THE EVIDENCE BEFORE THE TARIFF BOARD

PUBLIC comment upon an issue during the process of its trial before a court of law is usually regarded as contrary to the public interest. The reason for this is clear: those who stand before the bar of justice must be assured that justice shall be done, that their cause will be neither advanced nor impaired by public prejudice; that the judgment shall be of the court rather than of the man.

The Tariff Board is a quasi-judicial body. For a year it has been taking evidence on the application of the Executive of the Co-operative Trading Associations of Saskatchewan for revision of the rates of customs duties on crude petroleum and derivatives. Many representatives of the consumer and of the oil companies have appeared before the Board and have given evidence. For more than a year numerous members of the executive, technical and accounting staffs of Imperial Oil Limited have been almost continuously engaged in compiling data as requested by the Tariff Board. Such other time as has been available to these workers has been given to the preparation of the Company’s own case. If there is any complaint of failure to supply all the data required by the Tariff Board, the Company itself has had no influence of such.

The Company has declined to comment on the evidence of proceedings before the Board. It has sought in every possible way to avoid any suggestion that in any manner it is endeavoring to color public opinion or otherwise to affect the case than by transmitting to the Board all such data as the Board and the Company consider relevant. This it believes to be the only ethical procedure.

In some newspapers, articles relating to the petroleum tariff and expressing many of the misunderstandings that a layman is almost certain to gather when running hurriedly through thousands of sheets of evidence, have been prominently featured. In the Company’s view it is, of course, unfortunate that these articles take into account almost exclusively such testimony as is antagonistic to the interests of the Canadian oil industry.

To summarize adequately and impartially proceedings relating to so technical an industry as petroleum refining, is, if not beyond the power, at least beyond the practical purpose of the press. No adverse criticism is implied by this statement. Producing and selling newspapers is just as much a business as producing and selling bits. In both instances one must give the public what it wants. The public just isn’t interested in long reports of some technical exposition prepared by experts for expert consideration and not readily grasped even by the most studious lay minds. Moreover, unless time is of no consideration, it is beyond the capacity of the working newspaper man—or any layman—to digest realms of technical evidence and to condense its purport into a few lines.

News gathering is an exacting work that at times is exalted to the levels of an art. It requires years of application before proficiency can be attained so we are not proposing to be so unfair as to suggest that a news writer, expert in his own calling, could be expected to be expert in all the industries, businesses, arts, trades and professions of which, from time to time, he will be required to write.

We do feel, however, that in fairness the Tariff Board should be permitted to complete its report before comment based upon hurriedly prepared and inadequate summaries of only part of the evidence is publicly circulated.
TOWARD UTOPIA

"Ah! when shall all men's greed
Be each man's rule, and universal Peace
Lie like a shaft of light across the land
And like a lane of beams across the sea"—TENNYSON

KINGS and peasants walked in his funeral cortège, the sorrowing inhabitants of London and Windsor lined the streets through which it passed, subjects and citizens of alien nations alike—no one could not attend the service clustered about their radios and listened, grief-stricken, to the last sad rites for George V, King and Emperor. Never was man so mourned, never such a feeling of loss occasioned by the passing of a single individual. Personally unknown to many who sorrowed for him, how could his death so affect the entire world with a sense of irreparable loss? No shining leader of armies was he, no revolutionary fanatic; he sought neither personal gain nor glory. He ruled his vast realm with quiet, almost self-effacing dignity. And yet the entire world honored him for he had a royalty that transcends thrones, scepters and empires, the royalty of a man of principle, of humanitarian interests, and the wisdom that guided his empire through the most troubled quarter century of the world's history was the wisdom of a man who sincerely desired to be of service to his fellow men. His duty was first to God and then to his people.

Head of the world's greatest empire; how easy it would have been for him to tread the paths of selfish desires. How many of us in like circumstances would have had the courage to "follow the gleam"? Most of us think of ourselves first and leave our neighbors to Providence. Forgetting that Providence is reciprocal. We build our lives on the sands of self-interest, uncharitableness, intolerance, instead of on the firm foundation of loyalty, understanding and a willingness to share the other fellow's burden. Yet the man who, in spite of circumstances and temptations, devotes his talents—he they few or many—to promoting the welfare of others finds that his house of life stands fair and secure against the future.

FORT CLARENCE AT IMPEROYAL

By HARRY PIERS, Curator of the Provincial Museum, Halifax, Nova Scotia

THE days of Fort Clarence's might and importance as one of the stalwart guardians of British prestige in this part of the empire are past, now to return, yet we may even now wander meditatively and wondrously about the still-staunch mass of gun-capped, bomb-proof, dark manor and view the glorious panorama of sparkling blue and purple sea, sinuous coast-line, wooded hills and island, and the smoky citadel-crowned city. We may go down the narrow, winding, brick-flagged subterraneous passage, dark, chilly and echoing, and look into the gloomy circular base of the ancient Martello Tower where once lodged great stores of arsenic explosives; and go yet further down into the faintly lighted muskettry-galleries within the stone escarp. Then we may step through the haunted postern into the sunlight, and read the inscription "V.R. 1844-8" cut in the granite keystone above, and then turn and see before us the seven nine-inch guns lying this way and that, like huge black corpses, amid the knee-deep grass of the wide ditch. Here the high outer walls are pierced with a menacing row of loopholes and enfilading gun-ports which naturally give rise to uneasy feelings. Finally we may enter the now vacant but echoing brick-arched casemates which once reverberated with the deafening roar of gun, reeked of acid powder-smoke, and rang with sharp orders to sweating, half-choked gunners. They are gloomy places, made more so through contrast with the blinding light of sunlit clouds seen through the great splashed embrasures.

All about us we conjure up visions of early gunners of the Royal Regiment of Artillery with cocked hats, long-frocked coats with buttoned-back skirts, and spatterdashes reaching above the knees; middle nineteenth-century ones in high, cylindrical black-leather shakos, neat, narrow-tailed coats and long trousers; and still later ones wearing tiny "pill-boxes" cocked on one side of the head, and well-cut broadcloth tunics; always in dark blue uniforms with red facings and in later times having broad scarlet stripes down the tightly-fitting trousers—a woofingly profane, devil-may-care, but well-armed, snappy, efficient lot of men who have ever distinguished themselves "withersoever right and glory has led them". We also fancy we see the successive creators of the various works which have been located here—John Bresset, Col. William Spry, Capt. James Stratton, Capt. Gustavus Nicolls, Capt. E. O. Hewitt, and other men of the Royal Engineers who carefully planned and improved these fortifications so that each might perform the duty...
required of it—slaughter as many as possible of the country’s enemies with the utmost possible protection for its own garrison.

Fort Clarencie, the old Eastern Battery, now the property of Imperial Oil Limited, is situated at Impey’s Bay on the Dartmouth shore of Halifax Harbor, nearly opposite to George’s Island. From its original construction in 1754, until the advent of long breech-loading ordnance in 1890, it occupied a very prominent place among the numerous defensive works which comprised in guarding the highly strategic military and naval base at Halifax from attack on its most vulnerable front, namely that which faced the sea.

