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1867-1921



July 1921

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Canadian Oil News
 Oil Trade Journal
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 Canadian Oil Companies Limited
 TORONTO ONT



What is Good Oil?

A good motor oil is an oil so entirely free from impurities that it gives the greatest service in eliminating friction at the lowest possible cost.

And that exactly describes En-ar-co—the oil of guaranteed purity. For more than forty years En-ar-co has been proving its superiority to Canadian Farmers. You can depend on it to provide thoroughly efficient lubrication for your car, truck or tractor. It makes an unbroken film of oil between all moving parts. It does not clog or quickly wear away. It takes care of the enormous heat encountered in the cylinders.

En-ar-co
SCIENTIFICALLY REFINED
MOTOR OIL

Get En-ar-co Motor Oil—it saves your motor and your money—because it goes farther than ordinary oil. Try it. Wherever you see the En-ar-co Boy and Slate sign you can get En-ar-co in barrels, drums, half-drums and smaller quantities. Or, let us tell you more about En-ar-co.



CANADIAN OIL NEWS

PUBLISHED BY
CANADIAN OIL COMPANIES LIMITED
TORONTO ONT.



CONFEDERATION NUMBER

JULY 1921

THE REASON FOR THE FIRST OF JULY RACKET



Canada

ZZZZ—Bang! BANG!! BANG!!! “Whose kids are those, anyway! Why the dickens don't they keep still for a while? What are they lighting off those darned fire-crackers so early for. Confound it! now I suppose I'll have to get up, and this a holiday—the First of July.”

Most Canadians feel like ushering in “The First” something after this fashion. Out of the quiet and serenity of a peaceful morning there is a loud bang. This is the starter. From then on things begin to hum, gradually at first, then increasing, and by noon-time, in the towns and cities at least, there is no more hum—it has developed into a roar that lasts on and on far into the night.

Not very many people we warrant, ever think seriously how or why this First of July Celebration business was started. Yet, therein lies a most interesting story of development and power—a story that every Canadian learned in childhood, but a story that, in the main, has been forgotten as the years have passed.

So let's refresh our memories. Let's go back to boyhood days. Let us get Canada's story once more in our minds.

After all, should we not always remember Sir John A. Macdonald, Canadian statesman who was chiefly responsible for the formation of our great Dominion?





John A. Macdonald

THE BIRTH OF OUR NATION

For some years prior to 1859, he realized that a feeling had been growing that the form of Canada's Government at that time was not the best. Accordingly, it was suggested that instead of the existing legislature there should be a federal union between the then two parts of the province. Each part should have its own parliament to regulate its local affairs, while a parliament chosen on a basis of population should legislate on all matters of common concern. The reform party of Lower Canada also adopted these principles, but at first little interest was shown. The movement continued to grow, however, and its strength was increased by the disputes between the United States and England during the American Civil War. The English Government favored the idea and Lord Monck, who was appointed Governor-General in 1861, used all his influence to advance the plan. Lieutenant-Governors were appointed with distinct, though private, instructions along the same lines.

"FATHERS OF CONFEDERATION"

In October, 1864, a conference of leading men from Canada, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland met in Quebec. These men, known in history as the "Fathers of Confederation," met with the object of laying the foundations of a new British Empire. This gathering, after a prolonged discussion, finally passed the "Seventy-two Resolutions," which practically constituted the British North America Act of 1867.

There was a long struggle before success came, but the resolutions were adopted in the Canadian Assembly, in 1865, by ninety-one to thirty-three votes, and in the Council by eighty-five to forty-five votes. After two general elections in New Brunswick and a change of government they were approved in July, 1866, by good majorities. In Nova Scotia, they were adopted by the legislature without a general election. Prince Edward Island and Newfoundland refused to adopt the terms of Confederation.

