

**PETROLEUM  
HISTORY  
SOCIETY**

**ARCHIVES**

*Newsletter of the Petroleum History Society*

*October 2003; Volume XIV, Number 5*

**P.H.S. Lunch, Mingle and Learn – October 29, 2003**

**Speakers: Ian Clarke and Monica Field**

*Historic Sites and Cultural Facilities Branch of  
Alberta Community Development*

**“Current Status of the Plans for the Development of  
the Turner Valley Gas Plant Site”**

Ian Clark and Monica Field will bring us up to date on the plans for the much discussed Turner Valley Gas Plant Site. As is well known to our membership, funding for this work has been yo-yo'd over the years as monies have appeared and disappeared with volatile oil and gas prices as well as changing government priorities. As well, the nature of any historic restoration has been somewhat controversial.

**Ian Clarke** is Regional Manager, Southern Operations, for Historic Sites and Cultural Facilities. He was trained in Canadian History at the University of Calgary and the University of Manitoba. Ian has worked in Historic Sites research, planning and development for the past twenty-seven years, first with Parks Canada and then in the Alberta Historic Sites system. His involvement with Turner Valley began in 1981 when he met with the Turner Valley and District Historical Society who were planning for the shutdown of the Gas Plant and hoping for its preservation and redevelopment as a historic site. **Monica Field** has a degree in History and English from the University of Calgary and has worked for Historic Sites since 1982. She manages the Frank Slide Interpretive Centre, the Leitch Collieries Site, the Okotoks Erratic Site and the Turner Valley Gas Plant Site.

TIME: Noon, Wednesday, October 29, 2003

PLACE: Fairmont Palliser Hotel (133 - 9<sup>th</sup> Avenue S.W.) – Marquis Room (check marquee).

COST: \$25.00 Members and \$30.00 Guests (most welcome)

**R.S.V.P. if you wish to attend to: Clint Tippett, 691-4274 or  
[clinton.tippett@shell.ca](mailto:clinton.tippett@shell.ca) by noon Monday, October 27**

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*Archives* is published approximately 8 times a year by the Petroleum History Society for Society members. Back issues are archived on our website at:

[www.petroleumhistory.ca](http://www.petroleumhistory.ca)

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**THE PETROLEUM HISTORY SOCIETY**  
**THE BULL WHEEL**



**Next Board Meeting:** The Executive and Board are reminded that the next meeting will be at noon on November 12 at the offices of Board Member Sean Callaghan.

**Next Luncheons:** The Society has been trying to firm up a slate of talks for the fall and spring. Our Annual Awards Luncheon will be on November 26. We are still firming up a speaker for this event. In January we are hoping to hear from Norm Lussier who worked for many years in the well completion and supply business. We have arranged for Tina Crossfield to discuss "Oil Archives at the Okotoks Heritage House" in February and we hope to be able to have David Mitchell, one of the early Presidents of AEC address us at our late-March Annual General Meeting. If you would like to present the results of a project that you've been working on, please let us know and we will fit you in. Contact Clint Tippet, President P.H.S., at 691-4274 or Director Debbie Knall at 780-463-3859 (Edmonton). Thanks to Debbie for all her hard work in contacting people and pulling the details together.

**Website Inquiries:** P.H.S. Past President Micky Gulless has been kind enough to respond to a wide range of questions that have come to us via our website. If you consider yourself knowledgeable about petroleum history or are a trivia buff and would like to help Micky out on this front, please let her know and she can forward the E-mails to you for your attention.

**2002 Awards:** The Board is in the final stages of deciding upon the recipients of the 2002 Awards. To refresh your memory, those awards are: 1. **Book of the Year**; 2. **Article of the Year**; 3. **Lifetime Achievement**; 4. **Multimedia** (basically any media besides books and articles, for example videos); and 5. **Preservation** (not for best preserved person but rather contributions to the preservation of historically significant material, be it upstream or downstream)

**2004 CSEG Convention:** The 2004 convention of the Canadian Society of Exploration Geophysicists has the theme "Great Explorations – Canada and Beyond". It is expected to involve some degree of historical perspective on major hydrocarbon discoveries. As the P.H.S. may be involved, any volunteers are asked to contact Director Sean Callaghan at 205-6507.