Although, like practically all of our Halifax fortifications, it has never fired a single round at an enemy, yet it is worthy of much honor, perhaps more than if it had been otherwise, for by its very strength it has contributed to making Halifax a place which was believed to be so impregnable that it was never attacked in force. Is not this the very best record which a fortress or any other guardian of the peace can have?

When the Hon. Edward Cornwallis arrived at what is now Halifax, in the summer of 1749, his first concern was to see that the infant settlement was defended from landward attacks by marauding Indians or disaffiliated French Acadians armed only with hatchets and muskets. To this end he erected five stockaded forts connected by palisades which surrounded the entire town.

In the next summer, 1750, George’s Island was fortified in a more permanent manner, earthworks being thrown up, which by May, 1751, had batteries of sixteen powerful 32- and 24-pounder muzzle-loading guns with five-degree-elevation ranges of 1,000 and 1,850 yards. They were our first defence against a sea attack.

In the autumn of the same year (1750) a blockhouse was erected at Dartmouth, and about May, 1751, a chain of such posts was located between Bedford Basin and the Northwest Arm to protect, from Indian and French Acadian raids, those who were clearing land.

Relations between France and England were rapidly becoming more and more tense, and it was evident that a final struggle for mastery in America was soon to blaze forth. This struggle was to begin in Nova Scotia in 1755, and to last until the decisive peace of 1763.

As a powerful naval attack, based on the French fortress of Louisbourg, would probably be made upon Halifax, it was wisely decided to throw up a strong earthwork battery on the northwest section of a large tract of land which had been granted on July 20, 1752,

to Capt. John Rouss, at a slight promontory on the Dartmouth shore nearly opposite to George’s Island. Its purpose was to co-operate with the island batteries in defending with devastating cross-fire the over-wide eastern channel of the harbor, as well as the latter’s approaches.

Open hostilities in Nova Scotia began with the taking of Louisbourg, in June, 1755, but it was not until August of the next year that war with France was formally declared at Halifax. In the autumn of 1757, well-founded anxiety was felt over the defenceless state of the town against such a powerful enemy, for with the exception of a few batteries, the old temporary works were decayed and useless. Most fortunately no attack was made and the final fall of Louisbourg in 1758 came as a very great relief.

In July, 1762, a panic seized Halifax, as there was good reason to believe that France intended to attack the town; and if a determined assault had been very promptly made, the outcome would have been as doubtful as in the similar circumstances five years earlier. As a result of this alarm, great military activity prevailed.

Preliminaries of peace were signed in November, 1762, and were followed by the Treaty of Paris in the following February. Thereupon a complete stop was put to all work on fortifications. In the succeeding twelve years of peace, the Eastern Battery as well as all our other earthworks became dilapidated or "ruinous", to use the military phrase.

The next period of military activity began in 1775, with the outbreak of the American War of Independence, which was followed in three years by renewed hostilities with France, and lasted for eight years. As usual it found all the batteries semi-ruinous through climatic ravages, more or less dismantled, the wooden gun-carriages decaying, and the guns themselves on the ground. This was the result of what an enthusiastic military engineer would thoughtlessly term the "canker of peace." Immediately activity again prevailed, and this time mainly under the direction of Capt. William Spry.

Another cessation of hostilities lasted for nine years from 1784 to 1793, and again fortification work came to a standstill. Then the War of the French Revolution from 1793 to 1802, and its sequel, the Napoleonic War of 1803 to 1815, as usual brought renewed activity and many highly important changes. The Duke of Kent was in command and was successful in having a vast amount of work done about the fortress. A majority of our military buildings date from his regime which was perhaps the golden age of such affairs at Halifax.
At some time after 1795, very important alterations and additions were made to the Eastern Battery, which added much to its strength and reach, as well as to the ease of working its guns, and so to its value as a vital unit of the whole system of our fortifications.

By a general order of Prince Edward, dated October 20, 1798, the day before he embarked for England, new names were officially bestowed on a number of our works of the Eastern Battery, bringing a definitely changed to Fort Clarence, and its new tower being designated the Duke of Clarence's Tower in honor of the Commander-in-Chief's elder brother, Prince William Henry, afterwards King William IV, who had been here twelve years before in command of the frigate Pegasus.

After the close of the Napoleonic War in 1815, there followed an unusually long period of very little peace, which was terminated until the outbreak of the Crimean War in 1854. In this period of comparative tranquillity the great present Casad was laboriously constructed to serve as the heart of the entire composite fortress. Most of the other units were allowed to remain in status quo.

We now come to the great epoch-making application of rifling to artillery in 1859, which immediately necessitated the reconstruction of all important fortifications. They must be built anew with permanent materials, of unprecedented solidity and strength, and on a new plan. The Additions, of course, now useless. This marked the final passing of the time-honored and fascinating bastion system of defence and of the later polygonal one, which had respectively been in vogue since 1550 and 1800.

The American Civil War, which lasted from 1861 to 1865, was at times the cause of grave anxiety. In Great Britain there appears to have been an under-current of sympathy with the Confederate cause, which might draw her into the conflict. This sympathy was extremely pronounced in Halifax. Suddenly, in November, 1861, the Trent Affair brought England and the United States to the very verge of war. In the event of hostilities, Halifax would be the base for most of the British movements, and additional forces poured into the town and up into Canada. The surrender of St. Albans and Mason by the United States averted the clash which otherwise would surely have come.

The proximity of war had shown, however, that the defences of Halifax must receive early attention; and all danger was not yet quite past. Up to this time the general plan of old Fort Clarence had remained nearly as it had been for very many years. All of this was now to be drastically changed in order to meet the new conditions. Fort Clarence was about to enter upon the present period of its existence, a period which may be included in the twenty years between its completion in 1869 and the time when it became obsolete, about 1889. From an earthwork it was to be solidly built, durable, and armed with riddled-muzzle-loaders mounted in bomb-proof casemates.

Work was begun in the summer of 1863, and it was completed on March 31, 1865, for a total cost of £273,000, the largest expenditure on any unit of our fortifications at that period. This indicates the high estimation in which a work at this site was then held.

When Fort Clarence and most of our other coast batteries had similarly been solidly reconstructed and armed with a total of about eight 7-inch, thirty-eight 9-inch, and fifteen 10-inch R.M.I. guns, Halifax was once more in a good position to resist a naval attack.

It remains now only to deal with the final phase of the history of this old Fort. Between 1889 and 1892, two powerful new forts or batteries for long breech-loaders were commenced on sites several furlongs seaward than any of the pre-existing works. They were Fort McNab, which was built about 1890-93, and Sandwich Battery, which was begun about 1892. The uselessness of a far-inward battery like Fort Clarence was then entirely passed, owing to changed conditions brought about through improved ordinance and revised systems of attack and defence.

For some time its old casemates had been occupied only once a year, on the autumnal mobilization day, by a detachment of the Halifax Garrison Artillery (militia), which fired deafering rounds from the huge guns at the "enemy" mud coloured forts and in doing so occasionally blew the iron shutters or mantlets off the embrasures. A use was yet found for a section of the upper work. In November, 1900, two guns were mounted by Capt. T. E. Naish on concrete emplacements on the parapet of the seaward front of the redoubt. They were to repel torpedo-boats.