JULY 1st—FIFTY-FOUR YEARS AGO

Late in the same year delegates from Canada, Nova Scotia and New Brunswick went to England, and on the 4th of December, 1866, met in London for a final conference before the Act of



THE FIRST FOUR PROVINCES

Confederation was passed. At this conference, a bill was drafted from the Quebec Resolutions. The bill was presented to the British Parliament, was passed, and on the 29th of March, 1867, received the royal assent, and the British North America Act became law and created the Dominion of Canada. The Act provided that the union should take effect upon a date to be fixed by royal proclamation, and on the 22nd of May the proclamation was issued, naming the first of July, 1867, as the birthday of the Dominion of Canada. The United Province of Canada was divided into Quebec and Ontario, and with Nova Scotia and New Brunswick comprised the four original provinces of the Dominion.

WHAT THE B. N. A. GAVE US

The form of government, as constituted by the British North America Act, consists of: (1) A Governor-General, appointed for five years, who represents the King. (2) A cabinet composed of members of the privy council for the Dominion chosen from either of the Houses of Parliament. The chief is the Prime Minister, who is usually the leader of the House of Commons as well as the recognized leader of his party. The Cabinet must command the support or confidence of a majority in the House of Commons. (3) A Senate whose members are appointed for life by the Governor-General in council (that is, by the Dominion Cabinet). It is composed of eighty-nine members, who must hold a certain amount of property, be thirty years of age, and British subjects. (4) A House of Commons composed of members elected for a maximum period of five years by popular vote. There is no property qualification, but members must be British subjects, at least twenty-one years of age, and not disqualified by law. (5) The Provincial government, composed of a lieutenant-governor appointed for a term of five years by the Dominion cabinet, a ministry composed of the heads of the various departments, and a legislative assembly elected for four years by the people. In Nova Scotia and Quebec there is also a legislative council, appointed by the provincial ministry.

The first Dominion ministry, with Sir John A. Macdonald as Prime Minister, was composed of the men in each province who had fought for confederation. The election took place during the summer of 1867, and this ministry was sustained by large majorities in Ontario, Quebec and New Brunswick. The first Dominion Parliament met at Ottawa on the 7th of November, 1867, and closed in May, 1868.



IN THE DOMINION OF CANADA

LOOKING WESTWARD



**Manitoba, next
Province to join
the Dominion.**

to the Dominion of Canada by an Imperial Order-in-Council. The Imperial Government took the same view of the question as the minority did in Canada. The Hudson's Bay Company must first be bought out. Finally a settlement was made whereby the company was to be paid \$1,500,000 in cash, and was to retain the land around the various trading-posts, and two sections in each township—a total reservation of one-twentieth of the region, in return for the surrender of its trade monopoly and all of its claims to government of the great region which stretches from Ontario to the Rocky Mountains, and from the southern boundary of the Dominion to the Pole.

In 1869, an act was passed providing for the appointment of a lieutenant-governor, and a small council to administer the affairs of the territory until a more permanent form of government could be arranged. The Honorable William Macdougall was appointed lieutenant-governor, and in the early fall of 1869 started for the West. But on reaching Pembina, he was served by a French half-breed with a notice forbidding his entry into the territory, in which a rebellion had broken out.

There was already a settlement of about ten thousand people on the Red River. They were, for the most part, descendants of Scotch settlers, French trappers and Indians, and were called half-breeds. These people, who were not consulted about the change in the government, were almost all ignorant, and were easily persuaded that they were being robbed of the lands over which they hunted. They determined to rebel against the new authorities, who had made stupid mistakes in dealing with them and to create a government of their own. A convention was called at Fort Garry, now the city of Winnipeg, and a provisional government was set up with Louis Riel as president. The half-breeds took up arms, and there was some fighting, but the outbreak was soon put down, peace was restored, and Riel became a fugitive. He again headed a rebellion in the West in 1885, and was captured and executed.

**British Columbia
entered the
following year.**



Then P.E.I.

Even before the rebellion was quelled, Manitoba was brought into the Confederation. The Imperial Order-in-Council, which made Rupert's Land and the North West Territory



Then Alberta and Saskatchewan to complete the Dominion.

part of the Dominion, was issued on the 23rd of June, 1870, and the same day the provisional government accepted the law which made Manitoba a province, the first to be carved out of the great West. The new province was composed of the Red River settlement, another settlement which had been made at Portage La Prairie, and the surrounding regions, and its boundaries have since been much enlarged. Under the Manitoba Act, the government was to consist of a lieutenant-governor, a legislative council and a legislature of twenty-four members, but five years later the legislative council was abolished. The legislature now numbers forty-one members.

