Oil and Inflation

In these times of soaring prices (or shrinking dollars, if you prefer) we of the oil industry are tempted to do a little "pointing with pride". There has been no general advance in the price of crude oil in the North American oil fields since 1947 and the wholesale prices of refined products have remained virtually unaltered except for changes in freight, exchange and taxes.

As a result, the average Canadian retail price of gasoline has gone up only 19 percent since 1945, during a period when the incomes of Canadians (as measured by average salaries and wages) have gone up 46 percent. Worked out in terms of the amount of gasoline that can be bought for a week's work, this means that the real price of gasoline has dropped 18 percent in the last five years.

This rather unusual achievement does not mean that the oil industry has been free from the inflationary forces which have pushed up so many other prices. All the costs of the industry have gone up sharply since 1945. Yet because the industry is keenly competitive and because it serves a mass market, it has kept costs at bay by improved methods and by steadily increasing the volume of products supplied.

Today the Canadian industry supplies gasoline and heating oil to at least three million vehicles and home owners or about 60 percent of working Canadians. Indirectly, petroleum in some form or other is purchased by virtually every Canadian.

The task of meeting the needs of so large a number of customers is obviously great. Equally great is the responsibility for supplying these customers at prices which are within their means. To suggest that a mass-production industry like ours could thrive on exorbitant prices would amount to saying that such an industry could prosper without customers.

The significance of this fact is in some danger of being overlooked in the current concern over inflation. The fact is that the upward pressure on prices is every bit as serious to business as it is to consumers. Each upward thrust in prices, it is recognized, leads consumers to buy a little less of the inflated commodity. But that very fact also means a smaller market for the producer, less volume for him to work with, less profit. The oil industry, which has so far been able to fend off rising costs by means of increased volume, will continue to be vitally interested in defeating inflation.

When the temperature drops, the demand for heating oils and delivery problems mount, too. This refinery worker used the steam hose to thaw frozen equipment at track loading route during a cold spell in western Canada.

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Contents

Page
The Town That Grew Like Toppy... 2
Launching the Big Tankers..... 10
Before the Big Splash........... 12
New Brunswick's Master Potters... 14
A Promising Beginning........... 19
Pipe Line Caravan................ 22
At Home on Wheels................ 24
Good Neighbor................... 26
Flower Show..................... 28
Personalities in the News........ 30

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On the front cover:

In winter's cold or summer's heat oil operations continue 24 hours a day, seven days a week. The photograph on the cover shows the members of an Imperial Oil drilling crew pulling pipe in wintry weather while making an exploratory (wildcat) well north of Edmonton. Other covers of this issue illustrate winter activities connected with the transportation of oil and with the manufacture and marketing of oil products.
BECAUSE OF OIL, REDWATER IS...

The Town That Grew Like Topsy

It is better now!" the great-grandmother exclaimed in Ukrainian. "In the old days, my husband would not let me get the cows because I would get lost in the woods. Now cars drive along the road!" And the wrinkled face with the wide-set eyes, the face of "Babcić" Malowany, a brown oval in the yellow headscarf, lighted up with smiles as she threw back her head and laughed.

Mrs. Malowany was thinking back over 50 years. Back to the time when she came as a young mother with her people from the black soil region of the Ukraine. They took up homesteads in the uncleared bush land north of Edmonton because they wanted wood and water — and that other settlers scoured. Decades of struggle, good crop years and bad, family and community sorrows and successes followed. But the biggest changes came after the day in September, 1946, when oil was discovered beneath the fields of Redwater.

The unexpected liquid crop brought an array of portable oil rigs, tall and gaunt metal pyramids, wheeling into the wheat fields. They began to drill to more than half a mile beneath the surface. Derricks soon dotted the landscape for 15 miles along the meandering dried-out Redwater river.

As the wells began to come in at the rate of one a day, and the rigs moved on, strange new mechanisms appeared in the fields: the pipe-stalkers' branching of valves known as "Christmas Trees" controlling the flow of oil from the wells, and the pump-jocks which stood at the well head like big mechanical rocking horses, nodding slowly as they pump the oil up from the reef below.

Before the discovery — just about two and a half years ago — the hamlet of Redwater, Alberta, numbered 169 persons if you included a few families living on farms close in. There were four general stores, two garages, three grain elevators, a tiny hotel and lunch counter, poolroom and saloon, and trains twice a week — but no street lights, no movie houses, drug stores, banks or fire department. Dusty, quiet little Redwater in the Smoky Lake municipality was the small centre of a vigorous farming community populated mostly by the original Ukrainian settlers and their descendants, with a few Anglo-Saxons, French and German families.

Soon it was all changed and great-grandmother Malowany laughed and was surprised and welcomed it — roads through the countryside where there had been none; movement and life in an awakened hamlet suddenly become a village and just recently a town, its population swelled to 3,000 in two booming years. Oil rigs, tank cars, bulldozers, trailers, portable cabins and an army of workers and merchants came rolling into the once-quiet farm centre.

These activities at Redwater were part of the greatest oil development in Canadian history, which had been touched off by the earlier discovery at Leduc. Thousands of people were involved, directly or indirectly. They began to share the oil harvest — a harvest that is expected to continue for at least 20 years, come hail, frost, groundhoppers or wheat rust.

First to benefit at Redwater were the farmers who received rentals for their land surface rights on a long-term lease basis. Next were the established townspeople who garnered indirect benefits as business in Redwater doubled and tripled. Oil workers

This was the Redwater of 1946: a village of scattered houses and a few stores and garages, plus three grain elevators and a small hotel. There were no street lights, movie houses or drug stores.