On January 16, 1906, Fort Clarence and all the other works comprising the Halifax Fortress were transferred from Imperial control to that of the Department of National Defence of the Dominion of Canada, and a corporal and two gunners of the Royal Garrison Artillery were stationed there.

During the World War the then deserted Fort was unexpectedly restored to after the catastrophic Halifax Explosion of December, 1917, for the storage of explosives which had to be removed from the dockyard for several reasons. The damaged naval magazine adjoining the dockyard. Other explosives and shells from vessels were also landed there. They were placed, under guard, in the magazines and casemates. The Fort was utilized as a

Fort Clarence, on the shore of Halifax Harbor, flanked by the stacks and high equipment of Imperial Oil's Dartmouth Refinery, dreams of the by-gone days of its military prestige.

standing in the black doorway a woman clad in a light-coloured dress. The figure neither moved nor spoke. Naturally he had no inclination to pass such an apparition, and he returned to the boiler-room. As he neared it, he heard a metallic noise, as if the iron poles were being moved about the floor, and thought that his helper must have arrived; but no one appeared, found that no one was there and that the poles were all in their proper places. When his friend came, the latter related to him that he had seen nothing unusual. A couple of nights later, however, he also saw the ghost. Thereafter the Fort was reported to be a haunted place.

The third mysterious incident may be associated, if you care to, with the apparition to which we have referred. I am informed that about 1916 or 1917, the skeleton of a woman, in an upright position, was exhumed from the southern earthen ‘cheek’ or side of about the fifth embrasure from the northern end of the Lower Battery. Just how it had got there could not be ascertained, but once it is naturally led to think that it must have been surreptitiously buried in this very odd place by someone during or after the building in 1863-69. Gossip, apparently with a fair degree of reason, associated it with the departed career of one Samuel Herbert Dougall, a tall, clever quartermaster of the First-class battery, who had a clerk in the works department of the Royal Engineers at Halifax at least from 1883-85, who had assisted in the earlier demonstrations of electric lighting in that city, and who in 1903 was charged in England for the well-known Moat Farm Murder. That he may have been connected with the secret burial at Fort Clarence is possibly the most plausible solution of that mystery, as is said that he was there while some alterations in the work were in progress, probably in connection with the installation of some of the electric fittings.
NEW DIRECTORS OF INTERNATIONAL PETROLEUM COMPANY LIMITED

BARTON A. MYERS, who was appointed recently to the Board of Directors of International Petroleum Company Limited, has risen to this position through the Company's subsidiary, the Tropical Oil Company, operating in Colombia, South America.

Born at Rouenville, Pennsylvania, not far from Titusville where Colonel Drake drilled the first oil well, from boyhood he has spent a lifetime in oil field work. Until he came to Toronto, in 1933, he had always lived where an oil well was a prominent part of the view to be seen from his window.

Starting from scratch in the oilfields of Pennsylvania, Mr. Myers has worked his way up the ladder of success. He joined the Tropical Oil Company early in 1927, taking over the important position of Field Superintendent. The following year he was made Resident Manager in charge of all oil field operations. In 1933 he was transferred to the Executive staff with offices at 56 Church Street, Toronto.

A practical man, of wide understanding, his 30 years of experience in oilfield work in both Americas, combined with his executive ability, have contributed much to his successful administration of the oilfields in Colombia. Familiarly known as "Bart" among his associates, his personality has won for him the loyalty of all in the organization with whom he has come in contact.

Captain Flanagan's early activities were in the field of railroad work, both operation and traffic. After extensive experiences on various lines in the United States and Mexico, he went to Havana in 1903 as General Traffic Manager in Cuba of the Southern Pacific Railway. He became very closely affiliated with Cuban commercial affairs and in 1904 was appointed by President Estrada Palma as his personal representative and Cuban Commissioner to the World's Fair in St. Louis, Missouri, the same year.

In 1911 he resigned from his post in Havana to become General Passenger Agent of the Cotton Belt Railway, one of the youngest men to hold so responsible a position up until that time. Captain Flanagan served in various official capacities in the Cuban army during that country's struggle for independence.

In 1918 Captain Flanagan became intimately connected with gold mining enterprises in Mexico, which occupied his attention until his entrance into the petroleum field. His experience in petroleum operations began in Mexico under the direction of Sir Weetman Pearson, later Lord Cowley, during the formation of the Aguila Oil Company, which made him one of that company's first employees.

During his residence in Mexico Captain Flanagan was possibly the foreigner closest to President Diaz, upon two occasions being the confidential emissary between President Diaz of Mexico and President Taft of the United States.

In 1919, when the Andian National Corporation Limited was formed, Captain Flanagan became General Manager and Vice-President, charged with negotiating the pipe line concession from the Colombian Government and the subsequent construction of the pipe line. During both these phases of the Andian life the Captain was constantly in Colombia supervising the various activities, from the laying of the first joint of pipe in April, 1925, to the formal loading of the first tanker at Marmoral Terminal on July 2, 1926.

In 1925 Captain Flanagan was elected President of the Andian National Corporation Limited, in which capacity he still continues in addition to his recent appointment to the Board of Directors of International Petroleum Company Limited.

Among the many honors and distinctions accorded Captain Flanagan by the various governments and civic bodies with which he has had affiliations are the Medal of Military Merit of Cuba, the Cross of Boyaca in the Military Class, of Colombia, the medal of the City of Cartagena as the city's "Most Favored Son," Knight Commander of the Order of St. Gregory, the Order of Merito Bolivariano, and innumerable other testimonials of appreciation of services he has rendered countries and people.
FROM OUR PERUVIAN ALBUM

The neatly laid out town pictured at the top of this page is Talara—a refinery town built by International Petroleum Company Limited on a strip of sand between the foothills of the Andes and the Pacific Ocean. The citizens of Talara, both Peruvian and foreign, have all the advantages enjoyed by the inhabitants of any modern Canadian community—schools, churches, an up-to-date hospital, a market, club rooms, movies and amusement areas. As it rains in this district only once in forty years the water supply used to be a condensation from sea water, but the Company built a purification plant on the Chira River, thirty miles away, and a pipe line brings an abundance of water to Talara.

Before the advent of International Petroleum, the Peruvians in this region lived in shacks like those pictured on these pages. They were mostly fisher folk and with them in their miserable huts lived goats, pigs and any other livestock they happened to possess. Due to unhealthy living conditions these people were subject to many diseases.

The uncovered feet of "Shacktown" children like those in the above picture picked up hookworm and other intestinal parasites. In happy contrast, look carefully at the fine class of young athletes in the illustration next to it. They are children of International Petroleum's Peruvian employees. When they were babies their mothers took them to the free clinics established by the Company. Good food, sanitary homes and medical care have ensured them healthy bodies while schools financed by the Company take care of their mental growth.

A boy, a burro and a barrel (left centre) used to be an important part of the water supply system in "Shacktown". It was hard on the boy but harder on those who had to depend on an unfiltered, uncertain water supply. This modern Talara lad learns business methods by helping his father in the market, after school hours (right centre). "Shacktown" families didn't have much fun (lower left) but nowadays the Company's train (above) brings the field workers and their families into town to attend the fine market, visit their friends and perhaps take in a movie.