The next province to be admitted was British Columbia, comprising British Columbia on the main land and Vancouver Island, which were originally two separate colonies.

In 1870, terms were agreed upon, and ratified, and on July 20th, 1871, British Columbia became the sixth province in the Dominion.

BUILDING THE C.P.R.

In the spring of 1872 a bill was passed for the construction under charter of the Canadian Pacific Railway. A company was duly formed, and to it the contract was let.

Meantime Prince Edward Island, which had at first refused to join the Confederation, had built a railroad from one end of the Island to the other. A large debt was contracted which the Island was unable to pay, and in their difficulty the people turned to the Dominion. In 1873 delegates were sent to Ottawa to arrange terms of Confederation. An arrangement was reached, and on July 1st, 1873, this province was added to the Dominion.

In the year 1885, during the premiership of Sir John A. Macdonald, the C.P.R. was completed.

After building the railroad the vast regions of the West gradually gained in importance. Assiniboia, Saskatchewan, Alberta and Athabasca were, on May 17th, 1882, made into districts and united under a lieutenant-governor with his capital at Regina, and with institutions which slowly developed until in 1898 they were self-governing. In 1905 these districts were divided into two equal sections, and, under the names of Saskatchewan and Alberta became provinces of the Dominion. Meanwhile, in April, 1876, Keewatin had been made a district under the lieutenant-governor of Manitoba, and, on October the 2nd, 1895, the unorganized northern country was formed into the districts of Mackenzie, Ungava, and Franklin, and placed under the control of the Regina government. In 1897, after the discovery of gold, the district of Yukon was created and at first

*Sir Robert L. Borden**Sir Wilfrid Laurier*

given to the Regina government, but the following year this region was placed under Dominion management.

In 1912 Ungava became part of Quebec. Part of Keewatin went to Ontario and part to Manitoba, and the remainder of that district with Mackenzie and Franklin form the North West Territories, and are governed by a commission and a council of four members.

Except for five years during which Alexander Mackenzie was in power Sir John A. Macdonald remained at the head of the government from Confederation until his death in 1891. Then Sir John Abbott became prime minister, but in a short time was succeeded by Sir John Thompson. Upon his death in December, 1894, Sir Mackenzie Bowell took up the reins of government. In 1896 Sir Charles Tupper resigned his position as High Commissioner for Canada in England to take the leadership of the Conservative party as prime minister of the Dominion. In the following June elections the Conservatives were defeated and the Liberal party under the leadership of Sir Wilfrid Laurier, came into power.

Sir Wilfrid held office until 1911, when his party was defeated. Robert L. Borden, a member for Halifax, succeeded as prime minister, and held that office all during the war time stress and until 1920, when he voluntarily resigned owing to ill-health. He was succeeded by Hon. Arthur Meighen.

There were days when the governor was everything to a North American colony. Governor Simcoe and Sir Isaac Brock were the men who made Ontario, and Lord Elgin meant much to the province of Canada, but since Confederation the governor-general has lost much of his power. He is a pacifier and his work is to bind closer the ties between Canada and the Motherland.

The first governor-general was Lord Monck, succeeded in 1868 by Lord Lister. Lord Dufferin, Canada's most popular governor, came in 1872. He was one of the greatest diplomats of his day and by his tact and diplomacy did a great deal to save the unity of the Dominion. His frequent trips from province to province did much to bind them closer together. He was succeeded in 1878 by the Queen's son-in-law, the Marquess of Lorne. In 1883, the Marquess of Landsdowne was appointed, and five years later he was followed by Lord Stanley. The Earl of Aberdeen, who had held many important posts, came in 1893, and in 1898 was succeeded by the Earl of Minto. Lord Grey came in 1904, the Duke of Connaught in 1911, and the Duke of Devonshire in 1916.

CANADA IN 1921

Canada is rapidly becoming a great nation. Our population has grown more slowly than in the great nation to the south, but it does not follow that it will always lag behind. Her people have made for her so honorable a name that men and women, eager to call themselves Canadians, are coming by the thousands to fill up the great North Western plains.