**History of Geophysics Talk:** The Canadian Society of Exploration Geophysicists is presenting a keynote Luncheon talk by Enders A. Robinson entitled "Geophysical Exploration: Past and Future". It will be held on November 3. Please call 262-0015 for more details.

**P.H.S. Pin Sets:** Our pin sets (of 6) have recently been reduced in price from \$100.00 with a gift one year P.H.S. membership to \$40.00 without a gift membership. Please contact Joyce Wright at 252-4143 if you are interested in buying one or several sets. These make great and original Calgary- or Western Canada-related gifts – and Christmas is just around the corner! A comprehensive description accompanies each plush boxed set. One of the pins features the Oil Sands and is described as follows: *“The world’s largest known petroleum deposit, Alberta’s oil sands were used as a caulking material and for other purposes by Indians, probably for thousands of years. But the first white explorer to note them was Peter Pond, who wrote in his diary in 1778 of “springs of bitumen which flowed along the ground” near the intersection of the Clearwater and Athabasca Rivers. During the 1920’s, the Alberta Research Council’s Dr. Karl Clark developed the hot water process used today to produce synthetic oil from strip-mined oil sands at two plants near Fort McMurray.*

**Cable Tool Buffs?:** In our April edition of Archives we featured a pictorial concerning drilling at Klua Creek in northeastern British Columbia during the mid-1950’s. The Editor deeply apologizes for describing this rig last month as being of the cable tool variety as it is most obviously a rotary rig. Having said that, the premise of the description of the pictures was that wood cut on the surrounding lease was used to power the rig. It has since been suggested that the rig itself was more than likely diesel-powered so that the boiler being fired with wood may have just been for peripheral buildings like the camp. In the last Archives I asked “For those of you with long memories, does this sound more like the state of the drilling industry back then?”. Board Member Hugh Leiper replied that diesel fuel is most likely given the timeframe. The use of the wood-fired boiler remains somewhat elusive. Thanks for the clarification, Hugh!

**Puzzlers (continued):** (1). What was the Northwest Company and why was Imperial Oil compelled to use it for exploration beginning in the 1910’s? **[No replies received (yet)]** (2). Why are conventional gas spacing units one section and conventional oil spacing units a quarter section? **[No replies received (yet)]** (3). Who is Glenn Newhouse and why is he famous? [I’ll give you this one as it’s a bit obscure – Glenn is the President of Regina-based Buffalo Oil and was awarded the 2003 “Oil Patch Character of the Year” by then Premier Lorne Calvert at an “Explore our Energy function. This recognition was apparently as a result of his naming the regular Regina-Calgary flights as the “Pigs in Space Route” after the Muppets series.]

**Monument at Little Chicago:** A movement is afoot to erect a monument honouring the early days of Turner Valley at the former location of Little Chicago between Hartell and Longview. Helen Goldenberg of “Little Chicago Revisited” is seeking to raise money for this purpose. Helen can be reached at 281-2225.

**How it was done:** Have you ever wondered how it came to be that virtually all the big discoveries in the Western Canada Sedimentary Basin were made “back in the old days” and with data that we would today find sketchy at best. An excerpt from “The New Company at 50 (1926-1976) – Hudson’s Bay Oil and Gas” reveals at least part of the recipe that was used in the exciting period just after the discovery of Leduc. *“L.J. Richards had been notified that he was to go to Calgary on a short term assignment ... He was summoned to Denver to decide on which parcels HBOG should bid on in an upcoming land sale. No one at the meeting knew much about the regional geology of Western Canada or about Western Canada. To make matters worse, the best map the would-be land buyers had was a highway map of Alberta. There was only one road through a vital area: Highway 36. They decided to bid on the parcels near the highway, so the geophysical parties would be able to get into this remote piece of wilderness. HBOG was the successful bidder on two parcels totaling 12 townships lying mostly west and north of Cessford”.* If only it was so easy these days!!