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Our New York Representative

Born in Toronto, Charles Leaver attended primary and secondary schools there, and completed an engineering course at the University of Toronto. After graduation, he went on to sell his potential knowledge successively to lamp manufacturers, machine shops, to the embryonic motor industry in Canada and finally in 1912, with his diploma tucked under his arm as proof of his being an Engineer, he sold the idea that he be permitted to display his talents in the Engineering Department of Imperial Oil Limited at Sarnia.

His ability soon manifested itself and when the construction of Halifax Refinery was begun, Charles Leaver was selected to take charge of it. In March, 1917, his activity was shifted to St. John's, Newfoundland, where he erected a Bulk-Boat Terminal for the Company, later in the year proceeding to Montreal to put into operation their Bulk-Loading Terminal.

Engineering ability was proven, but what of process and the complications in refining? Later in 1917, Mr. Leaver returned to Halifax Refinery, this time as Assistant Superintendent and under the guidance and able tuition of D. M. Allan, his groundwork in the art and science of refining was established.

In 1921 he was transferred to Montreal Refinery as Superintendent; in January, 1923, to Sarnia Refinery as Superintendent, remaining there until 1931 when he was summoned to Toronto to assume the responsibilities of General Manager of Refineries, directly under L. C. McCluskey, now Vice-President in charge of Manufacturing.

At the beginning of this year Mr. Leaver undertook the duties of Imperial Oil's representative in New York with the related service of scientific development and left for New York in the latter part of February.

D. O. Towl Retires

On account of ill health, D. O. Towl, Vice-President and General Manager of the Imperial Pipe Line Company, retired from active service on December 31, under provision of the Company's Pension Plan.

Mr. Towl is an outstanding member of a famous family of pipe line engineers. His unusual talents and wide experience proved invaluable in the general work of superintending the construction of the Anchic Pipe Line in Colombia which was completed in July, 1926. The laying of this 360 mile pipe line from the interior of Colombia to Valparaiso marked an important chapter in the history of Colombia.

From 1924 to 1930 Mr. Towl was Director and Vice-President of the Anchor National Pipe Line Company, with offices in Toronto.

In 1930 he left the Anchor Company to become Vice-President and General Manager of the Imperial Pipe Line Company in which capacity he remained until his retirement.

Mr. Towl is succeeded by John R. Simpson who needs no introduction to members of the oil industry in Canada.

Imperial Personalities

The blood of pioneers runs strongly in the veins of Arthur Marion, the Personality whose portrait appears on this page. His grandfather came from France to the New World early in the 1600's and settled in Riviere des Prairies, near Montreal. His father, Armand Marion, was a physician who married Josephine Shim, a doctor's daughter, and took up a practice in Pointe aux Trembles.

Arthur was the youngest of their three sons. The oldest boy followed the medical tradition and became a noted surgeon but Arthur and the other brother preferred outdoor life. Moved by the spirit of adventure that brought their father to Canada—these lads, like their great countryman LaSalle, went to seek their fortunes along the Mississipi. Building themselves a shanty-boat they explored the river, making their living as fishermen until they reached Louisiana where they obtained work in a tree nursery. When they had made a little money, the older lad settled in Louisiana and became a druggist. Arthur returned home to Quebec. For a year he was content to remain there, but love of adventure again overcame him and he found an outlet for it in the gold mines of British Columbia. Not long after that he made his way into Alberta and became a cowboy. Then the Boer War broke out and Arthur, enlisting with the Baden-Powell Mounted Police, served three years in South Africa.

Upon his return to Canada he married and settled down to a quiet life as a farmer on the Marion homestead at Riviere des Prairies. A few years later, however, his wife died and Arthur's interest in farming ceased. He got a job in the Road Building Department of the City of Montreal, became interested in the materials used in road building, especially asphalt, and soon found his way to Montreal East where that substance was being made. The attraction was mutual, for on July 24, 1917, Arthur Marion joined the Imperial Oil organization.

Although he began at the bottom of the ladder, wheeling ashes at the Asphalt Stills, he soon was promoted to the job of foreman. His ability and diligence were noted and other promotions followed fast. He became stillman helper, then stillman, and finally foreman of the Asphalt Stills. Vacuum coil equipment is his specialty.

Arthur Marion's chief joys are his work, his family and his vacations in the Quebec woods. He is reputed to be one of the best huntsmen in the province. His daughter presides over his home and he is proud of the son who works in the laboratory of his refinery. Yet one cannot help wondering whether, as he sees batch after batch of asphalt from the stills over which he presides loaded into drums and heated tank cars, Arthur Marion doesn't do a little vicarious wandering. Perhaps the secret of his efficient operation lies in the fact that the asphalt he makes paves the roads travelled by thousands of other seekers after adventure and fortune.
Gymkhana

By G. A. W. Simpson,
International Petroleum Company Limited

The egg and spoon race is about to start.

Egg and spoon races for men, women and children were won by Mr. Neville, Mrs. Fourcher, and Miss Margaret Bulmer. Musical chairs, in which riders in couples rode the chairs, one holding the other's hand when the music stopped, was won by Dr. Bulmer and Joe Neville.

The Handy Hunter competition was perhaps the most interesting event of the day. Riders had to follow a set course, taking jumps, opening and closing gates when mounted, charming and leading ponies over obstacles, remounting, taking more jumps. There was a time limit, and points were awarded for the skill in which each incident in the course was negotiated. Mrs. Iddings won with a nearly perfect exhibition; Mr. Harrop was a close second.

The closing event at the Riding Club was the presentation of prizes by Mrs. Ebbets. Later, everyone moved over to the Golf Club, where a dinner, sing-song, and dance were held in honor of Mr. and Mrs. Harrop.

At the Gymkhana. Left: Alan Harrop taking the first jump. Right: Slim McAllister and his horse attached by a fierce "start."

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“Tommy” Murray

OF

Talara

T. A. MURRAY

HE IS Town Manager of Talara, Peru, but his unofficial and more fitting title is “Dean of Foreign Employees” for T. A. Murray’s service dates back to the early days of the oil industry in Peru. Now in his 27th year on the ground, Tommy Murray (he is “Tommy” to everyone from the railhead to the “hostel”) has seen many employees come and go, but he has always maintained a steady hand in helping the Peruvian oil field to grow from a very small beginning to its present status.

Tommy was born in Scotland. Like many another he had wanted to go to sea and his chance came when the tanker “Florida” set sail for Greenock from the oilfields in Peru, in 1909. Tommy signed on for three years as a deck boy. Quite early in the voyage, however, he decided that he didn’t care for “a life on the ocean wave”. In fact, he disliked it so much that when the tanker “Alamo” finally docked at Talara he filed his pockets with tea, biscuits and kerosene and worked himself into the rigging. A three-mile walk brought him to Negritos where he taught the manager of the oil field and asked for work. He admitted that he had run away from the ship and the manager persuaded him to go back and finish his contract, promising him a job when it was fulfilled. Tommy took his advice and three years later reported back and was given a job as apprentice tool dresser in the drilling department.

Tool dressers in those days were established close to the wells being drilled and their duties were to keep the drilling bits at full gauge and with a sharp and correctly shaped cutting edge. The bits, like broad chisels weighing from 600 to 800 pounds, rose and fell with monotonous efficiency, boring into the shale, fast at first then slower and heavily as the hole deepened. The shale averaged itself by wearing down the bits. Several times a day the dulled bits were hoisted up to the surface by means of a block and tackle, replaced by sharp ones, transferred to the forge, heated to a glowing whiteness and then pounded back into shape on the great anvils by the dressers.

