance, men are engaged in making candles, and packing and shipping them. When their day’s work is done, they go out into brightly lighted streets, and then to homes, where they read under the glow of shaded electric lamps.

At the same time, up “North of 51” the trapper, the prospector, the fisherman, and sometimes the trader, light a couple of candles and check over the books before turning to a few times worn magazines for a bit of relaxation.

Why don’t they use oil lamps or gasolene lamps?

The answer is that these are also used to a great extent, but the cost of transporting them and the fuel they require is often prohibitive.

If a man himself packs coal or gasoline, he has to carry it across a number of portages. He has to guard his supply in the swift water of the rivers, and in the seas of the big lakes; and the farther he travels the heavier it seems.

Not only that, but in freighting lamps into the far places, it is the present worry about broken chimneys, shattered mantles, and probable damage to fragile generators, and other mechanical apparatus that go with patent lighting.

If an air pressure gas lamp breaks, and the trapper is not able to repair it, he is out of luck.

The same is true of the flashlight. A dead battery spells darkness; and worn contact points give birth to evil tempers.

Nothing goes wrong with a candle.

Suggestions for campers. To make a candlestick easily and quickly, take a stick and cut a a deep notch on the other. Take a strip of birch bark, fold it, push the folded sides into the notch, and place a candle in the pocket thus formed. Push the sharpened end into the ground, light the candle, and you have an efficient lighting fixture.
Perhaps a more appropriate title would have been "Groundwork on an Airway," for the preparation of airfields, the survey of suitable areas along the 3,108 miles of Canada's new "Transcontinental" is no mean task. On the Montreal-Rimouski section, the work was begun in 1927, and on the prairie section in 1929. It was not until the fall of 1932, however, that a coast-to-coast airway was authorized.

In addition to the various municipal airports, there are approximately 114 landing fields in the chain that links Halifax to Vancouver, about one for every 21 miles. The work, under the direction of the Department of National Defence, in co-operation with the Department of Labor, employs up to 2,600 men.

The most difficult section to develop is a six hundred mile stretch in Northern Ontario where some 22 fields are being established and where the country is rocky, alternating with spruce and muskeg.

The route is located by reconnaissance flights, the surveyors fly over it at low altitudes to ascertain the character of the surface conditions. A ground survey is next undertaken, and if the field sites are found suitable, the formalities of property transfer follow. These completed, camps are established, supplies brought in and the work of clearing, stumping and making runways begins. These runways, or landing strips, are to be 300 feet wide and long enough to give a good take-off.

Like road building, the difficulty of this work increases with the roughness of the terrain. In forest sections, trees have to be cut and the stumps removed. Rock interludes must be demolished and boulder-strewn fields cleared. The preliminaries finished, the runways are graded, levelled and sown with grass seed. Then comes the erection of hangars, carports, quarters, meteorological and refuelling facilities. Each field will be lighted by a revolving beacon and ground lights. Certain stations will be equipped with radio-broadcasting facilities, teletypewriters, telephones and other means of rapid communication.

The illustrations following, all from Royal Canadian Air Force photographs, will give our readers an idea of some of the work involved in this formidable project.

Left: It was necessary to use power shovels and dump trucks at this landing field near Isola, B.C., on British Columbia's famous Cariboo highway.

Below: At Salmon, B.C., in the Salmon River Valley, high timber had to be cleared away. In the foreground can be seen the camp, close to the partly graded landing area.

Below: Grading operations at Armstrong, Ont., about 12 miles east of Sicamous. Lookout. At this station the workers encountered forested areas and rock outcrops.

Below: Coleman, Alberta, whereman-controlled snowdogs look down in wonder at the men engaged in removing thousands of tons of boulders.

Left: A little gauge railway used in leveling the Rock Creek, B.C., landing field.
A CERTAIN little girl was so interested in her older brother's account of school that she begged to be allowed to go too. Her mother promised that she might, when she was five years old. On the morning of her fifth birthday she came downstairs, completely dressed, even to her hat; book and pencil clamped in her little gloved hand. "I'm ready for school," she announced.

Something of her enthusiasm is displayed by the children who attend the schools maintained by the International Petroleum Company Limited in Peru. These schools for the children of the employees and workers were inaugurated about 25 years ago by Mr. George Kowand, General Manager of the London and Pacific Petroleum Company, later taken over by International Petroleum. The personnel was at that time comparatively small and there were no regular school buildings. The number of employees in this field has increased many times since then and as there are some 3,353 children in the Company's property, provision for their education is a more complicated matter. At the present time there are two Centro Escolares or "educational centres" at Talara and two at Negritos, one each for boys and for girls, as well as several co-educational schools in the field. The boys are taught by men and the girls by women, while the mixed schools are presided over by women. The school buildings are substantial structures, well ventilated, mosquito-proof, and provided with modern sanitation. There are even showers where the budding athletes may refresh themselves after a strenuous game.

The long wooden benches and benches used in the early days, have been replaced by desks suitable for growing children and the rooms are furnished with blackboards, maps and pictures, just as in Canadian schools. Like the young Canadians, these youngsters are under the care of the school nurse and school dentists.

The curriculum is set by the Peruvian Government and the 70 teachers, many of whom are Normal School graduates, are Peruvians. Their salaries are paid by the Company, who also supply text-books, notebooks, pencils and other school materials. The text-books are written by nationals and have been approved by the Peruvian Ministry of Education. Each school has a reference library and reading room furnished with literature not only of assistance to the teachers, but of interest to the scholars. The library of the boys' school at Negritos, for instance, contains 460 volumes selected from among the best authors. Everything is in Spanish, of course, and while Spanish writers are well represented, the beautiful prose and fine prose writings of the foremost men of Colombia and Peru are prominent on the shelves.
Don Quixote, is perhaps the favorite of the boys who, no matter how often they hear the tale, are convulsed with mirth over the mishaps of Sancho Panza.

Children as young as four or five years are admitted to the preparatory classes, similar to the kindergarten, and by the time they are six years old most of them are ready for the primary where the real work begins. Many of them become expert penmen, as is shown by the chirography of those employed in the Company's offices. In addition to writing, their studies consist of reading, composition, spelling, arithmetic, history, geography, botany, zoology, physics and chemistry. These studies are rounded out by courses in manual training, physical drill and music. The highest grade is equivalent to the Canadian entrance class and the children are graduated at about age 14.

The boys excel in music, carpentry and wood carving, while the girls do exquisite needlework and basket weaving and are able to cut and make their own garments. Drawing and painting are popular, and favorite subjects are the accident prevention posters which the Company has placed at strategic points in its plants and shops. The children copy these so accurately in line and color that their work can hardly be distinguished from the originals.

School hours in Peru, as in Canada, are from nine to four, with the same time off for lunch and recess. But the summer holidays begin in December instead of June and last for nearly three months. A savings bank has been started recently in one of the boys' schools where the deposit may be as low as one centavo. The young Peruvian also carries home a regular report with all the customary comments on conduct, attendance and progress set down for the edification of parents. As a rule, these children have a high rating in all these.

Just before Christmas the yearly examinations are tried and the findings of the examiners (chosen from among the local men of learning) are followed by concerts and exequias (school competitions) with exhibitions of the work done in the manual training classes, and physical training. Boy Scout Brigades are very much in evidence and music is dispensed by the boys' bands. These young musicians are remarkably talented. Their repertory includes everything from jazz to ecclesiastical music. They delight the citizens of Talara and Negritos with band concerts twice weekly and their services are in demand for dances, while during the opening ceremonies of the new church their music added to the impressiveness of the occasion.

At the school closing are presented the scholarships offered by the Peruvian Government and the prizes donated by various Company officials. Concerning the celebrations with which the 1934 school year ended, these extracts from a prominent Peruvian newspaper, will give some idea of the joyous event.

The head master of the Talara and Negritos Boys and Girls Schools, which are maintained by the International Petroleum Co., Ltd., organized an athletic and sports contest between the school children. Neither the Oilfields nor the whole region of northern Peru has ever before had the opportunity to watch a contest of this kind. It had the characteristics of a great sports performance, as well as of a great civic affair.

Pupils between the ages of 12 and 16 years of age were duly chosen and perfectly trained by their teachers for this performance. The events of basketball and volley ball were something magnificent to see, amidst the enthusiastic voices and applause of the public. This performance was rendered much

"Talara Girls' School. Its must be nearly 9 o'clock, for the youngsters can be seen hurrying towards the entrance."
more attractive by the display of enthusiasm shown by team partners.

As it was impossible to carry out all the numbers of the contest in one day, as it was originally planned, it took place in three days. The first stage of the contest took place on Wednesday, and although it was a working day, there was enough public for the large and modern Talara Stadium completely. The grand stand was totally occupied by the various local authorities, persons who had been invited, and by the managers and directors in whose honor the performance was given.

At about ten o'clock in the morning some 800 school children arrived from Noguito bearing their respective flags and insignias. These Noguito children were joined by fifteen hundred Talara children who were waiting for them at one of the gates outside the town, and all of them together, forming an imposing parade, marched through the main street of Talara towards the Stadium. This march was in perfect military formation to the time marked by the schools' own brass and bugle bands and to the marchers' own songs. This march was applauded long and heartily by the throng along the way who followed the children into the stadium. As the children marched into the stadium in platoons of fifty, they took their places in front of the Grand Stand and once they were all placed successfully in order, the bands played the national anthem, which was sung by thousands of voices amidst indescribable enthusiasm. After this the children were seated at the places prepared for them.