Two years later, look closely; it's the same corner. Redwater's population had grown from 100 to 3,000. There were new stores, restaurants, homes and a new hotel on the site of the old (left)

Once grain and the things needed for farming were the main freight handled by rail at Redwater. Now the action is busy with supplies like this pipe needed for oil activities and for the quickly growing town of Redwater.
The Redwater discovery well was drilled on Hilton Cook's farm but except for a new car standing in his yard, the oil boom hasn't changed his ways - he is still primarily a busy farmer.

with or without families, flocked into Redwater to take jobs as drillers, production men, truckers, mechanics. New merchants arrived to start thriving shops and provide new services.

Redwater was settled after the Canadian government reserved the mineral rights for the Crown and so farmers in the area do not own the rights to minerals under their land and the royalties on the oil that is produced go to the government. However, Redwater farmers benefit from oil through the rentals paid by oil companies for surface rights, for land needed as well sites and from the sale or lease of parts of their farms required for other oil operations.

Redwater's discovery well was brought in by Imperial in September, 1948, on the Hilton Cook farm. His sons Ray and Percy Cook sold three quarter sections for well sites to the Company for $30,000.

Visitors to the discovery site find the 68-year old Hilton Cook, heavy-set and weather-beaten, wearing a blue workshirt, corduroy trousers and a small peak-cap as he potters around his farmyard looking after his garden, three cows, some chickens and a few pigs. The garden, flourishing with vegetables in the summer despite the dry season, is his chief delight. In the fields beyond, his sons cultivate crops of wheat, oats and barley, farming right up to the edge of the well sites.

Except for a new model car standing in the yard, the oil boom hasn't changed Hilton Cook's ways. Like most of the oilmen he barks back to the early homestead days, recalling the fine times they had with picnics and barn dances. Hilton Cook was a boy of nine when his father, Sam Cook, came from Fredericton, New Brunswick, to become one of the first three settlers in Redwater.

Moses Sundage is another who has done well from the rentals he receives for the surface rights on oil-bearing land. He has retired from farming and now lives in town.

Moses Sundage, once a Texas cowboy, has done well from the rentals he receives for the surface rights on oil-bearing land. He has retired from farming and now lives in town.

Warren Brown is another oil Redwater's pre-oil residents who receives regular payments for surface rights. He had been in his own words when Mrs. Brown served a meal in the field for him and their son, Ed, two hardwoods. Cement sidewalks were laid on two streets. Streetlights appeared, along with a telephone system, trains every day, regular milk delivery, a policeman, village secretary, civic organizations, churches and two weekly newspapers. The municipality built a new high school in Redwater towards which the village taxes provided $11,000. All elements in the community cooperated in the subscriptions for a $20,000 curling rink.

"Babia," Malowany's son, Steve, one of 10 children, gave up his hotel interests in Edmonton and returned post-haste to his home district. With Alec and Bill Melenka, Steve formed a partnership to build and operate a 15-room hotel, complete with restaurant and lounge, which quickly began serving as a community centre.

The hotel cash register has been ringing steadily through the boom. And the man who does most of the ringing is Redwater's able little mayor, Len Walker, who is chief deak clerk and general factotum around the hotel. Like Steve, his boss and lifetime pal, Walker made a bee-line back to his old stamping ground when the first echoes of the oil find sounded through Alberta. He had been, in his own words "wandering aimlessly" around Edmonton, following the death of his first wife, and his return to Redwater was like a rebirth. Within two years the 68-year old Englishman found a new wife, bought a new home, was elected first mayor of the newly-incorporated village and signed leases which may eventually net him over $40,000 for surface rights for well sites and a producing battery on his own homestead and farm.

Newcomers to Redwater came scurrying in to provide recreational, merchandising and other services for the mushrooming oil centre. Business boomed because of the fat pay cheques from the scores of oil
companies, drilling firms, truckers and contractors operating over the field which Imperial's vice-president, Dr. Oliver B. Hopkins, described as 'one of the large fields of the continent'. (Estimated reserves: 500 million barrels compared with 250 million at Leduc.)

Andy Moisey, a 21-year old enterpriser, arrived from Edmonton and got into the water-haulage business, starting with a horse and wagon and working up to three trucks and six employees with a sole of 7,000 gallons daily.

Ed Arrol, an airforce veteran and young newspaperman, came from British Columbia to start the Redwater News, first in mimeograph form and now a four to eight pages printed paper. The Pue chain also serves Redwater with a printed weekly.

Bernard Wise started an insurance business, occupying the "town hall", a former grammar, shared by real estate agent and town secretary, Thomas Bruchal. There was a mad rush for village lots last spring and Bruchal records that prices reached $3,000 on Main Street. "Two years ago", commented Mayor Walker, "you could have bought the whole place for two or three hundred dollars. Who would want it?"

Redwater's oil men are a distinct and colorful group - the geologists, engineers, roughnecks, tool pushers, separator operators and those who drive oil trucks, work on the pipe line and other jobs. They swarm through the town restaurants, hotel, bus station, poolroom and bowling alley during the day and evenings. Drilling operations are conducted on an around-the-clock basis and many of the drillers work on a five-day week of eight hour shifts. Because of the shortage of rooms beds are at a premium. Imperial has one bunkhouse on the west side of the town and another to the northwest, and there are also privately-owned bunking places.

Some of the oil men, such as J. B. Ingrams, a tool pusher working for a drilling outfit, bring the flavor of the Deep South to northern Alberta. Ingrams has worked in Oklahoma, Kansas, Montana and other states.

Competition is keen among oil drilling crews. The crew members develop a team spirit like that of an airforce crew, through comradeship and pride in their skills.