At the time Tommy began his apprenticeship, there were three companies occupied in developing the field. The London and Pacific Petroleum Company in Negritos, the Inca Oil Company in Section 30, and the Lagunillas Oil Company in Lagunillas. The first full Tommy Murray's Drilled No. 315 and when it is stated that Well No. 2840 has recently been spudded in our readers will have some idea of the development of the territory during the past 25 years.

Living conditions in the field in 1912 were different to those today. Transportation was then accomplished with the aid of horses and mules while nowadays automobiles swiftly carry employees and visitors to all parts of the field over hard-surfaced asphalt roads. As it rains in Peru only about once in 40 years, fresh water used to be at a premium as it could be obtained only by distillation from sea water. This problem has been solved by the construction of a water-treating plant on the Chira River, 15 miles away, with pipe lines to the field.

When he joined the oil field workers in 1912 Mr. Murray found only about 40 other foreign employees. Their working hours were full to overflowing but their time for recreation hung heavy on their hands. They had only one tennis court, whereas the present inhabitants of Talara and Negritos enjoy many kinds of sport—bowling, badminton, swimming, golf, tennis, even the aristocratic polo—and leisure hours pass very pleasantly.

The lack of recreational interest and facilities was a challenge to Tommy Murray, but his efforts were devoted to promoting the welfare of the Peruvian rather than the foreign employees. He studied Spanish and in a very short time was able to converse fluently with his Peruvian friends. It is said that he probably has more assurance among Peruvians, not only in the oil region, but throughout the north, than any other individual in the region. At his instigation a football league which now comprises 24 teams was formed among the employees about six years ago and he has lately introduced basketball. He is the moving spirit in the organization of programmes for all holidays and fiestas and receives the fullest cooperation.

Another of his self-imposed tasks is that of swimming instructor to the younger children of the foreign staff. During the hot season—from January 1 to May 31—at five o'clock the swimming pool is filled with happy shouting children, with Tommy Murray in their midst. His class numbers all children, some of them only three years old. Most of them are accomplished swimmers. A photograph of these aquatic experts was reproduced on the inside front cover of the Review for June-July 1935.

Mr. Murray's unique qualifications make him peculiarly fitted for the post of Town Manager at Talara which position he has held since 1924. By his unfailing kindness and his willingness to work for the welfare of the community, he has earned the grateful esteem and respect of Gringos and Peruvians alike.

OPTIMISM AND SELF CONTROL

If OPTIMISISM counts for anything, the coming year should see commerce and industry back on the highway to prosperity. It is quite certain that the mood of business has changed. The pessimism that had prevailed for some years in all walks of business life has almost vanished, and a new note of hope and confidence has been struck.

"Improved trade conditions, increased industrial activity, wider employment and firmer commodity and security markets were encouraging developments of 1935 and all contributed to a strengthened confidence," says G. Harrison Smith, President of Imperial Oil Limited, in an article published in the Toronto Mail and Empire's Annual Financial Review. "These gains" which may be considered as important steps toward a more complete recovery in 1936 and following years . . . The best indication that we have of better times lying ahead is the fact that it is all a little more inclined to believe that the safest route to a more prosperous future is along a road of sound thought and practice."

Self control is one of the prime needs of these times. This applies to commerce, industry and labor, also to nations and to international relationships. The world has had sufficient experience of the evils that follow the lack of control in politics and finance, and it is in danger of losing its head in matters of government. Self control in commerce and industry will save the nations from a repetition of the disastrous depression that resulted from the financial ballooning of 1929. Self control will avert the devastating cataclysm of the threatened world war.

Self control—let all hearts respond to that iron string!—The Beacon-Herald, Stratford, Ont.

THE WHOLE STORY

ONE of the most complete pictures we have ever seen of the oil industry is presented by the National Petroleum News, Public Educational issue, February 5, 1936. Every phase has been dealt with—ownership, finance, taxation, production, transport, refining, marketing and the relation of the oil industry to other industries, to exploration, to education, to the farmer, to the man in the street. Even its future is forecast. Especially interesting to Canadians is the article entitled "Oil Helps Develop Canadian Northland", which gives a brief survey of how the whole industry and the aeronauts have made possible the development of rich resources in sections of our Dominion formerly considered too remote to be of practical value.
The Parable of the Pampered Pigs

Once upon a time there was a farmer whose ways were a jest to his neighbors. They used to say his birth until it was brought home to them that the silly fool was, after all, quite right. To save their wounded pride they used to scoff at his success and call it "fool's luck".

But the farmer didn't mind. His bank account continued to grow, even in bad times. His sons went to Agricultural College and the mailman told the neighbors that the most modern farm magazines still went into his home. The farmer knew that the mailman chattered but it didn't bother him. He was too intent upon minding his own business. He occasionally remarked, though, that "he laughs best who laughs last", and that if a man took care of the pennies the dollars would look after themselves.

It was his manner of taking care of the pennies that caused so much comment among his neighbors. He believed implicitly that soil is meant to grow vegetation, not to adorn farm implements and machinery and therefore he always insisted on clean equipment. Another fad was lubrication of machinery, even of harness. But his neighbors stubbornly insisted that it was sheer luck that his things lasted far longer than any one else's and that his horses didn't have sore shoulders and harness galls. Which brings to mind another of his utterly ridiculous theories. The big softie had an idea that farm animals should be catered to. Most of the neighbors realized that clean stables, plenty of straw, balanced rations, good drinking water and careful grooming meant better horses, finer cattle and increased milk and butter yield. But this particular farmer went a bit farther in his efforts and although the neighbors scoffed at the time, the incident of the pampered pigs proved that he was an excellent businessman after all.

Pigs were exceptionally low in price that year, but there was still a market for good pork. It was an exceptionally hot summer, into the bargain. The farmer claimed that pigs had tender skins, and that the hot sun irritated them, and that pigs have irritable skins they lose their fine healthy appetites and their excellent digestions. So he thought deeply and discovered how to alleviate the skin trouble of his pigs. There was a certain rail fence where all his pigs were accustomed to forage and indulge in the time-honored custom of "back-scratching". They took turns wriggling under a fine rough rail whose edges provided a satisfying friction and for a moment eased the nagging itch. Taking a stout rope the farmer smeared it liberally with Nitsa aide gread and wound it about the favorite rail which immediately became more popular than ever as the tender skins of the sun-burnt pigs were soothed and healed by the grateful application of grease. It was rather clever of the farmer to have arranged matters so that the pigs could do it all themselves, especially in the busy season. But the striking fact which told the deride laughter and around the neighbors to emulate the farmer's methods was that the pampered pigs were fatter, finer and sold for a very high price in spite of the poor market.

The transformation took place slowly, but in time practically everyone in that neighborhood followed the farmer's good example in the matter of taking a little more thought and pains and although he has retired he still acts in an advisory capacity to the community which has become the finest in the country.

What is Business?

Business, it must be understood, is not something that stands apart by itself.

Business cannot be identified as represented by a group, or a class, or as an activity which can be segregated and isolated as a detached segment of society.