Shortly after, there marched out on the ground the Noguito athletes and teams, bearing the Peruvian and British flags, and then followed those from Talara, bearing the American and Canadian standards in honor of the men in whose heritage the contest was being given. Both gave the Olympic salute with great gallantry.

The first game of the contest was played by the girls' basketball teams, who were dressed in charming uniforms. The players went on splendidly until the end. The Noguito team won by a score of 10 to 6.

Then the boys' basketball followed. This was the number of greatest attraction in the program due to the quality of the teams, especially the Talara team which shortly before had defeated the powerful police teams and the team of the Escuela Salesiana de Piura. This game ended with a score of seven for Talara and six for Noguito.

The last number on the program was the valley ball competition between girls' teams. The Noguito team won. The score was 19 for Noguito and 16 for Talara.

The second stage of the contest took place in the Noguito Stadium. The Talara school children went to Noguito and there was a great to do with flags flying over more and more repeeting prevailing throughout. The Noguito Stadium was full to capacity with holiday-makers from Talara, Noguito and visitors, besides the children.

This contest has satisfied amply the expectations of public and parents. It was the first time they saw their children playing the game. And the game was worth watching.

The contest developed at Noguito in the same manner as in Talara. The governor of the province opened the proceedings with a speech addressed to the Company's managers and directors. Mr. Edgards replied expressing the Company's gratitude for the athletic and mental progress of the school children, encouraging the teachers in their good work.

The contest ended with the awarding of prizes to winners. The sporting trophy was handed over to the Noguito Centro Escuela for girls and the athletic trophy was given to the Noguito Centro Escuela for boys. The latter got their victory by winning seventeen points over all.

**The Great Survey**

**The Royal Canadian Air Force comes to the Aid of the Surveyor.**

By Flying Officer J. G. Bryans, R.C.A.F.

With the powerful impetus given by the war to the aircraft industry throughout the world, Canada was quick to grasp the new vehicle and apply it to the conquest of those distances of the hinterland so arduously traversed theretofore by ground methods. The Northland with its wealthy deposits of mineral and vast expanses of forest, abundantly interlaced with lakes and rivers, not only supplied a strong demand for rapid transportation and long distance observation and observation but also provided the terrain over which air travel could be accomplished safely, with good lighting areas at the very doors of the widely separated settlements or bases. The use of the railroad engineer proved to be a boon for the air traveller.

I will not attempt to describe a geodetic survey and its issues but will explain enough of the science to indicate how the aeroplane has revolutionized its practices. Among other operations the geodetic engineer establishes with great precision the latitude and longitude of a series of scattered, concrete-marked points, usually situated on hilltops from ten to thirty miles apart, and also the directions or azimuths and the lengths of the lines joining the points. Just as the architect uses a steel framework as a basis for his skyscraper, so the geodetic skeleton of scattered precise points is employed by the mapper and surveyor to locate accurately the lakes, rivers, roads and all the other details which go to make a complete map.

The first operation in such a survey is the selection of the hills on which the stations are to be placed. This work is accomplished much more quickly and easily by the use of aircraft. After this reconnaissance come other operations—the building of towers to overlook local timber, and the instrumental observations.
Before placing any points of a proposed aerodrome net, the sites of their approximate locations must be selected, suitable as to distance apart and intervisibility. In hilly country, this necessarily means a choice of high
hills. Such a selection by ground constitutes a decided task for the reconnaissance party who must visit and investigate each possible point and, when a process of elimination determines those suitable, must pinpoint their position on an existing map of the area. Imagine the mineral agent with his black flies and mosquitoes these
travellers meet every foot of their way, and the large number of points which must be visited for every one
finally found suitable!

Many a geodetic engineer, after laboriously travel-
ling the country by canoe and by foot from the far
distant railway to the summit of an apparently suitable
wooded hill only to find that it could not be seen from
certain others and must be abandoned, has thought,
"If I could only get a bird’s eye view of this country,
how simple it would be." It is not surprising, then,
that he eagerly studied a possible application of the
aeroplane, but it was found that the use of aircraft for
reconnaissance of this type obviously required the
development of a new technique. Towards this end a
great deal of thought and experimentation has been
devoted and the following procedure has been the
outcome.

While reconnoitring a net-work, though relative
position of the points is of primary importance, the
accessibility of each
receives serious con-
sideration. To the
flying surveyor, while
he may come from
habit of years recognize
and make note of the
canoe routes with the
many and lengthy
portages, the prox-
imity of a lake large
enough to alight on
and take off from
comfortably is also
of the greatest
moments. In the well
watered areas where the
aeroplane is
used, discovery of
such surfaces does not present a great difficulty, and the
many, many miles formerly to be traversed are now re-
duced to a scant few from the improved dock, where the
air carrier can land the survey equipment. Through
this diminutive port passes the tower-building party
with instruments, not to mention the food for both
parties which, by the way, seems to be an item of some
importance to them. I shall deal only with discussion
of transportation for reconnaissance duty.

A single-engined monoplane of about six passenger
capacity, equipped with floats (or with skis if the work is
done in winter), supplies the motivity, while an air
camera taking a seven by nine inch picture is the ready
recorder. Tool kits, personal belongings and sleeping
bags are carried; emergency kit, rations and spares are
included to provide for the remote possibility of a
forced landing.

The Survey Branch having requisitioned aircraft for
a reconnaissance operation in Ontario, for instance, and
the Air Force having the necessary equipment and
talent available at the time, instructions are
forwarded from Air Force Headquarters through the
channels of control. The aeroplane detailed is checked
thoroughly and fitted with the special equipment
necessary for the job. This is followed by a rigid test
to insure that everything is in working order.

The day previous to that of departure the aer-
plane’s tanks are filled to capacity with gasoline and oil
and the cargo taken on board.

As the area to be reconnoitered is generally far from
a Royal Canadian Air Force Station it is necessary
either to establish a temporary base near the scene of
operation or arrange to visit and dock at a base of some
civilian aircraft operator. The Ontario Provincial Air
Service has several fine establishments throughout
the province, which the Air Force is privileged to use,
of which privilege we often took advantage.

A few hours flying transfers the party from the
Royal Canadian Air Force Station to a summer base
of the Provincial Air Service. Having made previous
arrangements, we land to find a berth awaiting us as
well as fuel and oil and all living accommodations.
The cook, I feel, deserves special mention, and a guest
may surely be hazarded that he is to a large extent
responsible for the good morale of the camp.

It is a sad fact that automobile gasoline tanks have
a tendency to become empty. I can assure you that
aeroplane tanks are no exception. So quickly does
this happen that I am tempted to think that someone
has doctored my supply of gasoline to make me refuel
dearer. One hundred gallons is the normal capacity
of the particular aircraft type in question and as
refuelling is a two-man job it fully occupies the energies
of the two-man crew, one pumping from the drum, the
other directing the filter and funnel at the opening to
the tank in the wing; he on the wing thinking, "Why
can he not put a bit more pep into that handle," while
the man on the pump thinks "What’s he doing with that
stuff! I’ve pumped enough to fill that tank long ago!"
If leisure permits his presence, the surveyor proves an
unfailing energizer to the pump. He possibly thinks
of previous treks and unconsciously asks a blessing on
the fuel as it pours into the tanks.

After be-
coming acquainted
with our new compa-
nions and surroundings, we begin the actual task of recon-
naisance. Sections of the network are allotted to various
days and the aircraft takes off on its first section. From
a height of a few hundred feet over a lake the surveyor
scans its terrain and quickly sights possible hills within
a radius of fifteen miles or so. He immediately proceeds
to pinpoint their positions on his map, test their inter-
visibility, and make his selection.

The surveyor has his map of the area fastened to a
surface revolving horizontally around its centre and by
consulting a compass close to his hand he may keep the
map oriented regardless of any turns the aircraft may
make. Maps of our uncharted country contest almost
entirely the representation of lakes and streams.

hence such are used as reference points when locating
the position of the plane end of the various hills. This
suite the method admirably since these landing areas
allow the aircraft to descend very close to the terrain
over or near them. At any moment when our position
over a lake is known, a sighting altitude with a straight
edge which is made to pass through the plane’s position
is sighted on the hill, then a position line is drawn on
the map along the straight edge. An intersection from
another position fixes the position of the hill on the map.

A further one, two, or three intersections may be
made on the same hill.

While finding, positioning and checking his points
the surveyor must continually communicate with the
pilot for change in altitude or direction. Not only is the
four or five feet that the one individual is behind the
other an obstacle but the three hundred horses on
the nose of the aeroplane are continuously and col-
lectively neighing so that much of the communication
takes the form of sign writing and grimaces exchanged.
by means of a little mirror carried in the front of the cabin. To help make the machine is moving at a hundred miles an hour and a very little time is allowed over any small body of water, with the result that one may actually see the surveyor ageing right in his chair as he copes with his multitudinous duties.