Last summer one crew headed by tool pusher Frank Flewelling set a record as the fastest drilling team in Canada. Flewelling is a veteran driller who has worked at Turner Valley and on wildcat rigs at Taber, Foremost, Conard, Dal Bonito and Leduc, taking his family with him. A small three-room dwelling on wheels is home to Mrs. Flewelling and two sons. Electricity for the fully-equipped house is drawn from the drilling rig, wherever the family may be. There's a move to a new site on an average of about every seven days.

The nomadic life of oil men is becoming legendary. Making his fifth move in less than a year H. Ivenson, a separator man, arrived to work for Imperial on the north side of Redwater this past summer. He was accompanied by his wife in their modern portable home. "I hope this is our last move for some time," Mrs. Ivenson said pointedly.

While many of the oil people live in the portable homes, permanent and semi-permanent houses are being erected as fast as they can be built. At the northeast edge of the town is the "Imperial townsite" where Company employees now own 55 houses with three rooms to each home, equipped with electricity, running water and inside toilets. Addi-
Many of Redwater's citizens or their parents came from the Ukraine and originated in the homeland itself, and a sizable group still centre around the farm, the home and the church. This is the Ukrainian Greek Orthodox church, with Byzantine deconsecrated space is available in the basements of the houses, and some families have finished off rooms there. The townsite community life mushroomed rapidly with a program that is geared in nicely with the town activities. Sports are popular, particularly baseball, and in the past summer Imperial Pipe Line joined with seven other teams from surrounding towns to form a league. Bowling had a similar district league in which Imperial Production fielded 14 teams. A woman's club, the 'Okleta,' was formed last spring when 50 women from the townsite and the village met in the old Imperial Oil offices. Their first effort was to help in the nation-wide drive against cancer. When the oil workers and their young families join in a varied social and commercial life with the old settlers and the newly arrived merchants, as they do every day in Redwater, the result is an interesting blend of the varying personalities that make up a boomtown.

Conditions in Redwater now are a far cry from the immediate pre-boom days or even from last spring when the newly-incorporated village found it had only $732.46 in the bank. Its three councillors, Mayor Walker, Walter Malowany and Myroslav Miziuk were faced with staggering problems until a new assessment called forth a bank loan of $30,000.

The community is beginning 1961 with the status of a town, a town with a considerable economic importance because of its prosperity which is working out in widening circles through Alberta and the West. It is estimated that from the Redwater area alone the companies will pay the Alberta government at least $100 millions in royalties over the next 25 years. Through the sale of leases on crown lands the provincial government obtained $41,687,345 from the Redwater field in the two years after the discovery.

These revenues are helping to reduce Alberta's public debt and are going to the people of the province through roads, hospitals, universities, colleges, and conservation projects. Alberta's oil development as a whole has led to lower prices for petroleum products on the prairies. At the same time, by spending some $500 million on the developments in the West over the past four years, the oil companies have created new employment with wide-spread benefits to all of Canada. Redwater is contributing to and sharing in all of this.

Still, despite the excitement centering on an oil, the old way of life in Redwater with its emphasis on agriculture, the home and the church, still persists. This provides some striking contrasts with the young industrial development: the sight of the Byzantine dome of a Ukrainian Greek Orthodox church behind the cottages; and the stark frame of derricks lit up against the sky, surrounded by the grain in the summer and snow in the winter.

The two ways of life run on side by side in happy co-existence. Religious festivals are carried on by the Ukrainians as they were centuries ago, and there are farm-house dinners on Feast Days, like that in the home of Anton Pichak, following St. John the Baptist's Day last summer. Old friends greeted each other and sat down to a table loaded with cuts of meat, rice-embattages, special colors and refreshments. And there again was the mainstay of "tulachi." Malowany's with her sons Steve and Fred, her grandchildren, her own in-law Dan Machado, and John Prohakchuck, John Kapciok and others.

While many of the Redwater people have profited from oil, none have become fabulously wealthy like some farmers and landowners in Texas and Oklahoma who had full ownership of mineral rights on large tracts where oil was found. And even if the Redwater farmers had become extremely rich, it probably would not have changed their way of life because of their love of the land. The older folk who have become well-to-do through oil may move into the town, but they will always remain close to their old homes and their sons and grandsons continue to farm.

At first the farmers feared that the oil discoveries would disrupt their lives and harm their crops. But now they know that the oil activities cause little disturbance and that producing wells require very little space. Farming is conducted right to the edge of the oil sites and there is almost no interruption in the productivity of the land. The farmers have made new friends among the oilmen and life is just as full as before the drills came to Redwater.

This uninterrupted rhythm of life was well expressed in one late summer evening in Redwater just after a fall of rain when the village roads were flooded and muddy. A cow, heavy with milking, strode out from behind a house on Main Street, walked importantly along the road and splashed her way through puddles mooing moody. Then, crossing Railway Ave., majestically unimpeded by the new shops, the lighting system or anything else, sheけば down the country road, setting out an indignant tallow that resounded through the boomtown and seemed to say, "I'm still here, and so are the farms—so make way, brother, make way!"
Launching the Big Tankers

To a layman, a launching looks simple because it’s so well planned. The sponsor breaks a bottle and the ship slides into the water. But behind a launching lie months of painstaking work and preparation.

This was true when the Imperial Leda and Imperial Redwater were launched last November at Collingwood and Port Arthur respectively. The two big ships are now being outfitted and soon will have steam up for their trial runs.

Planning for the launching starts even before the keel is laid. Girding the ways, attaching heavy chains to the hull and even scoring the champagne bottle with a diamond so it will break easily—these and a thousand other details must all be in order.

One big job is that the weight of the hull must be transferred from the ground to the launching ways. This is done by driving wedges under the hull and thousands of wedges are required. On launching day seven axes descend simultaneously on seven ropes, releasing the triggers and permitting the hull to slide down into the basin. Launching is as intricate as shipbuilding itself.