**Petroleum History Society –September 24, 2003 Luncheon Talk**  
**By Ian H. MacKay, Geologist, Economist and Explorer**  
**“The Last Squirt of the Oil Can – Reflections on the Middle East”**  
*(summary by Clint Tippett)*

Members of the P.H.S and other attendees at the September 24 luncheon enjoyed an excellent historical overview of the global oil industry, with a particular focus on the Middle East, by Ian H. MacKay. Those of you who have read Ian's biographical sketch in the ad for the talk will recall that he has had some unique dealings in that region as an advisor to the Kuwaiti Government on matters related to cross-border hydrocarbon accumulations. His speech record and publications list both testify to the breadth of his knowledge on both technical and economic matters. While this short review cannot hope to comprehensively cover the topics touched upon in his talk, a number of them are outlined below.

Ian began by describing the violent recent history of the world and advanced the idea that the quest for the control of hydrocarbons was an important aspect of that series of struggles. For example, following the conversion of the British Fleet from coal to fuel oil through the influence of Lord Fisher, the oil requirements of the British Navy became a major driver for British foreign policy. The role of the British in the Middle East before and after the demise of the German-allied Ottoman Empire at the end of World War I was highlighted. The betrayal of promises made to the Arabs for self-government and the ultimate partition of the region set the stage for many of the problems that have plagued the region ever since. Creation of oil-rich and oil-poor states and the imposition of colonial governments under British and French control, as well as the uncertain status of Palestine, have come back to haunt the increasingly oil-dependent Western Powers over the last century.

The role of various petroleum exploration and production consortia in the Middle East and the vast concessions that they held were mentioned – as was the presence of Canadian drilling personnel on some of the early Saudi discoveries. This is a topic that would be worth documenting!

Ian then outlined the series of successes that the Middle Eastern states have had in their quest of control of their oil, including the establishment of OPEC in 1961. Many of the Saudis who were instrumental in breaking the West's control of crude pricing were, somewhat ironically, educated in the United States. Ian described the 1950's methodology for calculating the field price for crude starting with West Texas Intermediate and a transportation differential from the Gulf Coast into New York - and then back to the Middle East. While this was perhaps appropriate when the U.S. dominated international crude exports, it became increasingly discordant with reality once huge volumes of crude started coming to North America from the Persian Gulf. Anyone who lived in the early 1980's will recall the newfound standard of "F.O.B. Persian Gulf". This lack of control over crude pricing was to a large degree at the heart of the frustration that led to the establishment of OPEC.

Some considerable part of Ian's talk dealt directly and indirectly with the current conflict in Iraq. The role of the American Government in pulverizing the relatively advanced infrastructure of that country and its impact on the people of Iraq were obviously very galling to our speaker. The hollow American claims concerning alleged "weapons of mass destruction" make the situation all the more troubling.

Ian closed with two comments of particular interest. The first was to mention the leading role played by journalist Eric Margolis in describing the whole flawed premise of the Iraqi War. For those of you who read the Sunday Sun, Eric's "The World" column has contained many of the same arguments echoed by Ian (or visa versa?). The second comment was somewhat puzzling to me. Ian's position appears to be that Iraq actually does not have a lot of oil to begin with, based on his personal knowledge. While it is well known that OPEC members have routinely exaggerated their reserves to gain higher production quotas, an overstatement of the magnitude hinted at by Ian would be shocking, although it might perhaps explain their invasion of Kuwait. How ironic it would be if the U.S. was to find that Iraq had neither WMD's or significant oil reserves that might had been the prize of this war!

## BOOK REVIEW: R. M. PATTERSON – a life of great adventure

Book by Author and P.H.S. Member DAVID FINCH

David Finch has done us a favour by bringing to our attention the life of Raymond M. Patterson who, besides being a great Canadian adventurer, historian and writer, should have become a geologist.

Born in 1898 to a conservative mother who managed her financial affairs well and a roving father who was an impecunious rover, he seems to have adopted the traits of both of them.

Born in northern England, educated through the public school system and then Oxford University, he entered the waning First World War as a 2<sup>nd</sup>. Lieutenant, but was almost immediately captured by the Germans. After some miseries and hardships he was released and came back to London to be employed as a clerk in the Bank of England, much to the delight of his mother. Then, after a brief visit from his wandering father who had returned from South Africa, he decided bank life and dusty, crowded old London were not for him.