When each hill or group of adjacent hills has been pinpointed it is usual to visit the positions at a safe height and learn the nearest lake and method of approach. This gives a check on the intersection position as well as the location of the landing area to be used later on by the subsequent parties. Visibility between the different hills is accentuated next by flying over a body of water between points and at such a height that the top of one is on the horizon, then viewing the other or by flying that the distant hill may be sighted just over the top of the near one.

With this "quality" of vision between the hills by photography has been developed which requires two oblique exposures along the line between each pair of points. These are placed in a stereoscope and a fine line stretched between the two hill tops, noting if it appears to pass through any intervening height of ground. The quality of exposures necessary, however, for this method, requires the very finest sunlight, so the information is almost always obtained by the visual methods explained above.

Each day a different section is tackled with a noticeable increase in the rapidity of obtaining results as the party becomes more experienced. With few exceptions, due to weather, every morning and afternoon adds another strip to the net work and daylight is barely sufficient to refold and complete the routine maintenance of the aircraft and its engine. Evening finds the party by the fireplace in its quarters and from the odoriferous fuming of pipes one feels that some of the members are strenuously making up for their forced, and some times, during the day's flying. The day's work is carefully logged, all records completed and progress reported to headquarters.

IMPERIAL OIL REVIEW

A characteristic shyness of the many species covered by the ultra-sounding the province, is the discovery that these animals are found in the depth of twenty or thirty feet. Scenery of this quality is good for one's being.

On the other hand one may fly for several minutes over an area recently devastated by fire with bare hill tops and valleys dotted with tall blackened sticks, once healthy trees. Fortunately the Forestry Branch has developed a decidedly effective curb to this menace. Operating a large fleet of airplanes throughout the province, they regularly patrol the timbered areas and quickly destroy any fires developing. These measures develop an intimate knowledge of the country and on more than one occasion supplied valuable information to their visitors.

The natural use of floats requires open water and one is continually on guard in the late fall to avoid being frozen in, experiencing the odd experience of four snow storms. All energy is, of course, directed towards completing the job, the finished networks begin to resemble the goal we have been aiming at.

Finally the last sector is completed and we say farewell to our heads and head the plane home toward home, in sufficient time but nevertheless with the odd smile hinging to her here and there.

Back in his office, the surveyor transfers his notes to the master map, gets out his pencil and paper and calculates the cost of this "new fangled" method against the old in similar country and admits "Yes, it's cheaper—and a deuce of a lot easier"!

THEODORE A. LINK, Geologist for Imperial Oil, Limited, has been appointed as a member of the research committee, American Association of Petroleum Geologists, according to a word received by this writer.

He is also Fellow of the Geological Society of America and member of the following scientific organizations:

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IMPERIAL OIL GEOLOGIST HONORED

The Paleontological Society of America, the Society of Economic Paleontologists and Mineralogists, the Illinois Academy of Science, the Alberta Society of Petroleum Geologists, and the Registered Professional Engineers of Alberta.

The research committee to which Dr. Link has been appointed selects geological problems for study and arranges government aid in such research. Members are usually appointed for three years.

From the Calgary Albertan

OIL TRANSPORT IN THE DAYS OF SAIL

CAPTAIN C. C. DIXON (retired) relates to the Editor a chapter from his life history.

I HAPPENED to be born into a seafaring family and long before I was old enough to follow in my father's footsteps had been on many a long sea voyage. The first vessel on which I was an official member of the crew was the good ship Erin's Isle and my father was her captain. We were carrying a cargo of oil. It was in wooden barrels and took a whole lot longer to put abroad than it does to load one of your Diesel-engined Imperial Oil tankers. You mind telling me about your Monohalik that called at Aruba in the Dutch West Indies, on the day this voyage, discharged a cargo of 116,000 barrels of crude oil, had her tanks cleaned and cleaned loaded with 195,200 barrels of fuel oil, all in 32 hours and eleven minutes, and that the fuel oil was loaded at the rate of 16,637 barrels an hour! We couldn't have done that, why, you look more than an hour in our whole cargo used to amount to.

We considered oil a light weight cargo, because while a shipment of barrels of crude oil completely filled the hold, the ship was not submerged to her weight limit, not like coal, for instance, which loaded her to the bulkheads without taking up much space. So when we had an oil cargo, we'd have to put a lot of heavy stone ballast in the bottom of the ship, otherwise she'd be croaky or "tender" and the weight of her high rigging would make her tip over on her side. Some captains were so anxious not to lose freight money, that they used dangerously little ballast. Your tankers have wider hulls and accommodate more weight, taking up much space. The hold of the Erin's Isle was an awkward sort of place to load a barrel cargo. The sides were curved, the ends were pointed, six great beams traversed it at intervals of about 16 feet in the lowest tier and 9 feet in the upper, the huge keelson reached from end to end of the ship and her great wooden knees (you might call them brackets) all combined to make loading a real job. There were so many irregular spaces where a barrel would not fit in and there had to be filled with casked wood to support the barrels and keep them from moving or being crushed under unevenly distributed pressure. Besides the cordwood we used little pieces of casked wood to fill up the cracks and spaces between the barrels so they rested more evenly. We used over a hundred corks, outside of what it took for spouts.

What did we do with the cordwood? Why, used it in the cook stove, of course, and told what was left at the end of the voyage. If any barrels broke and the wood became oil soaked—so much the better. I suppose you don't have any spouts, do you? What do you use? Coal, eh, and oil, or electricity? Things are sure different since those good old days in sail.

In spite of our precautions to keep her on an even keel, the Erin's Isle was "tender" over that oil cargo. Sometimes the decks shrank us steeply as the roll of a boat and I used to wish I had ear's claws to help me hang on. In the cabin we sit, sitges of wood were nailed to the deck (or floor) to keep us from slipping.

My first voyage in a ship with a barrel oil cargo was also my worst. At the outset, two men, working aloft, fell and were killed. You don't have many accidents, do you? We were cured, too, but things happen sometimes. Later we encountered a real Atlantic hurricane which partially dismantled us and blew away a whole nut of freight. That was as we were nearing our destination—Liverpool—another great storm swooped down on us and we lost nearly all our remaining sails.

Was I glad to see Liverpool! But it didn't prevent me signing on for voyage after voyage, back and forth across the oceans of the world until I was master of a ship myself. Not until then did I become shipmates with a cargo of coal oil. We took it aboard at Philadelphia for delivery to Tsingtau, Korea, and while this was not one of my worst, or longest eastern passages, it was sort of half and half. It was too late to go up the China Sea all the way on account of the Northwest monsoon, but we did not have to go around Australia, which is the true eastern passage and the longest single passage in any route. We covered 20,000 miles and it took us 170 days.
Case oil was considered a “light” cargo too, but there was less waste space and much less stone ballast needed. A ship loaded with case oil was never too “tender,” but perfect in stability and hardly rolled at all.

Nearly every one liked to carry case oil because it did not dirty up the ship or the decks and did not require cargo gear and winches to discharge it. In many foreign ports the cases were passed along by a line of men from the hold to the lighter or the wharf.

It was surprising how little smell there was from an oil cargo, most of the odor coming from the wooden cases. But sometimes the man responsible for fastening up the ship’s water tanks was careless and we had to drink oily water and cook with oily water for the rest of the passage, not failing to tell the carpenter just what we thought of him.

Our sailing ships didn’t have electric lights like your tankers have now. We used oil lamps and sometimes on a long voyage our allowance ran short. There was only one thing to do—replenish from the cargo. Oh dear no, we didn’t steal it, but as there were always leaky cases it was possible to “save” the oil for the ship’s use instead of letting it go to waste. Perhaps we “accidentally” dropped a few extra cases, for there was always enough lamp oil “saved” to last the voyage out and home again. A stormy passage meant plenty of light.

While carrying my second cargo of case oil, from a Gulf port to Australia, there were strong rumors of a German submarine playing about off the coast of the United States and the right course seemed to be to make use of the newly-opened Panama Canal. The canal is of little help to a sailing ship because it is a region of continuous calm nearly all the way and you lose too much time. I have known of sailing ships becalmed in the Gulf of Parma and thereabouts for as long as three months. So it was only as a war emergency that I made use of the canal. I believe that we were the first British sailing ship and the second sailing ship of any nationality, to go through the canal.

There are no more sailing ships of this class under the British flag and although they are things of the past, I like to think over all my experiences in sail. Among the pictures that remain clearest in my memory are those of moonlight nights when the trade winds made strange cloud patterns. I am once more aboard my ship. She heeds to the southeast wind and glides sinuously over the long low swells of the southern ocean, to the sound of the soft purring of the wind through the rigging and over the sails, the faint rippling of the water and the rather musical sound of case oil as the thousands of cases move ever so slightly with the motion of the ship speeding towards her haven still half a world away.

On one of these long voyages Captain Dixon’s camera captured a little of the beauty of clouds flying across a deep blue sky by the trade winds.

THE SIXTH PLAGUE

By H.H. Wilson, Technical Service Engineer, Imperial Oil Limited

Camilla feeding on a head of timothy.