The bulk of the Imperial Redwater’s hull (left) towers above the launching basin as workmen remove supporting props. A few hours later the ship (below) slips to a perfect launch.

Symbol of launching: a rope and an axe. Ropes hold a ship on the launching ways until cut by axes.

Mrs. C. D. Howe, wife of Canada’s minister of trade and commerce, christened the Imperial Redwater. G. T. McDougall, manager of Port Arthur Shipbuilding Co., presents a bouquet.
LAUNCHING THE BIG TANKERS (Continued)

Before the Big Splash

As an instance of some calculations involved in a launching, an engineer at Port Arthur figured that the Imperial Redwater would take just seven seconds to slide down the ways; that she would strike the water midway across the launching basin, which is only 30 feet wider than the 68-foot-wide ship. They also calculated that two of the heavy chains, designed to keep the hull from striking the far side of the basin, would break. The result was a perfect launching—and only one chain broke.

To raise this tanker's 5,000-ton hull and transfer its weight from the berth to the launching ways, workmen drove about 10,000 birchwood wedges

Champagne has foamed over the Imperial Ladue's bow; ears have fallen and released the triggers. In silence, the big ship starts to move down the ways. Whistles, shouts and cheer sound as she hits the surface of the launching basin, driving tons of water before her in a mighty splash of spray

Mrs. N. E. Teener, wife of Alberta's minister of lands and mines, holds the champagne bottle she used in christening the Imperial Ladue. The Imperial Ladue and Imperial Redwater, named for Alberta's two largest oil fields, will carry western Canadian crude across the Great Lakes to Ontario

Building the two new tankers meant work for hundreds of Canadians. Here the hull of the Imperial Ladue, beflagged and ready for launching, dominates the main street of Collingwood

Block-and-tackle tightened one of seven lines leading to triggers which hold the ship. At a given signal the light lines were cut, releasing the triggers, and the ship began to move
The water shimmered under a bright sun as the ferry moved out of Brothers Cove, passed the rocky, spruce-covered islands called The Brothers, and crossed the mouth of the Kennebecasis.

Half an hour later, the paddle wheels reversed again and the skipper brought his craft into the dock at Sommerville. This is at the western end of the Kingston peninsula between the St. John and Kennebecasis rivers.

From the Sommerville shore, a gravelled road wound off to the left, up a hill. Two miles further along the pleasant country road the white sign with black lettering identified Dykelsands Pottery.

The driveway led up to the door of a roomy-looking dark green frame building with white trim. A red shed and a log cabin roofed with sod were at the right. There was no sign of life and knocking at the front door brought no response. A screen door, a few yards to the left, opened into a long room with hundreds of pieces of pottery on display. The door was unlocked, the room unattended. The last resort was to go around to the back door.

But there, behind the house, was Erica Deichmann, busy with her chores. A fine full of clothes flapped in the warm September breeze.

"Oh!" she said, "I forgot completely that you were coming. I'm terribly sorry. We've had visitors every day for the past nine weeks and I was just trying to catch up . . . ."

Kjeld strolled around the corner, barefoot, smiling, with a hand thrust into clay-spattered blue jeans, his pipe alight. Their 12-year-old daughter, gold-haired Anneke, appeared from nowhere.

Erica, petite, lively, coiled her blonde hair around her head in braids. Kjeld, more placid, let his grey hair blow in the wind. Even at first meeting they give an impression of happiness and deep contentment with life and with work. Relaxed, gay, friendly, hospitable . . . these are the Deichmanns.

A few minutes later coffee was being served from Deichmann cups, sugar stirred with Danish steel spoons, around an outdoor table open to the sunshine and the breeze. The Deichmanns live outdoors as much as possible and late in the day dinner appeared on the same table. Henrik, (16) and Beth (14) Deichmann, just home from high school in Saint John, joined the group.

In the hours of casual conversation during the afternoon, the Deichmanns' story was outlined. It is the account of the transformation of a young couple into potters with an international reputation.

To Kjeld and Erica pottery is more than a hand-craft. It's their philosophy, their way of life and the expression of life itself. That was apparent when Erica was asked if their work is ever copied.

"No reputable potter would copy another's work, of course," she said. "It is possible to copy a single piece. But to reproduce our work, the potter would have to lead our lives - would have to feel and think and work as we do."

The Deichmanns met in western Canada where Kjeld had gone from Denmark to try wheat farming. Erica is an internationally known artist in clay.
on the border of Saskatchewan and Alberta. Erica was born in Wisconsin but was brought up in Denmark, her father's native land. Then, for three years she lived in Alberta where her father was a minister.

Erica returned to a farm in Denmark and Kjeld went to eastern Canada where he bought the farm on the Kingston Peninsula.

"We were married the 2nd of April, 1932, the day the boat landed in Saint John bringing me back from Denmark," Erica said.

Kjeld had been trained in art and wood sculpture, not in farming, and had studied in Denmark, France, Norway, Germany and Italy. When he discovered some clay on his farm, and felt the plastic mass in his hands, he turned to what has become his life's work. After a year's further study in Denmark, he and Erica came back to the farm which then became a pottery.

Success did not come soon or easily. For two years the Deichmanns made pots and, unsatisfied, broke them up as failures unsuitable to market. Each time the wood-burning kiln was opened hope sprang up anew and finally they produced a few pieces they considered good enough to sell.