Everyone, no matter what his method of earning a living, is a participant in business, and is dependent upon its operations for his material needs. Business can be described as the fusing of all those activities included in the production and distribution of goods and materials; and in the rendering of the multitudinous services that go with the maintenance of human existence.

Thus, the entire population constitutes the institution of business, and all alike have as much concern in its maintenance as has the limited group that happens to attain classification in business directories—such as manufacturers, distributors, bankers, insurers, transporters and others.

Our national welfare is staked in the successful carrying on of business. That is a thing which those who stand on the sidelines and criticize are wont to forget. After all, in caring for the needy the government is merely serving as an agency of mercy, disregarding the things which we all together contribute as participants in business enterprise. From an address by Harvey Shirley, President, Chamber of Commerce of the United States.

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 employee is given the work he is best equipped to do. And they are free from the worries that beset the average individual. Their old age is provided for; they have an opportunity to save. They have learned that sickness doesn’t neces-
sarily mean discharge and they have the assurance that their funeral expenses will be taken care of and their dependents aided over the critical period. It is little wonder that Imperial Oil employees, regard-
less of their occupational position, are pointed out as respected citizens of every Canadian community, for in helping to weavethe fabric of their organization they have become exponents of the ideals of loyalty and service.

THE STILL SMALL VOICE OF GRATITUDE

From employees retiring under the provisions of the Pension Plan:
I wish to express my sincere thanks and appreciation for all you have done for me. I will never forget your kindness to me as long as I live. As I leave the place where I love so well, I still feel I am a member of Imperial Oil Ltd.
If in the future I may be of any service to you or the Company in any small capacity, would only be too glad to render my service. I again thank you for the past kind-
ness and your kindly nature, personally and assistance.
I wish to take this opportunity of thanking the Board of Directors, through you, for the liberal pension they have given me on my retirement.
I also wish to thank them for the many benefits, such as: sickness insurance, and the privilege offered to every employee to buy stock in the company. The latter privi-
lege has enabled me to buy a small home, something I would have otherwise been unable to do.
From one who has received Sickness Benefits:
It is my earnest wish to express to you my very sincere thanks, and

SOUL OF BIG BUSINESS

Big Business is not such a heartless affair.
The oil refiners and distributors depend for their livelihood on the motor vehicle and one would nat-
urally assume that they have little sympathy for the horse.
The other day at an Imperial Oil filling station on the outskirts of

Montreal it was with pleasant surpr
ise that motorists noted a small sign on the corner of the building reading: "I knives Waterfall". Their better reputation of the remark that a corporation has no soul!

Financier Post, Feb. 28, 1936.
Marketing Divisions

VANCOUVER MARKETING DIVISION
(Left to right)—Seated—W. C. Garbutt; E. M. Palsson (Chairman); G. Foster, H. D. Young, N. S. Hilt; W. J. McDowell.

WINNIPEG MARKETING DIVISION
(Left to right)—A. W. Whittard; N. J. Dyer: Wm. Hay, John Blackwood, J. Cameron, J. H. Griffiths (Chairman), F. E. Calghat, J. J. Drippa, A. Luth.

ST. JOHN MARKETING DIVISION
(Left to right)—Front row—D. T. Carlings, A. A. Boyd (Chairman); W. F. Buck, Back row—O. F. Garrett, P. T. Gurney, T. E. Morse, S. S. Smith.

MONTREAL MARKETING DIVISION
(Left to right)—N. W. Voskis, A. Thériaut, A. Cockburn, H. M. Powell, J. Boucher, D. F. Harris, C. S. Griffith (Chairman), B. Waddell, O. Lewis, S. T. MacCabe, John Reid.

Joint Councils

HAMILTON MARKETING DIVISION

TORONTO MARKETING DIVISION
Sleep

By Austin Evans, M.D., Chief Medical Officer, Imperial Oil Limited

"Oh sleep! it is a gentle thing, Beloved from fate to fate! To Mary Queen the praise be given She sent the gentle sleep from Heaven, That took my soul." —Coleridge

Many modern critics would look with the scorn of imagined superiority on this explanation of the origin of sleep as given by Coleridge in "The Ancient Mariner", but as a matter of fact no better theory of sleep has yet been formulated. Scientists and others have written much on this phenomenon, but nothing of any great scientific or practical value has been discovered. No one knows what sleep really is, although each and every person spends, or should spend, a certain number of hours each day in this activity, or lack of activity, whichever it may be.

Sleep is considered by some observers to be a state brought about by an over-supply of waste products in the system, the result of mental and bodily activity. They consider that these waste products induce a condition of lessened activity so as to give the body an opportunity to lessen the expenditure of energy. This may be true, and every tired person would want to sleep while those who had not undergone any physical or mental exertion would have much less need for sleep. A brief glance at the somnolent habits of the weary hobo disproves this theory. A person may become weary and drowsy over a task, especially if it be a monotonous one, but it is activity not sleep that he craves. Freed from the task, this weary individual hurries out to a ball game or a round of golf. Then again, the more tired our nerves become the more persuasion is required to lessen their activity sufficiently to allow sleep to take possession of us.

A more modern theory of sleep, unconfined by scientific experimentation, is based on glandular functions. Another theory has it that during sleep there is less blood in the brain. On the other hand, there are those who claim that the brain is more richly supplied with blood during sleep.

The most interesting of all sleep theories is based on electro-magnetic activity. But even the greatest electrical wizards do not know what electricity is!

All these theories cannot be right and there appears to be very little unanimity of opinion even in the best informed circles, so like the hoary-bearded mariner we must accept sleep as a gift from Heaven.

But one thing is certain. We do sleep and we usually feel refreshed by the time spent in this more or less unconscious condition. We are never absolutely unconscious, however, or we wouldn't hear that maternal annoyance, the alarm-clock.

Another fact is that if we do not get sufficient sleep we are apt to be very irritable and ill-natured.

There is nothing more trying than the cranky, crabby individual who vents on those around him his irritability caused by setting in on him until all hours to finish a thrilling novel, win a rubber of bridge, indulge in some other equally absurd pastime.

The normal person seems to prefer to do his sleeping during the hours of darkness. This may be due to instinct or it may be merely social education. No doubt our primitive forefathers found it much safer to sleep during the hours of darkness when their enemies would experience greater difficulty in locating them. Then, when he became more civilized, man found out that owing to the peculiar construction of his organ of vision he could do better work in the light than in the dark.

But this habit of night-time sleeping is by no means universal, for there are some strangely constructed people who seem to delight in turning night into day and then sleeping when they ought to be on their way to the office. Human nature is always perverse, for these same sluggish awakeners simply cannot lie abed on a Sunday or a holiday, but must needs be up and out.

But why sleep at all? Why not play all night and work all day? We cannot. We must sleep. It is a law of nature.

Now, being driven to do a certain amount of sleeping, how much time should we devote to it and what are its most conducive conditions? Plainly, the first condition is that we shall have undergone enough real exertion to induce a state of moderate fatigue. Then, too, when we have the satisfaction of having done our work or play properly we can lay down with a clear conscience.