THE sun of early summer beamed down on the valley of the Nile where the vivid green of young corn veiled the alluvial mud. The people rejoiced for it looked as though there would be a splendid crop with enough left over to make up last year’s losses through drought and put aside something against droughts to come. Then the sun darkened, and hail descended and wiped out a goodly portion of that promising crop. Meanwhile, up in the palace a contest of wills was going on and even the partial destruction of the nation’s food supply failed to subdue the Pharaoh. Again the sun was darkened, and instead of the clatter of hail arose the droning of wings. Millions of locusts swarmed over the land and cleaned up every green thing that had escaped the ravages of the hail.

On another beautiful summer afternoon several thousand years later, (1919 A.D.) the dwellers on the Canadian Prairies looked with hope and pride over the emerald carpet of spring wheat that stretched to the horizon on all sides. Surely after the many seasons when drought and hail wiped out the results of hard work and hard earned cash, this would be a year when a bumper crop and good prices would bring re-establishment! But even as they gazed, a swarm of winged insects had crossed the southeastern boundary. Others followed and before the summer was well advanced an ominous humming arose from the pastures and grain fields. When it had ceased, the promising fields were bleak and bare and another season’s work had gone for nothing.

Moses was a keen observer. During the long years of tending Jethro’s flocks in the wilderness he became something of a naturalist, so that he probably knew when an unusually large hatching of locust eggs was due. The entomologists in the various Departments of Agriculture concerned with the welfare of the Canadian Prairie farmer are even keener observers of the ways of grasshoppers. They, however, place their findings at the service of the farmers so that they may take measures against the plague.

While Moses called them indiscriminately “locusts” and was mainly interested in their ability to destroy vegetation, modern entomologists have found that they have to deal with three main species, each with its own peculiar talents for making trouble.

When the word goes forth among them for migration to larger and greener fields they increase greatly in size and are then termed locusts. All three species are endowed with the migratory instinct but some have it more strongly than others. Camilla Pellucida is possibly the most addicted to travel. Adults are about three-quarters of an inch long, quietly clad in dull brown with black markings. Their favorite haunts are grass and pasture lands whence they make forays into the cultivated sections where their appetites are totally unrestrained. They have a marked preference for the Pasture lands of British Columbia. Melanoplus Mauritius adults are about the same size, reddish brown in color tastefully tricked out with black. Their gypsy instinct is more restrained. For feeding purposes...
In the fall of 1914, as soon as the grasshoppers completed egg-laying, an egg survey was made on the Prairies by taking the actual count of a plot selected at random in practically every square mile of the infested area. The results of this gigantic task are reproduced in the map at the right. The light gray indicates patchy outbreaks, the darker gray more severe outbreaks, while the black areas portray a gloomy crop outlook.

They prefer light cultivated land. The latest comer to Western Canada is Melanoplus Bistattatus, a robust fellow. His favorite color scheme is dull olive brown or greenish yellow with plenty of black eyeshadow. He is especially fond of cereals but does very well on a diet of alfalfa and other hay crops. It would almost seem from his ability to increase in numbers that he is trying to catch up with Mexicanus and Camnula.

It was four years before the Canadian Prairies felt the full effects of the migration which emanated from North Dakota in 1919. Nothing very much was done about it, but in 1922, another outbreak. From the same source took place and the invading insects came in such large numbers that the Prairies were almost covered by the end of that year. Although an intensive and extensive warfare began then, grasshoppers are still prevalent in great numbers and as the 1935 map shows, moving northward with alarming rapidity.

If a mere matter of an infestation one year, the invaders dying out at the end of the season and giving the farmer a chance, the outcome would be less forbidding. But the female grasshopper is prolific and lays from 24 to 100 eggs which with admirable foresight she places near the next spring’s feeding ground so that there will no break in the succession. She takes great pains with her preparations for the future generation of grasshoppers. When she is ready to lay, she finds a piece of hard ground where it will be difficult for enemies to reach her eggs. Although her front legs are not adapted for digging, she uses them to make a trench, a little longer than herself, in which she places the eggs. Then with her mandibles and front legs she carefully refills the hole with earth. When this is done she packs it level by stamping it with her hind legs so that the ground will appear undisturbed. Her work is over.

Along about the early part of the next May, extending into June, the warm rays of the spring sun will penetrate the earthy cover and hatch her eggs. As the spring advances and the sun’s warm fingers caress into green life the grain and clover fields, vegetable gardens and pasture lands, millions of infant Mexicanus, Bistattatus and Camnula awaken. But in spite of the female hopper’s elaborate precaution, not all of the eggs survive. Triangulina, the larvae of certain beetles, are born with a taste for grasshopper eggs and are looking for finding them. They hatch much earlier and make considerable inroads on the potential grasshopper population. There is, too, a fly which in the fall skims the ground dropping its eggs near the grasshopper egg caches, like an airplane dropping bombs on a defenseless city, and the resulting larvae are sure of a good supply of their favorite food. Another hopper enemy is the red mite which appears in multitudes during the first spring days, sometimes in such large numbers that the ground taken on a bright red tint. The mites search out grasshopper egg pods, pierce the eggs with their sharp mandibles and suck the contents. Sometimes nature takes a hand in a big way. There is a placer in the Bockeis whose face is matted over with millions of grasshoppers trampled and frozen there during a migration to the grasslands of British Columbia.

Yet, in spite of the efforts of these egg-eaters, and the occasional cataclysm, no appreciable check is made on the hordes of hatching hoppers. They squirm to the surface of the soil, immediately undergoing the “nurtal mold” and become wingless miniatures of their parents.

They are conscious of two great needs, food and sunshine. They make their way to the nearest vegetation where they simultaneously try to satisfy their enormous hunger and absorb the sun’s rays. A wet season kills them off, but the youngsters have been known to sleep peacefully through 40 degrees of frost, chomping their tireless jaws as soon as warmth revived them. Red mites infest their bodies, wild birds feast on them, turkeys and chickens find them toothsome morsels, but still they swarm over the land, leaving destruction and despair in their wake.

After gorging and running himself for a few days, the young grasshopper finds his skin uncomfortably tight. Climbing, upside down, to a weed stem, he slowly wriggles out of his skin and after a short pause for recuperation begins to eat again. After five or six of these molts, he is mature and ready to reproduce, with the result that the several million surviving that season will be replaced by 24 to 100 times as many. Even discounting these by the ravages of parasites and other natural enemies, there is a formidable increase in this menace. The circulation of the vicious circle increases yearly, for the better the growing season for crops, the more salubrious it is for grasshoppers.

In the less infested areas, farmers made traps which, dragged across the fields, gathered in thousands of the pests. But this method was found too slow. Noticing that on cold nights the warm-loving insects crawled into shelter, some farmers arranged windrows of straw around infested fields. Getting up before dawn, the farmers would set fire to these grasshopper-laden windrows. This was dangerous practice and did not make much headway.

The man who gives credit for the most aggressive and successful measures against this invasion is the late Norman Cridtle, of Treesbank, Manitoba. It was he who first introduced a poison bait to be spread over western fields. This became known as the “Crudle Mixture.” The grasshopper problem was discussed at considerable length during the Conference at the
World's Grain Show in Regina, in 1931, with the result that several Canadian entomologists carried out laboratory experiments that winter. Field experiments followed in the spring and summer, to determine whether the bait might be more effective mixed with oil instead of water, as water-moistened bait dried out quickly and lost its efficacy.

In the course of the laboratory experiments, plenty of green food was provided. This was to ensure that the grasshoppers would not be forced to eat the poisoned mixture, thus duplicating the conditions in the field, and proving the attraction of the bait.

H. C. Sandberg, Imperial Oil's assistant manager at Winnipeg, was interested in the problems of the farmers. When he learned that the entomological laboratory at Brandon was experimenting with oil-moistened bait, he was instrumental in bringing Regina Refineries' chemical department into cooperation with the government workers. Since the summer of 1931, therefore, the writer has been in touch with the valuable work of H. L. Seavans, entomologist in charge of Alberta, and has had the privilege of collaborating with Dr. R. D. Bird, in charge of Manitoba, and his assistant, R. Hanford, regarding the selection of a suitable type of oil.

As most of the work was done using liquid sodium arsenite solution as poison, it was found advantageous to use an oil which would form an emulsion with the poison solution. This emulsion gave a better distribution of the poison throughout the mixture of bran and sawdust which was used as carrier for the poison.

Since the bait has to be spread in such a thin layer, approximately ten pounds to an acre, the oil must be of such a nature that it will not evaporate readily, nor permit the rains to wash it from the surfaces of the bait.

Not only was it imperative to have an oil to comply with these specifications but it must also be odorless, so as not to repel the insects, as well as palatable to tempt their appetites.

The oil found most suitable was Imperial G1H3. Oil which was used in the poison baits distributed last spring by the Saskatchewan Department of Agriculture. The solution was made up of two pounds of solid caustic soda and eight pounds of anerious oxide mixed with one imperial gallon of water. Then an emulsion was made of six parts of Imperial G1H3 oil with one part of the poison solution. The bait was prepared by mixing one a half gallons of the oil poison emulsion with 100 pounds of carrier, the carrier being equal parts of bran and sawdust.

The poison emulsion was prepared by a chemical company and shipped in barrels with concilled instructions for mixing before using.