Recognition and acclaim of the critics came as the Dykeland Pottery, the renamed farm, produced the strong, distinctive shapes and glazes which won prizes at exhibitions after exhibitions in Canada, the United States and abroad. Deichmann pottery has been on display at the World Fairs at Paris and New York, and the Glasgow Exhibition, as well as the Canadian National Exhibition at Toronto, the National Ceramic Exhibition at Syracuse, N.Y., and several Canadian museums and art galleries. They have arrived but it was touch-and-go during some lean years. "We couldn't have done it without help from Denmark," Erica said, "I don't wish to imply that we were in actual hardship, but one winter oatmeal was a mainstay of our diet."

The big barn which houses their first kiln has become a home and work shop. A wide-windowed room which commands a magnificent view of the Kennebecasis river is used to display the pottery. At the other end of the building is the workroom with Kjeld's wheel at one side and Erica's scales, sieves and ingredients for glazing at the other. Here also prepare the glazes although the actual glazing is done in the sod roofed shed outside which adjoins the shed containing the kilns.

Between the display and work rooms, the barn has been converted to roovery, rambling living quarters with sketcher and finished paintings by Canadian artists hung on the walls.

Connoisseurs compare the Deichmanns stoneware with that of the Sung period (960-1279 A.D.), the golden age of Chinese ceramics. Not only do the Deichmanns produce the simplicity and effectiveness of form, high quality of body and hardness of glaze which the Sung potters achieved, but they also have recaptured glaze effects rare since that period. One is the treasured "purple-patch," a red blush on a green or light blue glaze.

Besides finely-ground minerals and metallic oxides, Erica has used ashes of wheat, wood, fern, seaweed, mustard seed and many other in her glazes. The glasses are mixed with water and applied to the pot by dipping, brushing or spraying.

The Deichmanns divide their work. Kjeld prepares the clay, "flowers" it on the wheel and dries the firing. Erica attends to glazing, experimenting with new glazes and modelling. Here Mrs. Deichmann is at work on a horse for a vacation which she calls a "quixote."

Watery clay, strained through a fine meshed screen, must be dried. These plates are de-lacquered and mixed with the mixture to make the clay ready for use.

With a pitcher and vase completed, Kjeld starts to make another pot. Shaping clay on a potter's wheel is called "throwing."

While Kjeld works on the wheel, Erica mixes the clay for the next pot. She then makes the clay into pieces for glazing, or "pots." Kjeld几次失败后，他们终于生产出一些他们认为足够好的作品。

成功并没有来得很快或容易。在丹麦，他以艺术和木材雕塑为生，而不是耕种。当他在自己的农场发现了一些粘土，并且感觉到其中的粘性时，他转向了他一生的工作。一年后，在丹麦进行了进一步的学习后，他和埃里卡回到了他们的农场，这个农场随后成为了一个陶艺工作室。

批评家的认可和赞誉随着德伊曼德陶器的出现而到来。在加拿大、美国和英国的展览会上，他们生产的具有独特形状和釉面的陶器获得了奖项。他们参观了巴黎和纽约的世界博览会，以及格拉斯哥展览。他们的产品在多伦多的加拿大国家展览会上展出，以及在纽约的全国陶瓷展览会上展出。

他们生产出体现简单和有效性的形式，以及具有高质量的体和硬度的釉面，这是宋代陶工所达到的成就。不仅如此，他们还复现了自该时期以来罕见的釉面效果。其中一种是珍贵的"紫色斑点"，在绿色或浅蓝色的底料上呈现出红色的斑点。

他们使用磨细的矿物质和金属氧化物，以及小麦、蕨类、海草、芥末籽等的灰烬。他们将这些混合物与水混合，并用浸涂、刷涂或喷洒的方法将它们涂在陶器上。
A Promising Beginning

1951 opens with an encouraging oil find in Manitoba

A new center of interest in the prairie-wide search for oil sprang into the news before 1951 was a month old. Late in January the presence of light crude in a California-Standard Co. wildcard well near Virden, Manitoba, was officially announced. The find gave fresh encouragement to Manitoba's hopes that oil in commercial quantities will be discovered within her borders.

The Virden well itself remains to be assessed but the first results are an encouraging sign in a new area. The Manitoba find underlines the wide extension of oil activities in western Canada since the Ledea discovery four years ago.

The scope of oil operations in the Canadian west this year is expected to be even greater than in 1950. By the end of last year the oil industry had spent one-half billion dollars on the Canadian prairies since the Ledea discovery and expenditures this year will reach a new peak. G. L. Stewart, president of Imperial, has predicted that the industry will spend $500 million on exploration and development in the west in 1951.

At the Ledea discovery's winter is the time for relaxing. Winter is the work time, for the Kennecottians are frozen, the forms are laid up and very few visitors care to walk the ice. Then Kjeld and Erica continue their experiments in shaping and glazing the stone ware which has made them famous.

Results in the oil search came slowly and so far this year there has been little reported about discoveries except the new well in Manitoba. It was drilled by the California-Standard Co., eight miles west of Virden as part of an enlarging exploration program on the Williston Basin. The reservoir underlies the northeastern section of Saskatchewan, southwestern Manitoba and the Dakotas. The California-Standard Co. had drilled an earlier well in the same area but abandoned it.
The number of drilling rigs at work on the prairies reached a record high of 145 in December. Of this total 64 were at wildcat locations; 81 were working on development wells in established fields. The largest number of rigs—130—were in Alberta; nine were located in Saskatchewan, four in British Columbia, and two in Manitoba. Imperial was working six of its own rigs and 29 contract rigs.

Development drilling in 1950 substantially increased the extent of existing oil fields. By the end of December, the Redwater field had 726 producing wells; Lloyd, 519; Turner Valley, 328; Lloydminster, 181; Stettler, 39; Edson, 25; Joseph Lake, 26; Campbell, 10; Whiteclay, five; Golden Spoke, 46; with 155 producers in other areas.

