

★ UNION OIL BULLETIN ★



August
1936



UNION OIL BULLETIN



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VOLUME XVII

JULY-AUGUST

BULLETIN No. 4

Union Oil Company of California

Provident Fund

AT THE time the Federal Social Security Act was passed in 1935, an amendment, known as the Clark Amendment, was proposed. This amendment, if adopted, would have permitted the operation of any private pension plan, properly managed and secured, provided the benefits were at least as liberal as those guaranteed in the Federal Social Security Act. Where such private pension plans were already in effect, of course, the Social Security Act would not apply.

No action on this amendment was taken at the last session of the 74th Congress, and unless the Federal Social Security Act is repealed or amended by the first session of the

75th Congress, the Federal Old Age Benefits Plan of the Social Security Act will go into effect in January, 1937.

After the regulations are issued by the Social Security Board and in any event in ample time before January 1, 1937, the employees will be advised as to what change, if any, will be made in the plan of the Provident Fund after December 31, 1936. However, members of the Fund can be assured that their benefits from the fund earned by their contributions and the Company's contributions in their behalf, will not be affected because of the Federal Act.

National Air Races

BEING the cradle of the aviation industry and, at the present time, the scene of the greatest aircraft construction development in history, it is fitting that Los Angeles should this year be chosen as the logical place in which to stage the sixteenth annual National Air Races.

The great aerial circus and exposition will be staged at the Los Angeles Municipal Airport, September 4, 5, 6 and 7, and there is every indication that the four-day program will surpass anything hitherto offered in this type of entertainment.

Challenging all existing speed records, famous fliers from many parts of the world will participate in what promises to be the most thrilling air derby of all times. To stimulate competition, the contestants are guaranteed a minimum award of \$66,000 in prizes, and recent improvements in aircraft design point the possibility of many new speed records.

The Thompson Trophy International Closed Course Classic, the Vincent Bendix Transcontinental Race, the Greve Trophy Race, the Shell Trophy Race, the Amelia Earhart Trophy Race, and the Ruth Chatterton Sportsman Pilot Derby, are just a few of the interesting events that should draw thousands of flying fans out to the Municipal Airport.

The greatest aggregation of European and American racing pilots and acrobatic aces ever assembled will be there to stage a series of fast moving, inspiring, and intriguing events, such as have never before been witnessed. Aviation is a rapidly growing industry, and last year's impossibility is this year's cinch. Flying bullets will undoubtedly establish new records; a new order of flying stability will enable the performance of apparently impossible feats; and the finest flyers in the business will be there to compete and to thrill.

Fighting planes from the U. S. army and navy will present new and intricate presentations of difficult and colorful combat manoeuvres, and by the ease of accomplishment will stir the patriotic blood and establish a new faith in the national defense.

The National Air Races serve as a proving and testing medium for aviation in much the same way as the Indianapolis speed classic serves the automotive industry. Every airplane manufacturer and every air enthusiast carries his wares and his interests to this annual convention, and there is no place under the sun where a better opportunity is presented to become familiar with the latest development in the world's fastest developing industry.

Unlike the air races of a few years ago, most of the closed course racing events are now contested by planes, especially designed and built for the purpose and flown by experienced men who make racing their business. In order to clarify the distinction between racing, commercial, and acrobatic planes, a parade of the units has been planned, during which the public will be informed of the peculiarities of design, so that the National Air Races becomes really more than an entertainment or a thrill. It is an education.

The annual attendance at this great event is now approximately 250,000, and last year at Cleveland 37,782 automobiles were actually parked in the official enclosure on the last two days of the meet. By careful check, it was estimated that 17,000 of these cars came from outside the county in which Cleveland is located, and that a total of 7,000 were from other states. This will give some idea of the tremendous drawing power of the air classic.

The 1936 National Air Races are being staged as a non-profit civic enterprise, sponsored by the Los Angeles Junior Chamber of Commerce, and under the management of Clifford W. and Phil T. Henderson, who have managed the events for the past eight years. Included in the sponsoring committee are seventy-five of the leading civic, industrial and financial concerns throughout the state, and substantial underwriting commitments have been made by many local concerns, including the major oil companies, downtown department stores, and banks. These, with contributions from several east-

ern companies, practically assure the success of the meeting.

Out at the airport, a public address system is being installed to bring full and detailed description of the diversified events to the audience. The stands face north in such a position as to provide a clear view of the five and ten mile closed course races and all events in the field, and competent committees have been appointed to supervise the various phases of this gigantic undertaking.

It is a significant fact that, for the past three years, the National Air Races have been a complete sellout on Sunday and Monday, and it is consequently advisable that those who plan to see the show this year make reservations in good time.