The bait mixing was done at specified stations located throughout the countryside. Poison and carrier were amalgamated in
revolving drums until the bait was free from lumps, then distributed in sacks to farmers.

Here are some of the instructions issued by the Saskatchewan Government:

**SPREADING BAIT**

**When**

Only while the hoppers are feeding greedily. Grasshopper feeding is governed almost entirely by weather conditions, especially temperature. Grasshoppers feed most greedily on calm sunny days when the temperature rises to 80 degrees in the shade. They are feeding when the temperature rises above 90 degrees in the shade, or again falls below 68 degrees. It is important to start spreading bait when the hoppers first begin to feed and are most hungry, which is when the temperature first reaches 68 degrees in the shade. Hoppers feed most greedily upon moist bait. The spreading of bait after so much before the hoppers have done their main feeding is largely a waste of time and materials. Usually only 2 to 5 hours will be suitable for baiting even on favorable days; be sure and use this time to best advantage. Grasshoppers do not feed in the early morning while it is cool, but gather together in bunches. Later, as it becomes warmer, these bunches break up and scatter, searching for food.

Grasshoppers do not feel readily if it is cold, very windy, hot or cloudy.

**How**

Broadcast bait by hand or with a bath as thinly as possible. One bag (100 pounds) of wet bait is sufficient to cover 5-10 acres thoroughly. Two or three bags of wet bait is as much as anyone can spread properly during the part of the day when it will be effective.

**Where**

Right among the hoppers where it can be immediately eaten by them, before the bait dries out.

(a) Along the margins of uninfested crops.
(b) On infested roadsides.
(c) On the weedy trap strips left for this purpose in fields that are being summerfallowed.

Where infestations are heavy, general baiting must be done somewhere on the farm every day that the weather is favorable for effective poisoning, as long as hoppers are hatching in large numbers.

Repeated applications are usually necessary when the infestation is heavy, because more hoppers hatch or new ones move in from other places. Results may not show for 48 hours after baiting, because grasshopper poison works slowly. Dead hoppers are hard to find as they hide before dying, hence may be overlooked even though a good kill has been secured.

Get bait the day before it is to be used; it is then on hand for use at the best time the following morning. Store in a place safe from livestock. Keep well covered with wet sacks to prevent drying out.

**For effective and economical baiting, the 1934 follow must be worked down into trap strips by early June. As there is only a portion of the day suitable for effective baiting, the summer-fallow work can be done during the balance of the day, or on days when weather is entirely unsuitable for baiting.**

With the present widespread outbreak, it is absolutely essential not to waste bait; otherwise there may not be enough material obtainable to go around.

**SAVE BAITS BY**

1. Spreading it thinly. Thick spreading is unnecessary.
2. Putting it only where hoppers are numerous.
3. Using it only on favorable weather conditions.

Heavily infested pastures may be baited quite safely if the bait is free from lumps and is spread thinly, as directed.

**Barrier Strips**

A narrow cultivated strip between the crop and infested roadsides, pastures or abandoned land, will delay the advance of young hoppers into the crop. A few deeply-plowed furrows increase the effectiveness of the barrier. A little bait can be spread daily when required, outside the barrier and also in the furrows.

**Hot Weather**

During very hot weather the only time favorable for effective baiting may be during the early morning. Watch the thermometer.

**Stored Bait**

If bait dries, moisten it slowly until it droops slightly when squeezed, and mix it thoroughly to break up any lumps which are dangerous to livestock. Bait that has been kept moist is entirely satisfactory even after several days' storage, as when unfavorable weather delays spreading.

**Precautions**

The bait is poisonous, therefore it is important to use simple precautions against its effects. Arsenic is not only poisonous when taken internally, but it can enter the system through broken skin and is absorbed even through unbroken skin. Protect yourself and your stock.

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**Imperial Oil Review**

**Personalities**

There are men to whom selling is but a means of getting a livelihood, something to be done in order to live. There are others to whom it is a fine art and who find in the business of inviting their fellow-beings to exchange currency for merchandise an opportunity to display not only a knowledge of human nature but the graces of courtesy, understanding and patience.

With them it is a vocation and they make an exhaustive study of what the customer wants and how best to draw his attention to this need or want and persuade him to purchase the means to fulfill it. An outstanding exponent of this art of selling at Hartley R. Knowles, recently appointed Assistant General Sales Manager of Imperial Oil.

Mr. Knowles was born at Hepler, Ontario. His father was a schoolmaster but Hartley did not care to follow in his father's footsteps. After attending public school at Hepler, he went to the Collegiate Institute at Galt and during that time decided that he preferred the school of experience to further academic studies. His first lesson as a practical school was learned during one of his collegiate vacations when he joined the Harvesters' Excursion to the Canadian West and wrestled sheaves for a season. At the close of his collegiate course he went to Toronto, walked into the employment bureau of the T. Eaton Company and applied for a job. They gave him a place in the general office where he worked steadily for two years and a half, learning all about the clerical end of merchandising.

The West again exerted its fascination and in 1906, he dropped his job in Toronto, went to Winnipeg and was soon selling the products handled by McNab and Roberts, manufacturers' agents, covering the territory from Port Arthur to the Pacific coast.

About this time business in the West had begun to expand and Imperial Oil, a pioneer among pioneers, was looking for sales representatives acquainted with the territory. And thus it came about that Mr. Knowles joined the staff of the Company at Saskatoon as sales- man. From 1909 he was employed in various capacities, sometimes on the road and sometimes in the office, and in 1921 he was made city agent at Winnipeg. The following year he became assistant manager at Regina and in 1923 was sent to Toronto as city agent. Two years later he was made Sales Manager of Toronto Division, and in 1927, became General Superintendent of Service Stations with jurisdiction over the Company's outlets from coast to coast. The service station attendant had, by a process of evolution, grown from the status of a mere servant, pumping gasoline into the tank of a car, to the alert salesman offering Imperial Products and Imperial Service to a discerning public. Mr. Knowles entered with enthusiasm into managing the work of the Company's service station salesmen, presenting for their use the observations and experiences he had been accumulating during many years. He compiled and had distributed to the men of the Company's service stations a manual, setting forth the aims of all good salesmen, giving them in concrete form information about the Company, its
products and many a valuable clue to successful selling. Mr. Knowles believes that a man should have a thorough knowledge of the product he sells and that this knowledge should be kept up to date. To this end he has sponsored the bulletin which is issued periodical-
ly to all salesmen. Without good tools Mr. Knowles
believe no worker can be fully efficient and
as the salesman is a workman in every sense of the word, the Company’s service stations are kept supplied with modern equipment.

From his office at 56 Church Street, Toronto, Harley Knowles has directed the business of the

A SPIRIT OF CO-OPERATION

(Taken from The Globe, Thursday, April 11, 1935)

IN ITS annual report, published today, the Imperial Oil Company reports the signature of President G. Harrison Smith, draws attention to the Company’s well-known interest in its staff. “Your company,” says the President, “has for years provided for its employees sickness benefits, retirement benefits, etc.; it has consistently reduced working hours, and has always paid wages higher than those generally prevailing. Your company was prompted to pioneer its policies in this connection by the belief that, in inter-
dependence of the basis of our social organization, the prosperity of any one group depends upon the well-
being of all. It has always welcomed, and will continue to welcome, constructive measures in the interest of the worker. It is the experience of your company that such measures not only benefit labor but are advan-
tageous to all fair-minded and capable managed industries, as well as to the consumer.”

This is a remarkable outlook. When any great organization takes an interest in its employees, it may be assured of faithful service. In providing sickness and death benefits, also pensions, a work is being done which too many people think should fall upon Governments. But of still greater value, from a business point of view, is the co-operation in endeavoring to maintain the peace and prosperity of the community.

In these difficult times, it is interesting to note that provision for Canadian income levels (Federal and Provincial), totaling $3,227,870.22, considerably exceeds the Canadian earnings of the Company, also that 88 per cent. of the Company’s net earnings were from sources other than Canadian refining and marketing operations.

THEY ALSO SERVE

(From The Commercial Post, April 6, 1935)

FOUR office cleaners at the Imperial Oil’s head office buildings in Toronto retired on December 31, 1952, because they had reached the retiring age. In 1935, the former president and a vice-president who also retired because they had passed the age of retirement. The newspaper of 1935 carried long stories with that news. The 1955 column carried nothing with regard to the retirement of the four women.

Yet there is news in it and important news of a human interest character.

The news is that Imperial Oil Review carries excellent photographs of the retiring cleaners, offers two pages over to telling of their lives and their services. The news is also that they retire on pensions or allow-

ances based on former earning power, just as the higher executives do when they retire, and that life will be easier for them in the future because of it. It is news as well that these women managed out of their earnings to get together in each case a little block of Imperial Oil stock.