At the end of 1949 Alberta's potential crude oil production was in the neighborhood of 117,000 barrels daily. By the end of 1950 the potential production was close to 150,000 barrels daily.

Actual production of crude oil continued to increase and new records were announced at frequent intervals. Toward the end of the year daily average production exceeded the 109,000 barrel mark in several weeks. Total yield in the province for 1950 was in the neighborhood of 25,000,000 barrels. This was 7,600,000 barrels above the 1949 figure and over 10,500,000 barrels more than 1947, the year of the Ledue discovery.

Completion of the Interprovincial pipe line from the Edmonton oil fields to the Great Lakes, was to some degree responsible for the high rate of production in the latter part of 1950. Oil started flowing the line on October 4th and arrived at Superior on December 5th. It took about 1,900,000 barrels just to fill the line. Refineries along the route at Regina, Moose Jaw, Brandon and Winnipeg are now receiving their supplies from the Interprovincial line.

Developments in western Canada have overshadowed events in the country's pioneer oil region in southwestern Ontario. Production is, by comparison, minor but steady progress was made there in 1950 and by the end of the year Imperial was operating 32 oil wells and 40 gas wells.

The production figures from the west are evidence of remarkable growth. However Canada is still only a third of the way to self-sufficiency in oil and those are good reasons why exploration will be conducted at an increased pace this year.

Floor men are working in gangs to uncork pipe in an Acheson well. Then they will add another length to continue drilling.
Pipe Line Caravan

As the job moves, so move we" might well have been the slogan of hundreds of workers on the Interprovincial pipe line last year. The 1,127-mile line between Redwater, Alberta, and Superior, Wisconsin, was laid in just under 150 days and a daily average of nine miles of construction was maintained.

The big job was divided into three main sections under three contractors so that work would be in progress all along the route at the same time. Nearby towns in each area served as dormitories for some of the men but many of the pipe line workers ate, slept, did much of their business and enjoyed many of their leisure hours in special trailer camps.

As the job progressed these trailers, like the covered wagons of the pioneer west, moved from point to point. Advance parties located sites, usually close to a town, and negotiated for such services as water and electric power; then bulldozers prepared the land for the arrival of the trailer caravan. Camps were moved 50 or 60 miles in a single day without loss of time on the pipe line construction.

All but one of the pictures on these and the following pages were taken at a trailer camp at Outlook, Saskatchewon. They show the nomadic life of the workers who were engaged in one of the outstanding engineering projects in western Canada’s history.
At Home On Wheels

The life "on wheels" in the pipe line caravans was not so very different from that in any permanent small community. The married men lived in trailers with their families. The bachelors slept in trailer bunk houses and ate in trailer diners.

Most of the family trailers were privately owned. They were as well equipped and as attractively furnished as a modern bungalow. Such items as venetian blinds, cunningly hidden built-in cupboards, chintz curtains and later model refrigerators and stoves were standard equipment. As soon as the clothesline was strung from the back door the trailer was settled for another five weeks.

Bunkhouses, dining halls, and office trailers were of special construction; many were double-deckers.

The need for speedy completion of the pipe line meant hard work and long hours for the builders. When the job was at its peak the men worked a seven-day week, starting each day about 5 a.m. and finishing around 7 to 9 o'clock in the evening. Although this left little time for "gadding about", off-the-job hours were thoroughly enjoyed in the camps.

Mr. and Mrs. I. Hutchins from Vancouver "do" the dishes in their trailer kitchen. Hutchins built his own fully-equipped home on wheels. The picture was taken at Cinnabar, Alberta.

There's nothing like a good shower after a hard day's work and Tom Scott, assistant camp manager, is enjoying one bare. The trailer camps had plenty of hot water and showers.

Sleeping quarters were provided at all camps. Dormitories were available for married men and bunkhouses for bachelors.

Fred Pierce of Regina, a welder's helper, gets a few lines written to his friends at home. Fred had a lower berth in a bunkhouse trailer where his suitcase served as writing desk.

Dona Waters of Broderick, Sask., uses one of the electric washers provided for women's clothes. Men's laundry was sent to town. Tanks in background held bottled gas for cooking.

When there was time off from the job the men visited their friends in the camp just as in a more permanent community. Here Scranton A. Hall (right) has coffee with Mr. and Mrs.

Pete and Peggy Kolb (eight and nine years old) enjoy a bedtime story in their trailer home. Their father, Les Kolb, was a caterpillar tractor operator on the pipe line project.

These pipe line workers are collecting their wages which are being handed out from a window of this double-decker office trailer specially designed for use in construction camps.

Imperial Oil Review
Good Neighbors

The trailer camps always were located close to prairie towns and during the few weeks of their stay at each place the pipe line workers and their families became active members of the community. They attended Saturday night dances at the town hall, shopped at town stores and enjoyed light snacks or soft drinks at the local refreshment bar.

Town councillors and other municipal authorities gave the pipe line workers a warm welcome. The workers were made to feel they belonged in the town and many new friendships developed among the pipe line people and the permanent residents.

The trailer caravan would remain in this atmosphere of friendliness and western hospitality until the day when work on the line had been completed right through the neighborhood. Then the move would come to another town where there would be further new friends to meet and where the challenge of the next segment of the big job was waiting.

This is a street scene at Outlook, Saskatchewan, one of the towns where a trailer camp was established. Almost 50 miles southwest of Saskatoon, is a farming town of 623 people. Outlook citizens and town officials helped to make the pipe line people feel at home in the district. Above are Mayor A.C. Bantel, Town Clerk E.R. Armstrong and Councillor Ray Bailey.

For a short time trailers formed an open square like a village common on Outlook's edges. Then came the move to the east town.
Plowmen Abroad

"Canadian plowmen capture awards at Cornwall and northern Ireland matches stop regards stop vic porteous team manager."