The program will open on September 4 with inaugural ceremonies, including the Junior Chamber of Commerce parade and band review; and on this day the Bendix Transcontinental Speed Dash and the Ruth Chatterton Sportsman Derby will finish at the Municipal Airport, in full view of the spectators. There will, in addition, be a continuous series of racing and stunt events by crack pilots and aerial acrobats from the army and navy flying squads, and daredevils from the movie colonies. Even the big tri-motor Fords will demonstrate their elasticity and stability by emulating the gyrations of the stunt ships, and all sorts of novelty events, including multiple parachute jumps, will be staged in order to keep the excitement and interest at high pitch.

There will be changes of program daily, but each day's audience will witness all the feature flyers in their distinctive performances, and each day will see the finish of one or more of the long distance trophy races.

Friday, September 4, has been dedicated to Southern Californians, Early Birds, American

Youth, Southern California Service Clubs, and the Motion Picture Fraternity.

Saturday, September 5, is Women's Day, Los Angeles City and County Day, Chamber of Commerce and Junior Chamber of Commerce Day.

Sunday, September 6, is Patriotic Organization Day, American Legion Day, and Navy Day.

Monday, September 7, has been nominated for special Labor Day ceremonies and dedicated, in addition, to the U. S. Army.

If, according to Cliff Henderson, there is any individual or group that has been overlooked in these dedications, he, she, or they may personally nominate any day and feel assured of being warmly welcomed.

Aviation has reached a highly interesting stage in its development—the stage of surprises. Nobody knows today what tomorrow's change may be, and only those who are directly associated with the industry can possibly keep abreast of the trend in design and its effect on the mechanics of flying. The National Air Races provides the most spectacular, most enjoyable, and most certain means of bringing your aviation knowledge up to date. Your education is incomplete if you are not familiar with developments in this thriving young business. You can no more ignore aviation than you can overlook the phases of the moon. Its advance is just as inevitable, and it is just as essential that the mode of its advance be understood. A few short years has seen the growth of a tremendous industry—a growth that cannot be stemmed. The day of gigantic flying ocean liners is not far distant, and the future of aviation is limitless. If you are the least bit skeptical of these statements, a glimpse of the newest fashions in aircraft at the National Air Races will quickly change your attitude.



Cover Design

THE THREE pictures illustrating the front, back, and inside front covers of this issue of the Bulletin are further examples of the

artistry of Gabriel Moulin, San Francisco photographer, who finds the bay bridges inexhaustible subjects for his excellent work.

Fifty Years of Progress

ON JULY 4, 1886, there puffed bravely into Port Moody, British Columbia, a queer-looking little wood-burning locomotive that had just performed the then prodigious feat of spanning the Canadian Continent, and in so doing had really opened up to the British Empire, and to the world, for the first time, the vast, rich, and intensely beautiful country that lies west of the Canadian Rockies. The event symbolized something more than the completion of a great railroad, or the opening up of a new territory. It was, in fact, the final step in a great closing in, a binding of the provinces of Canada into a coherent and harmonious entity, for it marked the consummation of the terms under which British Columbia became the completing member of the confederated Dominion.

With the arrival of the little locomotive—No. 371—began a great period of development that expanded British Columbia from a mere Empire outpost to a flourishing, self-sustaining, world-trading territory. Through this new transportation medium the products of the Pacific Coast province were made available to the domain east of the Rockies in a fraction of the time formerly required, and conversely much-needed commodities of eastern manufacture and growth became procurable to British Columbians at a fraction of former costs. With the additional advantage of one of the finest harbors in the world, Vancouver grew and grew, until today the little settlement that in 1886 boasted only a few humble dwellings and a thousand inhabitants, is a metropolitan skyscraper city, with a population in excess of 300,000, and an area of 43.6 square miles.

The people of Vancouver, and of British Columbia generally, appreciate fully what that epochal trip meant to the west, and are exceedingly proud of the fact that the subsequent development and enhancement of British Columbia are the logical sequence of the pioneering efforts of the Canadian Pacific Railway—their own railway—a great Canadian enterprise, conceived and consummated by Canadians.

Dealing with this phase of the subject in the Montreal Gazette of June 28, 1886, one editorial writer says: "The Pacific railway is truly called a national work. The people of Canada gave freely of their wealth to secure its construction; they watched its progress through all the vicissitudes that befell it under the care of three governments, and lastly in the hands of the company whose courage and energy have carried it to completion. They have a just right to be proud of their achievement."