It is refreshing to find “Big Business” becoming increasingly thoughtful for those in the lower categories of employment. It is most encouraging for the future to find policies of corporations showing in tangible ways their appreciation of services which in the past have been taken too much for granted. Certainly efficiency of executives and other workers has been heightened by faithful service from the people who empty ash trays, wash linoleum and marble, polish nickel, porcelain,
HIGH-HATTING A CAPTAIN

(From the Hamilton, Ont., Speculator)

HALF a century or more ago, when water-borne traffic used to play proportionately a greater part in the transportation system of the country, all the Great Lake ports used to get a thrill at the annual spring race between the passenger boats, the Montreal, of Hamilton, and the Dalhousie City, of Port Dalhousie, as they made their way through water in which the ice was not all melted, to Toronto harbour. The victorious captain was crowned with a huge topper, still in existence.

Those were the days when the silk hats were the proper head-dress on public and private occasions of ceremony. Musolini’s eel against toppers would then have appeared sacrilegious, and possibly an occasion for the severest of diplomatic relations. The manufacturers of high hats were prospering, as became the artisans of their trade. To be the owner of a topper was the secret of avaried ambition of many who have since achieved prominence in industry or the professions. But one thing was certain and the sight of Car Wood, tearing up and down the Niagara river in a high silk hat, is an occasion for wonder.

That, I believe, spells “goodbye” to an old friend. Aboard Faust, built as “Hercules No. 7,” 376 tons, 145 feet long, will go as crew her skipper and two engineers, and crew of three with a cook—a stand-by crew. Her engines will not be working during the voyage south. The tow will be something like 5,000 miles. It is the sort of job which seamen take in their stride. They do not look for any adventure, this journey. But, if you ever want anything different in sea-voyaging, try being on a three or four hundred tonner, in dirty weather, swinging at the end of a fiftieth of a mile of cable.

The originator of this ceremony was Toronto’s first harbourmaster, Captain Hugh Richardson. Way back in 1850, when steam was urgently needed for building, the prompt delivery of this material was important to the contractors. To encourage the steam boats to get in early Captain Richardson tempted them with the prize of a top hat. At first only the steam boats competed, but when stone became of less importance all passenger ships and freighters became eligible for the award.

Hamilton has been sporadic in its performance of the ceremony. As harbour boards changed it was dropped or re-established. The last time a topper rested upon the head of a captain who opened navigation for this harbour was in 1912. But happily the ceremony was revived this year. There were four boats in the race for Hamilton harbour, and the skipper of the Imperial was the lucky man. Doubtless he will treasure his new headgear, and eventually it will come to be regarded as a home museum piece, duly admired and honoured by visitors and grandchildren.

A MEDICAL CONQUEST IN COLOMBIA

O N A TORRID day in April, 1919, a young doctor, recently graduated by his university, enjoyed the novelty of an extended journey on a tropical river. He was the first in their picturesque surroundings parrots, monkeys and the same mental reactions as experienced by Darwin, who visited Colombia in the nineteenth century. His conveyance was a small steam-wheel paddle boat burning wood for fuel, and showering sparks about as it moved between the sandbars of the Magdalena River in Colombia, only a few degrees north of the equator. Four hundred miles from its mouth this remarkable river is only four hundred feet above sea level and in dealing with it the pilots have developed a sixth sense, perhaps from their Indian ancestry and from the accumulated experience of three generations of steamboating on Colombia’s main highway. After eight days of varied scenery and strange incidents on this boat our passenger eventually beheld his destination. As the vessel rounded a point of land, a fellow passenger, pointing to the high reddish bluffs that give Barrancabermeja its name, told our traveller in Spanish that his journey’s end was in sight. The doctor saw several small residences typical of the country, with their adobe walls and thatched roofs, situated on the heights and fronted by the Magdalena, identically the same spot where the Spanish conquerors landed over four hundred years ago on their memorable overland journey to the lands of Bogota. At the landing place he noticed, amidst the animated and excited crowd, several of his own countrymen—his reception committee. However, if the truth be told, there was possibly more connection between the boat’s mail and the reception committee! It was only after the home town news had been thoroughly absorbed that the young doctor found J. S. McCullough, the manager at that time, and informed him that James W. Edwards, M.D., was reporting for duty at the oilfields of the Tropical Oil Company.

James W. Edwards, M.D.

Dr. Edwards was a young doctor who had just graduated from his university. He was the first in their picturesque surroundings parrots, monkeys and other wildlife. His conveyance was a small steamboat that burned wood for fuel and showered sparks as it moved between the sandbars of the Magdalena River in Colombia, just a few degrees north of the equator. Four hundred miles from its mouth, this remarkable river was only four hundred feet above sea level. The doctor enjoyed the novelty of an extended journey on this tropical river.

On a torrid day in April, 1919, the doctor, who was recently graduated, was able to enjoy the novelty of an extended journey on a tropical river. His conveyance was a small steamboat that burned wood for fuel and showered sparks as it moved between the sandbars of the Magdalena River in Colombia, just a few degrees north of the equator. After eight days of varied scenery and strange incidents, the doctor arrived at his destination.

As the vessel rounded a point of land, a fellow passenger, pointing to the high reddish bluffs that gave Barrancabermeja its name, told the doctor in Spanish that his journey’s end was in sight. The doctor saw several small residences typical of the country, with their adobe walls and thatched roofs, situated on the heights and fronted by the Magdalena, identically the same spot where the Spanish conquerors landed over four hundred years ago on their memorable overland journey to the lands of Bogota. At the landing place, the doctor noticed, amidst the animated and excited crowd, several of his own countrymen—his reception committee. However, if the truth be told, there was possibly more connection between the boat’s mail and the reception committee! It was only after the home town news had been thoroughly absorbed that the young doctor found J. S. McCullough, the manager at that time, and informed him that James W. Edwards, M.D., was reporting for duty at the oilfields of the Tropical Oil Company.
is a great tribute, not only to Dr. Edwards but to the entire medical organization of which he is the head. Sometimes, while in a distant camp, Dr. Edwards would receive a telephone call from an isolated place asking what to do for a patient suffering from certain symptoms. The diagnosis and the prescription would be given by telephone, perhaps to an earnest native assistant and if the case did not seem serious treatment would be administered pending the doctor’s arrival. Dr. Edwards also served as a consulting dentist and legend has it that his most proficient helper was a blacksmith who soon learned to make extractions, no doubt painless to the dentist.

Living conditions in the camps in those early days were necessarily primitive, but despite these physical inconveniences, the doctor quickly showed his adaptability and never was heard to complain of the discomforts. His love of sport, especially baseball, and the great enthusiasm with which he participated in the game won him many friends among his fellow employees, most of whom were also ardent devotees of the sport.

One of Dr. Edwards’ first tasks was the appointment of several practical nurses or medical helpers from among the most promising Colombians. However, when an appointment had to be made Dr. Edwards could call upon additional assistance, and it is recorded that the services of the versatile blacksmith were frequently demanded in assisting with the anaesthetic and in making himself generally useful.

To-day, as Chief of the Medical Department of the Tropical Oil Company, Dr. Edwards heads an organization consisting of five physicians, a dentist, five trained nurses and 60 or more other employees. The Company’s hospital is situated in El Centro—ten kilometers north of Infantas where petroleum was first discovered and where the first three wells were drilled in 1917 and 1918. This hospital is equipped with every modern appliance and ranks among the leading institutions in the country. The health of about two hundred staff employees and about two thousand five hundred workers and their families is safeguarded by the unceasing attention of the medical officers. A very important part of the work is the Olio-Pharm Department, which looks after the disposal of garbage, abatement of vegetation, the combating of the mosquito, the screening of residences and, in fact, the enforcement of all the many precautions particularly desirable in the tropics. The records reveal that during 1914 there were nine hundred hospital admissions and fifty-two thousand treatments in the Olio-Pharm Department. The malarial rate, as a result of unceasing attention, had dropped to 10.1 per thousand in 1911. Further comment is unnecessary.

When the doctor first landed on the property, the only means of reaching Infantas was either by mule trail, an arduous and very uncomfortable journey, or by means of an outboard motor canoe which traversed the Colorado River and, if lucky, managed to reach Infantas the same day. With snags and sandbars on the river and with mud holes on the mule trail, the trip from the fields to the camp at Infantas was far from a pleasant experience. In contrast, to-day there are over three hundred kilometers of good roads linking the various camps and connecting the seven hundred odd producing wells on the property. El Centro is also served by a railway, constructed and operated by the Company, over which a daily train service is maintained. The reader will have an incomplete impression unless he takes into account the other numerous ramifications of the Company’s operations comprising the most modern types of gas plants, a refinery, a fleet of river boats, mechanical shops, a power plant and a complete colony which, in itself, is a small town. All of these have materialized since Dr. Edwards arrived. The Medical Department may rightly feel it has played a major part in making this great development a success. While his sympathy with and friendliness towards his fellow men, together with his unusual ability and the accumulated experience of 16 years in tropical medicine, have made Dr. Edwards a very valuable member of the organization, mention must also be made of the charming lady who, in 1921, became Mrs. Edwards. Their sons, Robert, aged three and Thomas, aged ten, are fine young men whose rosy appearance bears witness to the healthful conditions prevailing in that part of the tropics.