Back of this cable to J. A. Carroll, secretary-manager of the Ontario Plowmen's Association, is the overseas story of the two 28-year-old Ontario plowmen who won top honors at the 37th International Plowing Match held near Alliston, last October.

The pair, Hugh Leslie of Georgetown, and Herbert Jarvis of Agincourt, accompanied by V. C. Porteous of Owen Sound, team manager, left Toronto on January 3rd for New York. After a day of sightseeing they boarded the Queen Mary for Southampton to begin a six-weeks' tour of the British Isles and the Continent.

The trip was awarded by Imperial Oil to the winners of the Eco Champs’ Trans-Atlantic classes in tractor and horse plowing at Alliston and to a team manager appointed by the Ontario Plowmen's Association, sponsors of the International Match. Runners up were J. G. Tran, Chelmsford, Ont., tractor, and Albert Dickie, Jerseycroft, Ont., horses, each of whom received silver medals and $100 in cash. There were 12 other cash awards in each class.

In addition to an extensive tour of England, Scotland and Ulster the championship team paid flying visits to Holland, Belgium and Denmark as guests of Eco affiliated companies. They saw many places of historic interest and visited outstanding farms and agricultural, experimental and stock raising stations. Highlights of the trip were the west of England championship plowing match near St. Colombe, Cornwall, and the international match held near Belfast by the Northern Ireland Plowing Association. Jarvis won two special awards in the Cornwall event and Leslie won the Festival of Britain cup in Ireland.

On February 19th the plowmen left Prestwick, Scotland, by air for Canada and home.

Both the champions are seasoned plowmen. Herbert Jarvis, is the second youngest of the "seven plowing Jarvis brothers" and twin champion of East York county matches. Two years ago when all seven sons of John Jarvis of Agincourt competed in the East York match, brother Norman won and Herbert was fourth. The following year Norman was runner-up in the Eco class. Last year Norman did not enter but acted as Herbert's coach.

Hugh Leslie, the tractor champion, operates a 400-acre farm and has been plowing with a tractor since he was a boy. He has won many trophies at local matches and in 1949 captured the Peel County open sod championship. He has been competing in International matches since they were resumed in 1946 after the wartime recess. Although he has placed often in the money the 1950 competition was his first big win.

Plowing matches and agricultural problems have long been a part of the life of Vic Porteous, team manager. A past president and a director for many years of the Ontario Plowmen's Association, Vic operates Grey Maple Farm near Owen Sound and other farm properties. For years he has taken an active part in many provincial and district farm organizations and he was a member of parliament for Grey North during the Bennett administration.

Presentation of the awards was a big moment for the winners of the cash prizes. L. R. L. Major, general sales manager, Imperial Oil; Hugh Leslie, tractor gold medalist; Ontario's Premier; Leslie Froud and Herbert Jarvis, both horses, plowing gold medalist. When overseas the Canadian plowmen visited historic places like Trafalgar Square (at right).
Personalities in the News

V. W. Holland, Comptroller of Taxation

V. W. Holland, who became comptroller of taxation for Imperial Oil following the retirement of C. D. Dean, was born in Pencil and educated in Cardiff, South Wales. After three years spent in South America, he came to Canada in 1909 and worked with a chartered accountants’ firm until 1922 when he joined Imperial. Following various accounting and tax assignments, he became assistant comptroller of taxation in 1924. Mr. Holland is a member of the Institute of Chartered Accountants and has written a text book on auditing. During World War II he served with the Royal Field Artillery. For many years he was a keen ornithan. He is a Past President of the Welsh Society in Toronto and among his interests are music and medieval history.

George W. Mills Retires as Advertising-Sales Promotion Manager

George W. Mills retired in 1959 as manager of the advertising-sales promotion department after 45 years’ service with the Company. He was born in Orangef, N.J., and educated in Philadelphia where he lived for 28 years. Before joining Imperial in 1917 as manager of the automotive oil sales department, Mr. Mills was assistant to the Pennsylvania general manager of Vacuum Oil Co. In 1922 he was appointed manager of Imperial’s sales promotion department, becoming manager of the combined advertising-sales promotion department in 1946. He has always been interested in the tourist industry and is a member of the national committee of the Canadian Tourist Association.

John E. Gibson Succeeds George Mills

John E. Gibson has been appointed manager, advertising-sales promotion department. Born in Winnipeg, he attended the universities of Manitoba and Alberta and holds B.Sc. (Chem.) and M.A. degrees. He joined Imperial in 1945 as head of the training division, department of employee relations. In 1947, he was transferred to the marketing department. He was appointed assistant manager of the advertising-sales promotion department in 1949. Before joining the Company he was head of personnel, Department of Munitions and Supply.

Vernon Taylor Transferred to Calgary

Vernon Taylor, formerly operations manager of the producing department, Toronto, has become management assistant at Calgary. Born in Winnipeg, Mr. Taylor obtained B.A. and B.Sc. degrees from the University of Manitoba. After graduation he worked with the Dominion government and later with the Alberta government on sub-surface geological work. In 1937 he joined the Royalite Oil Co. Ltd., then a subsidiary of Imperial. In 1945, he transferred to Imperial at Calgary as operations manager of the west-end-producing division. In 1948 he moved to Toronto as operations manager.

E. D. Wilson Succeeds Vernon Taylor in Toronto

Formerly division petroleum engineer at Calgary, E. D. Wilson has been appointed operations manager of the producing department of Toronto. Born in England, Mr. Wilson came to Canada at an early age. He attended public and high schools in Calgary and graduated in mining and engineering from the University of Alberta in 1939. After graduation he joined Royalite Oil Co. at Turner Valley as a junior engineer. He enlisted in the R.C.A.F. in 1941, served in the Middle East and India. After the war he rejoined Royalite and in 1946 transferred to Imperial’s producing department, western division.