In 1924 he made the decision to explore the wilds of western Canada. He started as a laborer on a farm near Abbotsford, British Columbia, became a lumberjack at Driftpile near Lesser Slave Lake, and then a homesteader near Peace River town. During this period he became a westernized Canadian in every way -- breaking land, riding, ranching, square dancing and entering into country society. But all the while he was studying the rivers and land around him.

When this became too quiet a life for him, he decided to go up to Headless Valley, canoeing up the South Nahanni River, to look for gold. This meant that he had to learn the outdoor life, canoeing skills, and some geology.

Thus in 1927 he and a partner, using the existing northern river transport systems, went down the Peace River to Fort Chippewa, Fort Smith, Fort Resolution, Providence, Fort Simpson, and then up the Liard River to beyond the first rapids. By then his partner had left him and so he canoed alone about fifty miles up the Liard River to Nahanni Butte, up the Nahanni through the four canyons, past the 392 foot falls, to Headless Valley. It was in this area that he met Albert Faille, another lone wanderer and river "lunatic", who was to teach Patterson many skills required for existing in this frontier, including how to live off the land.

Spending the summer without finding any gold, he canoed back to Fort Liard with two important things on his mind, ( 1 ) he would marry his blonde girlfriend back in England and ( 2 ) he would use his extensive diary which was based on his wilderness experiences to become an author. This would support the continuation of the free life that he loved so well. With these thoughts in mind, he canoed back to civilization a different way, up the Liard and Nelson Rivers to Fort Nelson.

Here he made an almost fatal mistake by deciding to walk from Fort Nelson to Fort St. John. He became lost, almost starved to death, but managed to get back to Fort Nelson. There he was fed and when he regained his strength he accompanied a pack train that took him to Fort St. John. In tattered clothes he still was adventurous enough to take a slow trip on a scow up the Peace River to Hudson's Hope to see that part of the country, and then returned all the way down to Peace River town. From there he caught the train to Edmonton, returned to England and in 1928 placed an engagement ring on his ever-patient girlfriend's hand before returning to Canada.

Recognizing his need for more money in order to get married, he and a friend in Canada planned to return to the South Nahanni River in order to find the gold that he was certain was there, or at least to return with furs which were then commanding good prices.

From Edmonton, they went by train up to Spirit River town and then, with much difficulty, overland by horses and dog sleds to the Sikanni Chief River, dragging a ton and a half of supplies. From there they canoed down the Nelson and Liard Rivers and up the South Nahanni to its tributary, the Flat River, where the gold was supposed to be. There was none to be found.

Their efforts of passage through the 1500 foot canyons were spectacular, whence came Patterson's title for his first book "**The Dangerous River**". He loved the area and its summer climate but -50° winters were another matter. In September he and his partner built a cabin at Wheat Sheaf Creek and then wintered through to February 1929 with insufficient supplies of food and meager trapping.

In view of these dire circumstances, Patterson snowshoed alone down to Nahanni Butte and then to Fort Simpson on the Mackenzie, walking back to the cabin in March, and then finding better trapping. Obviously he was now a toughened frontiersman. The money made on trapping, along with gains obtained from investments he made in the Hudson Bay Company, were enough for him to get married, so in May, now back in Fort Simpson, he took a plane piloted by Punch Dickens to civilization.

He married Marigold Portman in England on July 14, 1929, having sold most of his furs and stocks, and moved with his bride to "Buckskin," a sheep ranch west of Calgary ( SW¼ Sec. 32, Twp. 25, Rge 3 West 5<sup>th</sup> meridian). He also purchased acreage on the Ghost River and began exploring with his wife or friends all the surrounding areas, including the Highwood and Elk Pass areas, and the Kananaskis, Palliser, Kootenay and Columbia Rivers. Imagine what a change that was for his English wife, whose mother at their marriage had told Patterson he was a fool to leave England. Indeed, Marigold proved to be an adventurous person in her own right.