Canadian scholars are heard with respect whenever learned men gather together. Canadian authors find readers everywhere. Every year more books by authors of Canadian birth or adoption are published, and a national literature is developing. Native born Canadians have taken their places all over the world in the foremost ranks of Art, Science and Literature. And Canadian soldiers in the great war proved the virility and bravery of Canadian Manhood.

Every year thousands of strangers now seek health or pleasure along the wonderful St. Lawrence River, and among the towering peaks of the Canadian Rockies, or plunge into the great forest to camp and fish and forget for a while the rush of city life.

Canada is a country of wonderful resources, with an abundance of raw materials of all kinds. Her forest lands cover an area of more than a million square miles and she has millions of acres of rich wheat lands awaiting the plough. The richest silver and nickel mines in the world are found within her boundaries. In mineral wealth generally she ranks with any other country, and her manufactures are rapidly being developed. And as evidence of our oil wealth the products of the vast Canadian oil fields are being shipped every day to all parts of the world. Canada's population is now about 8,500,000; the decennial census is now being taken. Schools for all grades are provided, and the future for Canada is very bright. She is destined to become one of the greatest producing nations of the world.

TWO LEADERS MADE-IN-CANADA



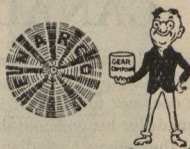
Prime Minister of Canada.
Rt. Hon. Arthur Meighen.



Prime Motor Oil of Canada.
Rt. Hon. N. R. Coe



**OIL RIGHT IN HIS
WEIGHT**



*John's always found,
That the Gear Compound
To make 'em go
Is the EN-AR-CO.*

—Scientific Refining—

Chivalry
Is the relic
Of pre-Confederation Days
Which nowadays prompts a man
To take the arm of a girl
Who has beaten him five sets of tennis
And two rounds of golf,
And escort her across
A perfectly clear street.

—Scientific Refining—

USE NATIONAL LIGHT OIL IN

Oil Stoves, Incubators, Tractors and Lamps

National Light Oil burns to the last drop—every drop gives its full share of steady power, light and heat. It is long-burning, clean and entirely free from fumes and odors. You can always depend on National Light Oil to be dependable. Its economical too—buy it by the barrel.

—Scientific Refining—



*Here's Mrs. Canuck,
serenely resting,
Never a worry now in
sight,
Just a little sketch, attest-
ing
What a blessing is
NATIONAL LIGHT*

The "BIGGEST" GAME SINCE "67"

In "John A's" time hunting was the big game.

Nowadays, it's the famous EN-AR-CO Auto Tour—a game that should be in every home in 1921. The kiddies just love it, and when they are not playing, father and mother "try their luck" to see who can bring their car down the home stretch first. Four can play, as well as two or three.

Sent free only to auto or tractor owners, to acquaint you with EN-AR-CO Motor Oil.

(Please write your name and address plainly, preferably printed.)

Date.....1921

Canadian Oil Companies, Ltd.,
707 Excelsior Life Building,
Toronto, Ont. Dept. E-7.

Enclosed find 3-cent stamp to partially cover postage and packing. Send **En-ar-co** Auto Game free. I have never received an **En-ar-co** Game.

My Name is.....

Street or R.R. No.....

Post Office.....

County.....

Range.....Section.....

Prov.....

I Own.....

(Make of Automobile or Tractor)

My Business Address is.....

My Dealer.....

Located at.....

cannot supply me. Quote prices on:

..... Gallons White Rose Gasoline.

..... Gallons En-ar-co Motor Oil.

..... Gallons National Light Oil.

..... Pounds Black Beauty Axle Grease

..... Pounds En-ar-co Gear Compound

..... Gallons En-ar-co Valve Oil.



The White Rosery—

Oh Gasoline!
My heart, my Queen,
"White Rose! White Rose!"
Sweet Gasoline!

—Scientific Refining—

Tommy had been playing hookey from school and had spent a long beautiful day fishing. On his way back he met one of his young cronies who accosted him with the usual question:

"Catch anything?"

Tommy—"Ain't been home yet."