How much time a given individual should spend in sleep depends on many factors. The hours before midnight are said to be more conducive to the preservation of beauty. This would be true if one had arisen at three in the morning but not if the hour of rising were three in the afteroon. It is the length of time up that counts. There is no hard and fast rule. The proper amount of sleep is that which is sufficient to induce a state of well-being after a day of fatigue.

Go to bed at a reasonable hour so that you can get a sufficient amount of rest and then you will be able not only to discharge efficiently the duties incumbent upon you in your station in life, but you will have a reasonable chance of enjoying your work as well as your play. Everything else being equal, you will find life much more interesting and pleasant.

In a comfortable bed in a freshly aired room away from undue noises and distractions, a clear conscience and a tired body—well, who couldn't sleep? And after such a night, body and mind refreshed, who could not arise delighted to be alive and with a courage to face anew the problems that foisted him the day before.

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Imperial Oil Limited

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THE ICOO IMPERIALS


RECREATION AT ICOO REFINERY

While their big brothers in the East, the Sarnia Imperials, have been carving a niche for themselves in Canadian rugby circles and making their name a household word throughout Canada, the Icoo Imperials, a courageous and determined baseball team, has been winning its presence felt in the baseball world west of the Rockies.

Practically unplayed until they obtained membership in the Vancouver Terminal League in 1934, the Imperials almost at once came into popular favor with their clever playing and the many fighting innings they staged. And when they won the championship of their league in their first year in senior baseball circles the sporting fraternity were forced to admit that a new team had arrived to demand recognition in the baseball world.

The championship of the Terminal League was won again in 1935 but only after a sensational and nerve-racking series of games in which the Imperials put forth a remarkable display of courage and stamina. In a four-out seventh inning play-off series the Imperials after having lost the first three games in a row in close and hard fought contests to their smooth working opponents the Asahi, were faced with the almost impossible task of winning the next four games straight. Truly no team ever faced a more disheartening situation—yet even their most faithful supporters conceded them a chance—but this gallant team proved themselves real champions.

The fighting finish put on by the Imperials has seldom been equalled anywhere and the thrilling play displayed not only by the Imperials but also by their opponents was a treat to watch. Three no-hit games all jammed into one series, each game so close that any team had a chance to win until the last man was out.

While the high lights of the series were the roisterous performances of Fredy Condon and Reg. Jouvart, yet Barney Horn was the real hero. In his last at bat a pitcher been placed in such a tough spot as was Barney in the fourth game. Through their enthusiasm, the color and life they instilled into their play, the Imperials have proved a popular team in the Terminal League and always draw good crowds to their games. Not only are they popular in the Vancouver district but they are very much in demand on the mainland, on Vancouver Island and in Washington for games on holidays and other special occasions. The team played 51 games in 1934 and 51 games in 1935.

This article would not be complete without mention of the Teakleys. Other athletic aggregations boast of their "Four Horsemen", their "Three Musketeers" and others. But the Imperials point with pride to the "Four Teakleys"—George, Pete, Sam and Andy—a big factor in the team's success.

The real credit for the success of the team must, however, be given to Frank Townsend who selected the players from the material available at Icoo, who taught them baseball and inspired them to the fighting spirit that has brought them success. In addition to the sources of handling the senior baseball team, Frank Townsend has had time to sponsor a school team at Icoo, organizing a league for them to play in, and was able in their first year to get them into their league play-off. In addition he sponsored the equipment of an intermediate team who also reached the league playoffs. From these two teams, no doubt, he will be able to draw a supply of future stars.

Old timers of Icoo and more recent arrivals alike will remember the long face they put on when the recreation square opposite the Icoo School at the entrance to Icoo Township. Icoo Refinery officials decided to drain it, fill it in, and level it off the property. A permanent fence which acts also as a retaining wall was erected and on this concrete light standards have been placed. Rockeries with multicolored flowers and shrub plants have also been added to form a background. Concrete walls were placed at the entrances and grates was worn down to complete the bowling green.

The bowling green was officially opened for play on the holiday afternoon of May 24. Mrs. A. D. Grant threw the first jack and was presented with a sterling silver jacks, attractively engraved as a souvenir of the occasion. Officials from all the Lawn Bowling Clubs in and around Vancouver were invited to be present and A. D. Grant, superintendent of Icoo Refiners, made the official announcements.

Icoo being situated nearly twenty miles from Vancouver and New Westminster, must depend a great deal on its own resources for amusement during the winter months. Basketball is one of the games in which our boys and girls excel. Icoo youngsters get their first taste of basketball during their school days, with the result that many first string players have been developed.

An eight-team five pin league bowls every Monday night, made up of teams from Icoo and one from Port Moody. Owning to the fact that there are no bowling alleys at Icoo it is necessary for this group to do their bowling in Vancouver.

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THE ICOO WELFARE COMMUNITY

The employees of Icoo Refinery seem to be ready to aid those in actual need and during the past few years, when the need has been greatest, the company has organized a Welfare Committee to distribute funds subscribed or raised in the company's name under the work of the whole community.

During 1932-33 the Athletic Club contributed in excess of $5,000.00 in the form of small loans (over 200) to the members of the Icoo Refinery and surrounding community. The committee was advised of several cases where men and women could get no work but had no clothing to wear. This was provided and it is gratifying to record one person who received assistance sent to the community two dollars of the first money earned. People of like needs certainly deserve a helping hand.

During 1933-34, the Icoo Athletic Club was reluctantly compelled to reduce its donation owing to heavy expenses, but income from the sale of their other sources was greater than the previous year. A toy repairing committee was organized and all who had toys which their children had outgrown or damaged slightly, turned them in. Hundreds of articles that bring joy to children were reconditioned, repaired and then distributed. The ladies organized a clothing repair department and were able to provide a very fine collection of warm garments. Seeds were purchased and planting was done by those having plots of land but no money. In one community, some of the unemployed working on land turned over to them by the civil authorities were grown several tons of potatoes for their winter use, deeds were executed for the goods and financial assistance has been given towards funeral expenses. It is a credit to the work that cannot be estimated, but the members of the community and to many instances they receive consideration when purchasing supplies. When trying to find work for men on relief, and in one case a cemetery plot was provided and the funeral paid for without any charge. Close cooperation was maintained with Government officials regarding relief work for unemployed, and the kindest consideration was given by the workmen under such conditions that the employed men showed appreciation by doing excellent work on local roads, resulting in the removal of several dangerous points.

The welfare organization of Icoo is looked upon as a contributing body which can be relied upon to lend a helping hand to those who are in need, and the committee must carry on now that the working conditions of their work has spread so far.

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OBITUARY

JOHN BARRON HUTCHINSON

BY A. H. C.

After an association of 55 years (41 active and 14 as an annuitant) with Imperial Oil Limited, Mr. J. B. Hutchinson died at his residence at 17 Atlas Avenue, Toronto, on November 13, 1931, within two days of reaching his eightieth year.

Mr. Hutchinson came from one of Toronto’s pioneer families, his grandfather having settled here in 1818. He was born in 1856 in a house on Elgin Street. He was long associated with Toronto’s oldest stone house which was erected by his predecessor as a residence in the early part of the last century. This old house is referred to in John Ross Robertson’s "Landmarks of Toronto", and was the only residential house room for a factory.