As a result of these travels they found their perfect ranch on which to live together and raise a family. Buffalo Head Ranch in Eden Valley is located less than a day's ride from the headwaters of the Highwood River. They now became cattle ranchers during the depression years of the 30s and raised two children. To help with their expenses they advertised their ranch as a Dude Ranch, and enjoyed meeting paying guests who would experience diverse adventures with the Pattersons and their style of living.

To keep up his river skills he bought a collapsible canoe and with a vigor that is nothing short of amazing, he continued to explore the Rocky Mountains by foot, horseback, and canoe.

With the start of the 2<sup>nd</sup> World War, Patterson tried to enlist in the English army but they declared him too old so he tried to join the French Foreign Legion, without success. In 1943, with his wife's concurrence and to help the war effort, he patriotically got a job installing gasoline storage tanks along the Alaska Highway. They also had a third child.

At the end of the War Patterson thought his ranch area was getting too crowded, especially with oil people, so they decided to sell and move away. By this time he had 6282 acres of deeded and lease lands, 220 cattle, 14 horses; assorted wagons, equipment and tools, etc.

Their new family home was purchased at Shoal Harbor on Vancouver Island but to maintain their wilderness pursuits they also bought a ranch at Spillimacheen on the Columbia River, B.C. To celebrate this change, Raymond and Marigold went back to the Buffalo Head Ranch in order to leave it as they had first experienced it -- on horseback. In October 1946, they rode to their new mountainside ranch at Spillimacheen in East Kootenay but they encountered such serious difficulties crossing the Highwood and North Kananaskas Passes that they were lucky to come out with their lives. Undaunted, the entire family began exploring the new areas in British Columbia, and in 1948 Patterson used a fourteen foot canoe to personally see the Stikine, Dease and other rivers of northwestern British Columbia. In 1949 he was on the upper Peace, the Parsnip and Finlay Rivers, and in 1955 he was again in these same areas researching "Finlay's River".

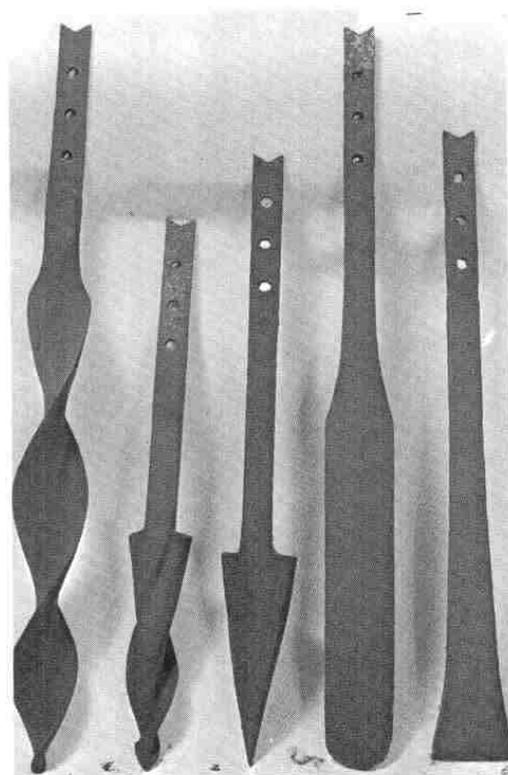
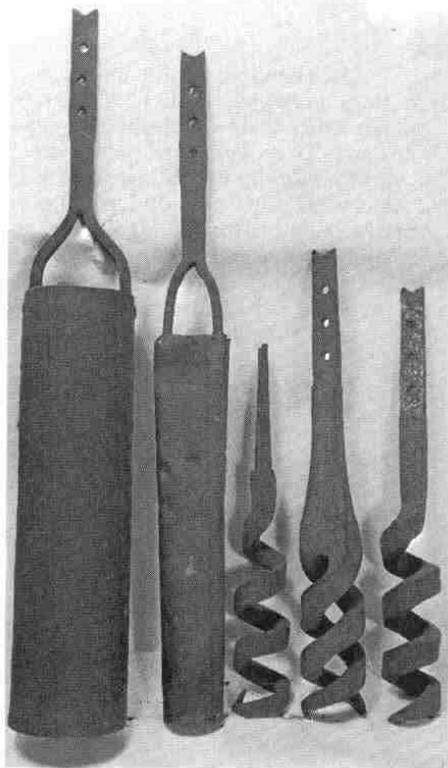
His third career as an author began in 1947 when he wrote articles for the Hudson Bay Company's "Beaver" and other magazines. He followed this with articles and books: "River of Deadmen's Valley", "Butler's Exploration of the Omineca River", "Country Life", "Trails of the Canadian West", "A Thousand Miles by Canoe", "Interlude on the Sikanni Chief", "The Beaches of Lukannon", "Springtime in the Rockies", "The Calgary Road", "The Foothill City", "Buffalo Head" and "The Bow River". In 1954 he wrote his most famous book "Dangerous River". The publication of this book confirmed that he was a remarkable wilderness traveler and a skilled writer of events. In 1956 he explored the British Columbia Thompson River and Shuswap Lake areas. During this period of his life he returned at least two times to the Nahanni River, either as a guide or in search of minerals.