—Scientific Refining—

Old Farmer Jones
He makes no bones
About using "WHITE ROSE"
For the Tractor he owns.



—Scientific Refining—

Severe Test Proves EN-AR-CO Best

In a recent test EN-AR-CO Motor Oil competed against one of what we thought the best of competing brands of motor oil.

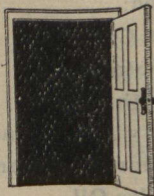
The engine used was 3¼" x 4¼" six cylinder type operated at 35 miles per hour up a 5% grade for three and one half hours.

The results showed that EN-AR-CO gave a 2.6% lower gasoline rate, and was 7% nearer its original viscosity than the competitors oil tested, and in fact, was so little changed even under the extremely severe service, that the following comment was made by the testing engineers:

"These samples were also interesting, as they show that the oil has approximately the same specific gravity and viscosity after using as it did before."

EN-AR-CO is economical for you to use. Put it to the test. It stands up "under fire."

—Scientific Refining—



Picture of a family
 who forgot their
 "NATIONAL LIGHT"



Quality Paint at a Reasonable Price

Economy House Paint, being a combination of high grade pigments and oils gives durability, appearance and covering capacity

Therefore practice economy by buying "Economy Ready Mixed House Paints." They are quality paints at a reasonable price. We also manufacture Economy Special Floor Paint, Longwear Barn Paints and Sterling Shingle Stain, as well as paints for every conceivable purpose—all the highest grades at the lowest prices.

CANADIAN OIL COMPANIES, LIMITED

BRANCHES:
Toronto, London, Montreal, Quebec, St. John, Halifax,
Winnipeg, Regina, Saskatoon, Edmonton, Calgary.

ECONOMY READY MIXED PAINT

SEND THIS COUPON FOR COLOR CARDS

Choose your colors at your leisure right in your home. Our Color Cards will help you make the right choice. Simply fill in and mail us the accompanying coupon and we will send you free color cards by return mail.

To Canadian Oil Companies, Limited

Nearest Branch

Send me without obligation, your color cards of paints and varnishes.

Name

Street or R.R.

Post Office Prov.

—Scientific Refining—



The Wrong Place for Economy

ANY BETTER MOTOR OIL THAN EN-AR-CO?



THE NOSE HAVE IT!

—Scientific Refining—

See if you can say: "She sells Sterling Shingle Stains" quickly, ten times.

—Scientific Refining—



*Here's a young lady, clever and bright,
She always uses NATIONAL LIGHT
Except when her "steady" is in the room,
And then she prefers to sit in the gloom.*

—Scientific Refining—

EN-AR-CO GEAR COMPOUND

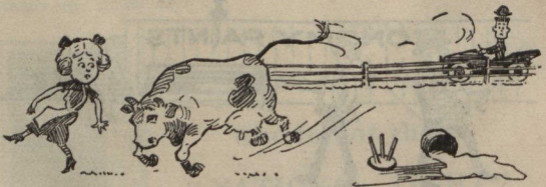
For Differentials, Gears, Transmissions on
Motor Cars and Tractors

Where gear meets gear, a grease of proper "body" and cushioning properties is needed to prevent metal to metal contact. *En-ar-co Gear Compound* does this. It "clings" to the metal. It is of proper consistency to permit moving parts to cut through, without effort—without wasting power. Does not "channel" or "cake." Soft and slippery enough to stand winter cold and does not thin out and go to pieces in summer heat.

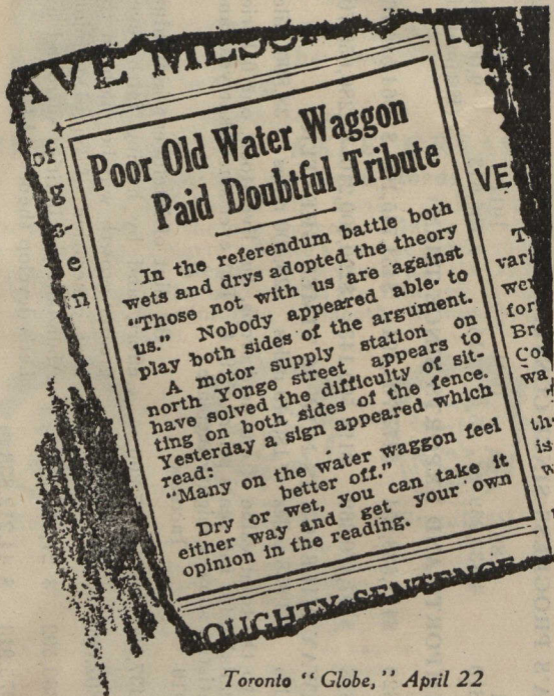
Put up in 25-lb. Pails.