In Mr. Hutchinson’s youth, Toronto was known as “Muddy York.” He was educated at the old George Street School where he won a scholarship to further his studies at Jarvis Collegiate. Upon leaving school he commenced his career as an office boy for the old Toronto & Nipissing Railway, which he continued for four and a half years. It was while here that he became acquainted with Samuel Rogers, head of the firm of Rogers & Company. Mr. Rogers frequently purchased tickets from Mr. Hutchinson when travelling in the interests of his oil business, and offered him an appointment with his company. Mr. Hutchinson often related an incident which occurred early in 1880. When Mr. Rogers showed him the company’s oil storage vessels on the Faith Line, which were in the vicinity of Cherry Street, he asked Mr. Rogers, “What do you think of this business?” to which Mr. Rogers replied, “Now, if you let us alone, and don’t expect to see the business last,”

Mr. Hutchinson was from a chat with any of his former associates in the Company. Among these was Mr. Barrie of the Imperial Oil Limited. He was familiarly known as “J.B.” and his death removes one of the most active employees from the pension list.

Mr. Hutchinson throughout his life was a man of many varied and extensive association in this city. Actively interested in church work in many official capacities, he was a member of St. Clair United Church, Toronto, from the time of his death, and was formerly with Trinity and Old Parliament Street Methodist churches. He was long associated with St. Andrew’s Lodge A.F. and A.M., was past master of Queen City IO. J. R. 857, a member of C.O.E., L.O.E., the York Pioneers and the Conservative Association.

In 1921 Mr. Hutchinson was retired from the Company on pension which he enjoyed for the rest of his life, nearly fifteen years. He returned to the end of his days loyal to the Company and proud of his association with it. His long service button and the gold watch and chain presented him by the Board of Directors upon his retirement were his most treasured possessions, and he always derived much pleasure from a chat with any of his former associates in the Company. Among the many oilmen and officials of the Imperial Oil Limited he was familiarly known as “J.B.” and his death removes one of the most active employees from the pension list.

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HENRY CLIFFORD PORTER

By G. R. K.

Henry (Harry) Clifford Porter was not at his desk on Thurs.

PLAYSOPT TALK

By JEAN COOPERMAN

This season of the Players’ Club was the most recent brainchild of the 56 Church Street Club, opened on the evening of December 14, with two one-act plays—The first presentation, "Crabbed Youth and Age," was under the direction of Frank Idie, a playwright of some note himself, and the other, "The Golden Call," was directed by J. W. (Bob) Sutton. Mr. Sutton came to us from Sarnia, where he experienced with the Dramatic League has been of much assistance to the Guild in its formative period. These offerings were received with much enthusiasm and were followed by the produc.

THE 56 CHURCH STREET CLUB

By John Nesse

The 56 Church Street Club seems to have functioned alphabetically, not reviewing our winter activities, we find that they are restricted to badminton, bowling, bridge, basketball, Handball, and the An.

H ere and There

Wednesday and Saturday the courts at the Metropolitan Church House are well patronized, and with the various trophy competitions in the immediate future, the redoubled enthusiasm promises to be strenuous.

R. J. Woods, secretary-treasurer of the bowling league reports:

The 56 Church Street Club Bowling League commenced activi-

ties on October 13, 1935, with a 23-week schedule. The League is composed of eight teams: eight from Princess Street warehouse and office; one from West Toronto; four from the Toronto Division Accounting Department; three from the Canadian Sales Department; each representing Traffic Depart-

ment, Salesmen, Marine Department, and International Petroleum.

The F. J. Wolfe Trophy will go to the winner of the competition of the season and Mr. Wolfe has demonstrated his kindly interest in the League’s activities by promi-

ing miniatures of the trophy to each member of the winning team.

Special prize nights every fifth week are in effect, the prizes being allocated for mystery numbers, which areBUY as best they may, the blind, most head pins and numerous other novelties. It is anticipated that no one will know until the conclusion of the letter from Arthur Vallée, K.C., Butcher of the Bar of Montreal, is an eloquent tribute to a cherished memory:

"I was very deeply shocked when I received the news of the death of Mr. Porter. His death is the end of an era, the end of an association with him—seemed to be in the best of health and was not very difficult to believe that he is gone. I know that on behalf of his work, his family and his friends, he must be a great blow to you all.

The funeral service was attended by a large number of his friends including practically the entire sales and accounting person-

nel of Montreal Office. Interment took place in Mount Royal Cemetery.

IT IS with deep regret that we have to record the passing on January 28, of the wife of J. Dean Bradley, Superintendent of Sarnia Refinery. Mrs. Bradley was a well-known figure in Sarnia on her own as well as her husband’s account. Previous to her marriage she was on the staff of Sarnia College. She was active in women’s work and at the time of her death was Regent of St. John's College Chapter, L.O.D.E.

The news grieves Mr. Bradley’s associates and his many friends in rendering sincere sympathy in his bereavement.

THE deep sympathy of all in the Imperial Oil Limited goes out to R. V. LeSan, Vice-President, whose mother, Mrs. Sarah A. LeSan, a well-known Sarnia resi-

dent, died recently after a short illness.
evening's bowling: just what scores
the prizes are given for.

On the night of December 17 a
turkey roll was held at which 122
players were present. Players were
grouped according to averages and
prizes consisting of one turkey and
two gags were allocated to each of
the five groups thus arranged.

At time of writing the league has
completed its fourteenth week and
the standing of the teams is very
difficult to assess, there being only 18 points
difference between the first team,
"Atlas," and the trailing
"Polarizes".

Our basketball exponents, laboring
on the Y.M.C.A. floor, have
suffered from their success of last
year. Promoted to higher company
they found the going exceedingly
tough, but they persevered and
eventually won a game. But think of the
exercise.

An enthusiastic handball section
has been formed to cavort on our
own gymnastum court. This is a
game which demands stamina and
we can already notice an improve-
ment in the condition of some of the
players. A championship series is
contemplated.

Our contract bridge section has
been experimenting in a "freee-
out" for, unfortunately, both of
the evenings chosen for their ses-
sions were sub-zeroes. However
a start has been made and there is
still time for them to double and
redouble their efforts. Those who
did attend the meetings had most
enjoyable evenings.

Committees are working night
and day, tooth and nail, high and
low and what have you, to ensure
the success of the annual Imperial
Oil Dance, arranged for the Royal
York Hotel on Friday, March 20.
This will undoubtedly be the out-
standing social event of the season.

So much has been accomplished
by our Drama Guild that it is
worthy of separate and special
mention. The Club is justly proud
of its infant prodigy and commends
its bid for popularity to the member-
ship at large, urging each one to
send their moral and financial
support when the curtain is rung
up for the first time in public.

Another date to be underlined is
Thursday, July 9. It seems strange
to talk of picnics when the ther-
ometer is anchored at zero and
shill blasts demand that we throw
another log on the fire or perform
the present day equivalent of turn-
ing up the thermostat or aquastat
a couple of notches, but time
marches on and reservations, like
Christmas shopping, wait for no
man. We have secured the facilities
of Lakeside Park, Port Dalhousie,
for the date mentioned and by
that time the winter of our dis-
content will surely have passed and
we will have advanced our alphan-
abetic studies to the letter "G"—
golf, gardening, gambling and
gypsying.