New Uses for Old Oil Barrels “Down North”

(Upper right)—John Campbell Hope, H.B.C. clerk adds a chassis and makes a garbage wagon. (Upper left)—Imperial Oil engages barrels used in loading machinery onto trucks. (Right)—용기 Imperial Oil barrel used as a brush to work channel in Slim River delta. Cages of Imperial Oil products en route to Grand flare. (Lower left)—My warm little home in the North. Warmth provided by stove made of two empty Imperial Oil barrels. (Lower right)—When he’s for the great open spaces when you can have an outdoor stove like this one—also made from an empty oil barrel.
HORSES
ON SNOWSHOES

By G. A. Woodland, Imperial Oil Limited, Prince Rupert, B.C.

SOUNDS like the writer’s translation of your order in a quick-lunch emporium, doesn’t it? Nevertheless, the illustration above shows that there are horses who go about on snowshoes. The horse in our snapshot, holding up a snow-shod hoof for inspection, was photographed at Stewart, a mining village situated at the head of the Portland Canal, one of the many beautiful fjords on the Pacific coast, in a notched British Columbia gold mining district.

These horses are used for packing and for hauling “go-devils” with supplies for miners and prospectors. Winters there are quite severe, the snowfall heavy, and great difficulty was experienced by the horses until someone thought of equipping them with snowshoes.

Unlike those used by humans, horse snowshoes are circular pliable wooden frames, about 18 inches in diameter, the centre to construct so as to receive the hoof which is securely fastened by means of a strap around the fetlock.

Horses, like their masters, have to adapt their gait to the unyielding footwear. To save themselves from overlapping the shoes and tripping, they acquire a striding action and become adept in travelling in this unusual style. Mr. Young, the owner of the pack trains, states that these animals become so accustomed to the comparative comfort afforded by their snowshoes that several of them have refused to venture into deep snow until the appliances were strapped onto their feet.

The average load drawn by one of these horses is from 250 to 300 pounds, depending on the distance travelled and the elevation. Some of them can pack up to 500 pounds on short trips. A journey of 60 miles is considered quite good going for a loaded pack horse in this mountain country where destinations are often as high as 6,000 feet above sea level. Petroleum products are among the supplies they carry into almost inaccessible spots, and for their convenience Imperial Royalite Coal Oil, Imperial Naphtha and Lubricants are put up in specially strapped quarter-gallon cans.

HOME FOLKS ABROAD

ONE of the most interesting of the many notable visitors to the Company’s executive offices at Toronto, appeared recently in the person of M. M. Stuckey, General Superintendent of the Iraq Pipe Line, Iraq, as all readers of T. E. Lawrence and Robert Graves will tell you, is a kingdom east of Syria and south of Turkey; and its capital is the ancient city of Baghdad. When King Ghazi, on January 14th, 1935, pulled the lever that started the machinery controlling the last 600 miles of this line, it marked an event of great historic consequence. The line crosses six countries—Iraq, Trans-Jordan, Palestine, Syria, the Alawite Territory and Lebanon—and its completion in record time is accounted one of the most outstanding achievements of modern industry. It was necessary to establish lines of communication, to build roads, camps, supply depots and offices, to organize a transport service, to provide sanitation, medical and hospital care, and to maintain cordial relations with the inhabitants of the countries through which it passed. The main pipe line is 1,190 miles long, and required more than 200,000 tons of building materials. The total cost of construction was nearly $70,000,000.

Those who participated in the work will long remember their experiences in the Iaova country and the treacherous reaches of the Wadi Tharthar, a dry water course which presented exceptional difficulties.

Mr. Stuckey joined the Tropical Oil Company in 1920 as chief engineer in charge of the pipe line survey in Colombia. In 1923 he was transferred to the Arabian National, and appointed chief engineer of the preliminary survey for the selection of the right of way for the Arabian pipe line. When construction began, he was given charge of it, and established a world record for similar construction at that time by completing 335 miles of pipe line and building ten pumping stations in less than a year.

Conditions in Colombia and Iraq were vastly different. Practically 60 per cent of the Arabian pipe line is under water for six months in the year, and almost the entire line was laid through marshes and dense tropical forests; in Iraq water was conspicuous by its absence, the country being desert. Yet in both undertakings Mr. Stuckey established a most enviable record in the annals of pipe line engineering.

Mr. Stuckey became Manager of the Arabian National Corporation, with offices at Cartagena, Colombia, continuing in that capacity until he went to the Iraq Petroleum Company in 1931.

His vacation over, Mr. Stuckey has returned to Iraq to finish the details of construction and take charge of operations. While in Toronto he happened to mention that the Iraq pipe line crosses what is conceded by authorities to have been the Garden of Eden. During his stay there, he gathered some of the traditional fig leaves and sent them to Mrs. Stuckey as an example of what Mother Eve was supposed to have worn.

Mr. Stuckey is typical of the men whose abilities are developed by Imperial Oil. In recognition of his services abroad he has received two decorations, the Legion of Honour, conferred on him by the French Government, and the Order of Osfa-Rafidain from the Government of Iraq.

THE SARNIA DRAMA LEAGUE

AN ADVENTURE IN CREATIVE LEISURE

By J. W. SUTTON

FOLLOWING a recent 56 Church Street Club dinner a group of Imperial Oil’s Toronto employees were debating whether the leisure afforded by the five-day week had contributed towards the general advancement of our people in a cultural sense. The doubt was expressed whether, in spite of this wonderful opportunity, the majority contributed anything of value to the community life or even succeeded in securing for themselves any personal happiness worthy to be so-called. This statement seemed extreme and somewhat untrue to some of us, particularly in the light of an adventure in creative effort in which many members of the Sarnia staff have been participating.

Sarnia is the home of the Company’s largest refinery, to many it is their old home town, to others it is the home of The Sarnia Drama League which came into being in the spring of 1928, and was the outgrowth of a little playing group under the capable and enthusiastic guidance of H. A. Vooden, now director of Dramatics at Central High School of Commerce, Toronto. It is managed by a Board of six Directors, each holding office for three years, two new directors being appointed at a general meeting of the active members each year. Three plays (usually by Canadian playwrights) and occa-
The League entered a play in the Dominion Festival and received great public approval, the chorus winning the gold medal for the best male individual performance in Canada. They competed again this year and hope eventually to achieve outstanding success.

The Sarnia Drama League has made splendid progress and to-day answers the membership of over 450 people. Approximately 130 are active workers, with a record of successfully producing 24 plays representing the work of English, Irish, American, Canadian, Italian, Norwegian, Creolo-Slovakian and Hungarian playwrights. A high standard is maintained both in the plays chosen and in every branch of the theatrical work, as many as sixty people sometimes taking part in the different phases of one production.

The "Playshop" of the League is located over a bakery. It is a rambling sort of room with cheery curtains and soft lights, comfortable chairs and a decidedly creative atmosphere. On the walls are the posters announcing the various offerings of the League in past seasons with photographs of the stage settings and highlights of their various successes.

John Frederick Hunt

To the Newcomer.

There is first, the introduction to the profound mystery of color. What is more thrilling than to be familiar with its system of controlling that elusive miracle—light and shadow? The power of color, its use in creating mood and unlimited possibilities for experimentation.

The problems associated with staging a production. The ingenuity and ingenuity and the skill with which Devaney maintains his inspirations of what at first seemed impossible settings are well-nigh endless as are the stage crew in their well-oiled mechanism.

The selection of plays: the high standard required, the sincerest desire and aim to do something fine, something worthy. To find a play to suit the need, a reflection of people's lives rather than popular and fashionable successes.

The concentration of watching the direction and rehearsing of the play. To see the whole thing unified and take form. The director, the definite shading here, the emphasis there: the rhythm; the harmony. It was highly important to have good work in hard work; the tests of patience, of toil, of completion.

The dress rehearsals; the thrill of the first night performance. However complete the management before the curtain comes up, the world of excitement that comes to all. In the last decade, the Canadian Pacific. He was highly respected and even affectionately regarded by the management of the Canadian Pacific.

In 1927, when the Galena-Signal Oil Company was taken over by Imperial Oil, Mr. Fergusson was made manager of the company's operations there. He was in charge of the entire operation and was responsible for all the business affairs of the company.

In his younger days he was a prominent athlete and one of Canada's leading runners. He was also a life-long member of the New York Athletic Club.

The funeral service was held in St. Michael's Roman Catholic Church, where a large crowd gathered to pay their last respects to the late Mr. Fergusson.

OBITUARY

John P. Ferguson

By J. M. Young

Mr. Fergusson was one of the most promising young lawyers in the staff of Imperial Oil, and was well known to all who knew him. He had been a salesman in the Asphalt Division, and was a member of the Canadian Bar Association. He had won several prizes in national and international competitions, and was a member of the Canadian National Skiing Association. He was a member of the Canadian Skiing Association.

Wesley J. Lackey

By H. J. Mungovan

Wesley J. Lackey was a prominent athlete and one of Canada's leading runners. He was also a life-long member of the New York Athletic Club.

Our OUR GOALS

The members of the Sarnia Drama League are working hard to achieve their goals. They believe in a goal-oriented approach to their work, and are determined to succeed.

The members are working together to achieve their goals, and are committed to excellence in all they do.

The league is also working to develop new talent and to provide opportunities for young people to get involved in the arts.