He always had wanted to write about Napoleon, so he made another amazing decision. In 1960 he sold all of his properties in Canada and briefly took up residence in England. From there he toured much of Europe, researched French history and ultimately wrote a book "Napoleon's Horsemen". Nevertheless, and in spite of some desire to live in England, the adventurous wide open spaces soon called him back to Canada. In 1962 the family returned to Victoria on Vancouver Island. In 1963 he completed a book "Far Pastures" which was a collection of some of his earlier experiences. Then in 1964 he wrote the wonderful "Trail to the Interior", where he uses his knowledge of the Skeena, Stikine and Dease Rivers, and writes graphic descriptions of the Indians, the explorers, the prospectors, the gold rush, the trails and some history of the Yukon and Alaska. He continued to be active until the end of his life on October 20, 1984.

This is a summary of David Finch's book, **R. M. Patterson. A Life of Great Adventure**. Like all good writers, the details provided by David Finch are astonishing. He was able to do this as a result of meticulous research which included: visits with the existing Patterson clan, personal trips to most places where Patterson had lived and explored, and especially the reading of all of Patterson's writings, diaries, and literature.

Read the David Finch book. It is good reading. You are likely to come across areas which you have surveyed. In fact, read all of the Patterson Books. Patterson is an exciting fellow. He has had a mountain west of Calgary and a creek near the Nahanni named after him. He has named many topographic features in the areas he roamed. Oxford University conferred an honorary M.A. degree on him. His adventurous lifestyle is unique. He should have been a geologist!