Also sold at service stations and at dealers in 5 and 10-lb. tins. Order direct if your dealer cannot supply you.

—Scientific Refining—



She tried to get a pail of milk
But the darned thing turned to "butt her"



YOU WILL BELIEVE IN THIS SIGN

There are hundreds of dealers in Canadian Oil products who have the Boy and Slate in front of their premises. The pithy little sayings on those slates are wondrous bits of humor and advice. And there's a new epigram put on each, every other day. Get the habit—watch those slates.



CANADA'S PROGRESS SINCE CONFEDERATION

Population	1871	1881	1891	1901	1911	1920
	3,689,257	4,324,810	4,833,239	5,371,315	7,206,643	9,000,000 (Estimated)

OUR IMPORTS AND EXPORTS SINCE THEN

Imports	\$84,214,388	\$90,488,329	\$111,533,954	\$177,700,694	\$451,745,108	\$1,064,516,169
Exports	\$67,483,268	\$97,319,818	\$97,470,369	\$194,509,143	\$290,000,210	\$1,286,658,709

STEAM RAILWAY MILEAGE IS NOW 15 TIMES GREATER

2,695 miles	7,331 miles	13,838 miles	18,140 miles	25,400 miles	38,896 miles
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The figures pertaining to the total value of our field crops, our live stock, our fisheries and our minerals are not available for the years prior to 1914. But ever since that year and until 1919 the following statistics show a mighty increase.

	1914	1919	Increase
Field Crops Total Value	\$638,580,300	\$1,452,437,500	\$813,857,200
Live Stock Total Value	\$725,530,191	\$1,296,602,000	\$571,071,809
Fisheries	\$33,207,748	\$60,363,502	\$27,155,754
Minerals	\$128,863,075	\$173,075,913	\$44,212,838

By dint of intelligent individual effort, and by having faith, even greater growth will be made in the next generation of our Dominion. Abundant possibilities surround us. Let's develop them—ALL.



A REEL MOVING PICTURE SCENE

“Black Beauty” Axle Grease keeps the world’s wheels moving.

—Scientific Refining—

ELACK BEAUTY AXLE GREASE

Best Substitute for Good Roads

It’s the power behind the horse. Takes the “squeak” out of the old waggon. Makes it run easier and last longer. There’s no axle grease that equals “Elack Beauty” because all the rich lubricating qualities of crude oil are retained in its manufacture, thus insuring a smooth, friction-free, wear-resisting axle.



Some Oil!



S'moil !!



Smoile !!!

—Scientific Refining—

There was a young man of Toronto
Who wanted to reach Deseronto
But I’m sorry to tell
That his car worked like——well
You can finish the shy one if
You want to.

But another young man of Toronto
Also wanted to reach Deseronto
So he bought some “EN-AR-CO”
Which sure made his car go.
You can get some yourself if
You want to.

—Scientific Refining—

WHAT IS THE BEST MOTOR OIL ?



We are not offering prizes for the solution of this puzzle, as everybody already knows the answer.

FREE SERVICE



Drive into any **En-ar-co** Station, upon the runway, which is easy to drive upon and perfectly safe.

An attendant will remove plug from crank-case and drain out all old oil, flush out with kerosene and refill with fresh **En-ar-co Motor Oil** of proper consistency. If desired, we will refill transmission and differential with **En-ar-co Gear Compound**.

This service is Free. You pay only for oil actually used and at no advance in price.

The garage would charge you for this service. If you do this "messy" job yourself you pay for it in soiled clothing, hands and temper.