The members of the league are dedicated to the principle of diversity and inclusion, and are committed to creating a welcoming and inclusive environment for all who wish to participate.
is an occasional contributor to the Review. Our readers will doubtless agree that time waits for no man and the old order of things change.

James Rankin has been retired on pension after twenty-five years service with the Company, having signed up for the duration on July 18, 1916, at Winnipeg. At Moore Jav for some time he was transferred to Calgary as cashier and then clerk. He was later transferred to St. John, N.B., and returned to Sammy Alberry's management in 1919.

March witnessed another of those terminations of long service, which serve to remind us of the various methods and specifications. Appointed by R. E. Haylett, chairman of the institute's central committee on reference and training, two other Canadians were named at the same time.

Editor's Note: Mr. McIsaac, Chief Chemist at Sarnia Refinery,

Here and There

SARNIA IS NAMED ON U.S. OIL COMMITTEE
(From the Canadian Observer, Sarnia, Ontario)
A Sarnia oil executive will serve for the coming year as a member of one of the more important committees of the American Petroleum Institute. The announcement here to-day revealed that Gordon McIntyre, of Imperial Oil Limited of Sarnia, will be a member of the committee on testing methods and specifications. Appointed by R. E. Haylett, chairman of the institute's central committee on reference and training, two other Canadians were named at the same time.

John W. Lambert
By G. Tymon
John W. Lambert, employee of Imperial Oil Toronto Sales Division, died at St. Joseph's Hospital on March 8, after an illness of only a few days. Mr. Lambert had been with the Company for over five years, and his efficient work resulted in his appointment to the supervision of an important section of the accounts. He was always in good health and depended on his strength, but his untimely death was a great shock to his colleagues, whose deep sympathy is extended to his widow.

Arthu M. White
Ten days after the unexpected demise of John Lambert who sat at the desk to his in Toronto Division Accounting Department, Arthur M. White met a tragic death in a motor accident.

Mr. White, who was born in Buckingham, Quebec, was a Great War veteran, having gone overseas with the 38th Battalion. He returned to Ottawa after the war, and in 1927 came to Toronto to take a position with Imperial Oil. He had been on the ledgers from then until his death.

"Art," as he was known among his friends, was a faithful worker and popular with his associates whose sympathy goes out to Mrs. White in her bereavement.

56 CHURCH STREET CLUB
By John Nesh
On March 23rd, the employees of the 56 Church Street Club put on a gala entertainment, from the dark clouds of the modified prosperity which has been rampant for the last few years, and invited in a function which was reminiscent of the days of the Jazz Age.

The occasion was the Annual Dance. The setting was in the Royal York Hotel, and the wine was supplied by Stan St. John and his associates. The dress was based on a remembrance of immortal Shakespeare. "A happy time" was had by all.

The function was graced by the presence of the wives of several officials who acted as patressees, and arrangements were under the direction of Misses Jackson, Campbell, McFangar, McMulkin, and Rivest. Misses Lee, Lavett, Young, Gibson, Howard, Overend, and Beattie, with Mr. J. Wilson as chairman.

Not being the lady editor of a society column, it is quite impossible for the writer to indulge in any detailed description of the happenings of the fair sex except to say that the general effect on the male was devastating and had it been necessary to select a "Miss Imperial," the judges would have required the wisdom as well as the experience of King Solomon.

The four hundred who were present professed to have thoroughly enjoyed themselves and as a committee brought in a satisfactory financial report, an amount of $150 has already been reserved for next year.

No less enjoyable although much more subdued was the informal dance held by the badminton section at the Old Mill as a grand finale to their winter activities. A competition of approximately one hundred sat down to dinner, the guests being Mrs. F. T. Prendergast and H. A. Burgin, who represented the Harrison Smith and Co., Ltd., of Montreal, and the principal trophies, respectively.

After the successful players had been duly awarded their prizes, the remainder of the evening was devoted to tossing the light fantastic to an early hour.

The badminton section have had a most successful season with the largest membership of their career demanding additional facilities for play. The full list of price winners is as follows:

"A" CLASS
Ladies Doubles – Capt. Flanagan
"Jimmy" Brown
Marion Stringer
Mixed Doubles – G. H. Smith Trophy
Mary Innes
Ruth McAllister
Men's Doubles
Reid Scott
Phil Turner
"B" CLASS
Ladies' Doubles
Hilda Adams
Juanita Norris
Mixed Doubles
Mabel Shannon
John Dobert
Men's Doubles
John Dobert
Orland Raine

As in the past few years, the Executive found it impossible to instil sufficient enthusiasm in the alley bowlers to promote any real competition for the F. J. Wolfe Trophy, but one tournament, which was well patronised, was held at the Olympia alleys. The competition was keen and the eventual winners of the Trophy and miniature presented by the Club were: Messrs. G. M. Young, W. D. Overend, G. E. McLennan, P. Truscott and M. L. Martin of the Purchasing Department.
tronic capabilities. A surprising reception has been made to the invitation to join this group and if the plans mature, meetings will be held throughout the summer for preliminary schooling so that no time will be lost in getting down to serious business in the fall. The group will be glad to welcome those with experience on such matters and we invite budding playwrights to sharpen their pencils and produce drama or comedy for these aspiring Oil Drillers of 1935.

Our softball players are becoming ambitious and have, this season, entered a team in one of the city leagues. This will absolve the outstanding muss-ball talent, but a sufficient number of fly swatters are still available to carry on the house league which, since its formation, has proved attractive to a number of players who enjoy a game of ball but do not make it too serious. As in former years, the games of both the city league and the house league will be played at Ramsden Park.

The men of the 'under is on the ill' and the city of 'Fore' reward the golf course. The golf section had its first tryout at Cedarbrook and apparently the weather has taken its toll of our pill-chasers because in most instances the scores suffered from inflation; however, the season is young and hope springs eternal.

A series of games has been arranged with the 'Pope' Trophy competition taking place at Uplands on June 22nd and the preliminary round for the President's Trophy being held at York Downs on July 27th. The ladies are also organizing and hope to have a number of games scheduled before competition for the Colonel Oliver Trophy.

An endeavor was made to find a new spot for the annual picnic but the Club's finances did not warrant any rash experiment this year so that we will again enjoy ourselves at Hanlan's Point on Thursday, July 18th, when we hope to be joined by our good friends from Hamilton. Committees have been appointed and are now working towards making this event as enjoyable and attractive as in previous years.

**OTTAWA**

**ON THE EVE OF March 6th, members of the Ottawa office, plant and service station staff assembled in the office to bid farewell to G. M. Thomas, Assistant Sales Manager, and D. H. Piper of the sales staff, and to wish them success and happiness in their new responsibilities.

Mr. Thomas, who has spent the greater part of his long service with the Company, in Ottawa, has been transferred to Windsor, and Mr. Piper, who has been with us for the past six years, goes to Toronto, and it is with very great regret that we see them leave.

Mr. Dunlop, who succeeds Mr. Thomas, gave a very fitting address, and Ernie Scrivener and Ed Morris, on behalf of all the employees of Ottawa District, presented Mr. Thomas a sterling silver tray and to Mr. Piper a fished travelling case, as tangible evidence of the high esteem in which they were held.

Mr. Dunlop, on concluding a few closing remarks, was greatly surprised to note that proceedings have not yet come to a conclusion, and that his associates had stolen a March on him. After a brief address by Mr. Blakelock, the Ottawa staff joined in wishing him every success in his new position, presenting him with a handsome desk set, as a small token of their regard.

**AN APPRECIATION**

THIBAULT, Imperial Oil Agent at Matane, P.Q., is a sincere exponent of Imperial Service. He believes in giving that little extra which makes the difference between the automaton and the man who gets ahead. That others appreciate Mr. Thibault's representation of his Company is demonstrated by the following letter which he received recently from R. Vachon, the Manager of Quebec Airways Limited.

"As a slight expression of our appreciation for the kindly cooperation extended to our company and its various employees during the past winter season, we are expressing to you an attractive enlargement of one of our best aeronautical photographs.

"Pilot Saunders, in particular, has spoken very warmly about your hospitality and co-operative effort, and we can assure you that the service you have given us is appreciated.

"It is hoped that you will like the photograph, and that we may have the pleasure of renewing our cordial relations with you again next winter."

Like the first robins heralding spring, the opening of the tourist season was announced in Quebec City by the arrival of the first American tourist on April 16. "We quote (in part) from that day's newspaper."

"Mr. Andrew Sanders of Hartford, Connecticut, who is shown above in the picture, an employee of the Imperial Service Station at St. Viateur Street in the "Le Soleil" building, arrived in this City last night after a hard trip from left Hartford last Saturday, passing through Montreal and Sherbrooke. Thibault Mines, Garrett, Ham Nord and Victoria."

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FLOATING A LOAN

To increase facilities for handling fuel oil at the Imperial Oil plant at Stettsville, it was necessary to borrow a tank from the Company's storage at East Stettsville. Accordingly, a steel tank, 36 feet in diameter and 35 feet high, was put on skids, attached to a steel cable and hoisted to the water's edge at low tide. At high tide it floated free and the citizenry were treated to the unusual spectacle of a steel tank being towed across the harbor. The trip was accomplished in an hour and high tide was again utilized to float it to water at 150 feet of its new location.