J. G. Dunlop Manager of Ontario Division

Retires after 46 Years’ Service

J. G. Dunlop joined Imperial as a mail clerk in 1904 in his native city of Ottawa. After working in various positions in the Ottawa office, at the age of 18 he became acting agent at Brockville sub-station. In 1916 he was transferred to the sales force. He was appointed assistant sales manager of the former Toronto division in 1924 and two years later became sales manager of Ontario division. In 1939 he moved to Halifax as manager of the Maritime marketing division. He held this position until his appointment as manager of Ontario division in 1948. During World War II, Mr. Dunlop was active in many auxiliary war service enterprises. He was awarded an O.B.E. in 1946.

W. T. A. Bell Succeeds Mr. Dunlop

W. T. A. Bell, formerly Quebec division manager, has been appointed manager of Ontario division. Born in Beeton, Ont., Mr. Bell was educated in Winnipeg, Calgary and Toronto. He graduated from the University of Toronto with a B.Sc. degree in mechanical engineering. In 1933 he joined Imperial as a salesman in western Ontario. In 1937 he moved to Hamilton as industrial engineer and in 1938 was appointed manager of industrial sales in Ontario division. The following year he became merchandise co-ordinator for the division. He was appointed sales manager for British Columbia division in 1940 and two years later became manager of Quebec division.

A. T. Roblin Appointed Quebec Division Manager

A. T. Roblin succeeds Mr. Bell as manager of Quebec division. Mr. Roblin joined the Company as a salesman in Saskatchewan division in 1933. He advanced through various positions including district manager at Saskatoon, assistant division manager, division manager in Newfoundland and special representative in Ottawa. In 1946 he became assistant general traffic manager and in 1949 was appointed co-ordinator of management development. He was manager of service station and dealer development and merchandising co-ordinator before his present appointment.

E. L. Mariotti Appointed Sales Manager, Ontario Division

E. L. Mariotti has been appointed sales manager of Ontario division, succeeding the Company in 1929 at Toronto, Mr. Mariotti advanced through several positions to become district manager for eastern Ontario in 1941. Subsequently he became district manager for northern Ontario and later for Ottawa. In 1945 he was made merchandise co-ordinator for Ontario division, his position before his recent appointment.

J. F. Reaum, Sales Manager, Alberta Division

J. F. Reaum, sales manager of Alberta division, joined Imperial in 1928 as field assistant, Atlas products, after working with Atlas Supply Co. in Toronto. In 1945 after serving with the Canadian army he was made supervisor, Atlas product sales, Ontario division, and held this position until his 1959 appointment to Alberta division.
Personnel in the News (continued)

Robert G. Taylor Retires after 40 Years' Service

Robert G. Taylor of Sarnia refinery retired recently, after completing 40 years' service with Imperial. Born at Harbor Grace, Nfld., Mr. Taylor moved to Sarnia in 1909 and joined the crew of S.S. Imperial. From 1914 to 1920 he was mate on S.S. Imperial and then transferred to a shore job in the refinery. For the past several years he had been in charge of the pipefitters working on marine department vessels laid up at Sarnia for winter refit.

Mr. Taylor was presented with his 40-year service button last July.

John Patrick McLaughlin Presented with 40-Year Button

John Patrick McLaughlin, of the boilermakers' department at Imperial refinery, Halifax, recently received a 40-year button for service with the Company. Born in Sarnia, he joined Imperial in 1909 as a helper in the Sarnia refinery boilermakers' department. During the first World War he served overseas for three years. He returned to Sarnia refinery after the war and in 1922 moved to Calgary where he worked during the construction of Imperial's refinery there. After another period of work in Sarnia, in 1933 he was transferred to Halifax.

Patrick Gleeson with Company 40 Years

Patrick Joseph Gleeson of Sarnia refinery was born near Petrolia, Ont. He started to work for Imperial as a sample boy at Sarnia refinery in 1910. During the first World War he served overseas with the 3rd battalion, R.C.E., returning to Imperial after the war as a fireman on the crude battery at Regina. Later he returned to Sarnia refinery to work on the experimental plant where the phenol treating process was being developed. When the first phenol plant was completed he was assigned to it as an operator. In 1934, Mr. Gleeson, with several other Sarnia refinery employees, went to France to start a new phenol plant. Following his return to Sarnia a few months later he worked on various units and in 1947 became an operator on the cracking units.

Harry James McKeever Receives 40-Year Button

Harry James McKeever of the boilermakers' department at Sarnia refinery was born at Point Edward, Ont. He started to work for Imperial at Sarnia refinery, and during the early part of his career with the Company he travelled to many parts of Canada helping to build refineries and storage tanks. In 1943 he was a Class I machinist and recently completed 40 years' service with Imperial. An ardent sportsman, Mr. McKeever is particularly fond of hunting and lacrosse.

J. J. McCarthy Joins 40-Year Button Group

James Joseph McCarthy, process supervisor at Montreal East refinery, was recently presented with a 40-year button in recognition of his long service in the petroleum industry. Born in County Cork, Ireland, he emigrated to the United States in 1910 and first worked at the refinery in Bayonne. He joined Imperial in 1917 assisted in setting up the asphalt plant at Montreal East. When the plant was in operation he was appointed foreman of the asphalt department and in 1933 became refinery foreman. He was appointed process supervisor in 1946. For many years Mr. McCarthy has played an important role in the activities of the Federation of Catholic Charities and other charitable organizations in Montreal.
Pipe line builders work through the winter.
To link the Simmons and Redwater oil fields
this line had to cross the North Saskatchewan