Every automobile manufacturer recommends that the oil in the crank-case be changed every 500 to 1,000 miles, because dust is drawn in and minute particles of steel chip off. This means friction on bearings and piston rings that even oil will not prevent.

The use of **En-ar-co Motor Oil**, changed as recommended above will save you costly repair bills, give your motor new and longer life. Used in connection with **White Rose Gasoline** you have a combination that can't be beat.

Canadian Oil Companies, Ltd. Service Stations

OTTAWA, ONT.:

*Cor. Breeze Hill and Somerset St.

TORONTO, ONT.:

2-12 Strachan Ave., (South of King)

*Yonge St. (Cor. of McPherson Ave.)

*Bloor St. (Cor. of Delaware Ave.)

*St. Clair Ave. (Cor. of Ossington Ave.)

Dundas Crescent, (Cor. of George St.)

OWEN SOUND, ONT.:

Cor. 12th Ave. and 1st St.

KITCHENER, ONT.:

Cor. Walnut and Wilmot Sts.

LONDON, ONT.:

*Cor. Dundas and Waterloo Sts.

Dundas St. near Pottersburg.

*Cor. Wortley Rd. and Stanley St.

HAMILTON, ONT.:

*Cor. Main and Catherine Sts.

ST. THOMAS, ONT.:

Cor. Railway and Talbot Sts.

KINGSTON, ONT.:

Cor. Ontario and Brock Sts.

PETERBORO, ONT.:

182 Charlotte St.

SAULT STE. MARIE, ONT.:

*Bruce St.

REGINA, SASK.:

Cor. McIntyre and 6th Ave.

*11th Ave. and McIntyre St.

WEYBURN, SASK.:

2nd St. between Rly. and Souris Sts.

SASKATOON, SASK.:

*19th St. (South Side) near 3rd Ave.

MONTREAL, QUE.:

Cor. Rachel and St. Hubert Sts.

Cor. Park and Pine Aves.

123 Bridge St.

Cor. Western and Green Aves.

Westmount.

QUEBEC, QUE.:

Rue Trudel, St. Malo

SHERBROOKE, QUE.:

725 Wellington St.

WINNIPEG, MAN.:

*Cor. Portage and Maryland.

*Main and Flora.

Talbot and Levis Sts., Elmwood

BRANDON, MAN.:

Cor. First and Vanhorne Sts.

165 Eighth St., Cor. of Princess.

CALGARY, ALTA.:

*311-7th Ave. West.

1111-8th St. West.

EDMONTON, ALTA.:

*Cor. Jasper Ave. and 105th St.

Cor. Columbia and 103rd Sts.

ST. JOHN, N.B.:

Foot of Sydney St.

HALIFAX, N.S.:

Fairview.

* Star Denotes where we Operate Runways

This is the one best time to get acquainted with **En-ar-co Products**. Let this post-card provide the introduction. Mail it to-day.



TWO
CENT
STAMP
HERE

POST CARD

**Canadian Oil Companies,
LIMITED**

**TORONTO,
ONTARIO**

Dept. E7.

Mail Your Order NOW!

.....1921

My Dealer.....

Located.....

Cannot supply me. Please ship the following from your nearest branch.

- | | |
|---------------------------------------|--|
| Gallons White Rose Gasoline | Pounds En-ar-co Gear Compound. |
| Gallons En-ar-co Motor Oil. | Gallons En-ar-co Valve Oil. |
| Gallons National Light Oil. | Gallons Economy Ready Mixed Paints |
| Pounds Black Beauty Axle Grease | |

My Name is.....

..... Street or R.R. No.....

Town..... Province.....

Shipping Point.....

July, 1921.



CONFEDERATION, JULY 1, 1867

*From Atlantic to Pacific we celebrate this day,
 The birthday of our great confederation.
 Through the years, with purpose honest
 We have gone our steadfast way—
 And we stand, within the Empire,
 Now a Nation !*

**CANADIAN OIL COMPANIES LTD.
 TORONTO, ONT.**

Compiled and Printed in Canada

MR. ROBERT W. WATCHBORN,
 MERRICKVILLE, ONT.

POSTMASTER—If unable to deliver, send
 return postage guaranteed. CANADIAN OIL
 LTD., TORONTO, ONT.