**Review by P.H.S. Life Member D.W. Axford – Thanks for your contribution!**



No. Pieces	Dimensions	FOR	No. Feet
1	16 in. x 16 in. x 22 ft.	Bull wheel shaft (13 ft.), calf wheel shaft (9 ft.)	469
1	16 in. x 16 in. x 28 ft.	Main sill	597
2	16 in. x 16 in. x 14 ft.	Samson post, jack and knuckle posts	598
1	16 in. x 16 in. x 18 ft.	Sub sill	384
4	14 in. x 14 in. x 16 ft.	Mud sills	1,045
1	24 in. x 24 in. x 8 ft.	Engine block	384
1	12 in. x 12 in. x 24 ft.	Tail sill and post, back brake and cap	288
1	12 in. x 12 in. x 16 ft.	Engine pony sills	192
2	12 in. x 12 in. x 12 ft.	Engine mud sills	288
1	12 in. x 12 in. x 24 in. x 26 ft.	Walking beam	624
2	10 in. x 12 in. x 24 ft.	Bull wheel and calf wheel posts	480
1	10 in. x 10 in. x 12 ft.	Boiler hanger	100
1	8 in. x 8 in. x 12 ft.	Top cap or plate	64
1	8 in. x 8 in. x 14 ft.	Crane post	75
10	8 in. x 8 in. x 20 ft.	Mud sills, floor joists, and posts	1,068
1	6 in. x 6 in. x 2 ft.	Oak, pitman (sand reel lever)	6
3	6 in. x 6 in. x 14 ft.	Headache post, back brake, jack post braces	126
1	6 in. x 6 in. x 20 ft.	Bunting post	60
2	5 in. x 5 in. x 12 in. x 12 ft.	Pitman and sand reel swing lever	50
1	4 in. x 10 in. x 14 ft.	Boiler hanger	47
2	4 in. x 6 in. x 14 ft.	Roof rafters (derrick)	56
9	4 in. x 6 in. x 16 ft.	Braces and keys	288
2	2 in. x 16 in. x 16 ft.	Crown block	85
3	2 in. x 16 in. x 12 ft.	Crown block	96
45	2 in. x 12 in. x 20 ft.	Walk, first girts and floor, forge house floor	1,800
4	2 in. x 10 in. x 24 ft.	Derrick leg doublers	160
2	2 in. x 10 in. x 20 ft.	Samson post side braces	67
4	2 in. x 10 in. x 18 ft.	Derrick long starting legs	120
14	2 in. x 10 in. x 16 ft.	Derrick long legs	373
4	2 in. x 8 in. x 20 ft.	Derrick short starting legs	107
19	2 in. x 8 in. x 16 ft.	Derrick legs, water table, and gin pole	405
10	2 in. x 6 in. x 20 ft.	First braces, forge house floor joists	200
1	2 in. x 6 in. x 16 ft.	Bull wheel spool arms	16
10	2 in. x 4 in. x 20 ft.	Housing for bull wheel, engine, and rig	134
4	2 in. x 4 in. x 12 ft.	Housing for bull wheel, engine, and rig	32
6	2 in. x 4 in. x 18 ft.	Forge house joists and rafters	72
4	2 in. x 4 in. x 16 ft.	Derrick roof frame	43
8	2 in. x 3 in. x 16 ft.	Derrick ladder	64
152	1 in. x 12 in. x 20 ft.	Girts, crown, forge house sides, housing for bull wheel and engine house	3,040
100	1 in. x 12 in. x 16 ft.	Derrick roof and housing for bull wheel and engine house	1,600
10	1 in. x 12 in. x 14 ft.	Boiler siding	140
50	1 in. x 6 in. x 18 ft.	Derrick braces	450
		Total number of feet	16,293

Estimated shipping weight, 55,000 pounds.

## Cable Tool Fishing Tools (above) and "How To" Build a Cable Tool Rig

## **"AND THE GRASS GREW GREENER"**

***By R.J. Bob Dunn***

With Bob's permission - from the Poetry Compilation:  
"And the Grass grew Greener as I meandered through the Oil Patch"  
published 2000 by Dunderosa Publications

One winter's night, in the smoke filled light,  
Of a bar near Nipisi,  
An old man near, sucking on a beer,  
Sidled up to me.

His face was lined, like bacon rind  
And nicotine stained his lips,  
And when he spoke, he said, "I'm broke  
But you look like you're in the chips.

I've nothing to sell, but a story to tell  
If you'll buy a beer or two,  
And God" he said "Should strike me dead  
If this story isn't true."

When I pulled up a stool, like a bloody fool,  
And ordered a round of beer,  
He began to speak, in a voice so weak  
That I had to strain to hear.

As the story he told, began to unfold,  
I hung on his every word;  
A story by far, the most bizarre  
Of any I'd ever heard.

So I started to write, that winter's night  
This tale he remembered well,  
Of a drilling crew and a well that blew  
And the day they lived through hell,

It started the way, any oil play,  
Usually gets off the ground,  
The Geologist said, "Go right ahead,  
There's lots of oil around."

Then the Landman went to see the old gent  
On the farm to arrange a lease.  
But the farmer cried, "Stop, this land's in crop,  
Go away and leave me in peace"

The Super said, "Fine, if the farmer won't sign,  
And he doesn't seem to be willing,  
We'll use an old lease, down the road apiece  
And do some directional drilling."

**To Be Continued**



**Bull Wheel of Rig at “Oil City” Waterton Park – Equipment circa 1901, photo circa 1955.**



**Drillers at work throwing the chain to make a connection, Western Canada circa 1960.**

**Both Photos courtesy of Shell Canada Limited Photos Archives**