On July 3, 1936, there again puffed into Port Moody, British Columbia, a queer-looking little wood-burning locomotive, and on the platform as it arrived there were not a few citizens who recognized in No. 371 the same little engine that had made the historic trans-continental trip to the Pacific Coast terminus of the Canadian Pacific Railway just fifty years before. To add to the realism of the pageant, there was W. H. "Billy" Evans at the throttle, and P. A. "Pete" Barnhart officiating as conductor, both a little greyer perhaps, and a little less sprightly of step, but the same two boys, nevertheless, who had brought No. 371 safely through to the coast on her first trip in 1886.

The little town of Port Moody was in gala attire to celebrate the re-enactment of one of the great moments in the history of British Columbia. Gathered on the platform to welcome the sturdy little train was a large group of prominent British Columbia citizens, many of whom were dressed for the occasion in the picturesque costumes of half a century ago, and there was a general atmosphere of excitement and expectancy that must have recalled the first occasion very vividly to the old-timers who were present.

The completion of the first trip to Port Moody was, as already explained, the culminating event in the admission of British Columbia to the confederation and, as the Vancouver Sun aptly expresses it, "The cheers of the great crowd that eagerly awaited the arrival of little old 371 from Coquitlam today (July 3, 1936) told the world that British

Below: Group of Port Moody citizens in costumes of 50 years ago welcome historic train.



Below, Center: Left, P. A. "Pete" Barnhart, conductor; right, W. H. "Billy" Evans, engineer, the men who brought out the first train in 1886, again officiate.



Above, Left: (Hatless) Mayor G. G. McGeer, Vancouver. Center: Hon. R. B. Bennett, ex-Premier of Canada, and C. A. Cotterell, Asst. Gen. Mgr., C. P. R. Right: Mayor D. Leeming, Victoria, B. C.



Port Moody City Hall.



No. 371, the first train to cross the Rockies into Port Moody, then the British Columbia terminus of the Canadian Pacific Railway, in 1886, repeats in 1936, as feature of Vancouver jubilee celebration.

Columbia has never regretted the consummation of that bargain."

A delegation of eleven leading British journalists were on hand to witness the pageant, and railway, civic, provincial, and Dominion executives addressed the assembly, warmly praising the pioneers whose efforts were re-

sponsible for the forging of the last binding link in the confederation of the provinces.

"If a united Empire has stood as the bulwark of civilization in the succeeding years, a vital contribution to that unity was made by the men of faith and courage who planned and built the Canadian Pacific Railway fifty years ago."



Oregon Coast Highway Bridges

SPEEDING traffic, providing a distinct time and distance saving for motorists, and decidedly adding to the attractiveness of the Oregon Coast Highway, the last of five large bridges erected with the aid of an allotment from the Public Works Administration will soon be completed. Four of these unique spans bridging bays along the Pacific Coast are already open to traffic, and the fifth, the bridge at Yaquina Bay, will be finished by October 1, 1936.

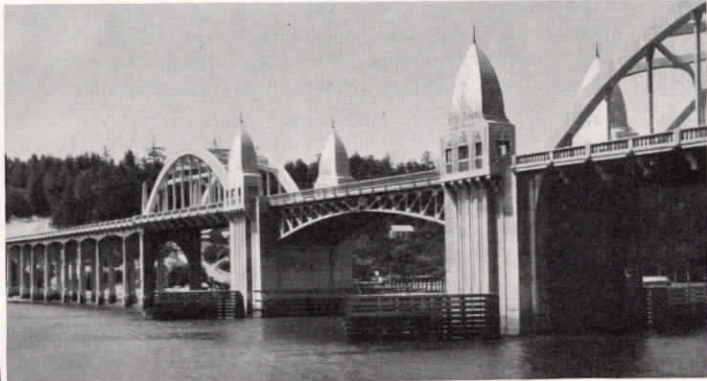
The Oregon Coast route is part of U. S. Highway No. 101, running from Canada to Mexico, and it has long been in need of these improvements. On this 75-mile strip of wonderland scenic roadway it was formerly necessary for motorists to depend on ferry service for crossing the bays at a number of points, and this occasioned so much delay that many tourists were unable, through lack of time, to take the Coast route and enjoy its rare beauty. At the request of the Oregon Highway Com-

mission, P. W. A. made a loan of \$3,993,800 and a grant of \$1,608,200 for the construction of the bridges.

A swing bridge is now being erected at the Reedsport crossing of Yaquina Bay, and as already intimated, will be ready for traffic by October 1 of this year. A dozen miles below Reedsport, a concrete arch span of unusual design has been built at Waldsport, across Alsea Bay. This structure was finished some time ago and is now in use. Also completed is the picturesque and exceedingly interesting Suislaw River double bascule bridge at Florence, some 35 miles south of Alsea Bay. Further south about fifteen miles is a steel arch bridge spanning the Umpqua River. This bridge has also been completed, and is now in service. Last of the five spans is the Coos Bay cantilever crossing at North Bend, which has been open to traffic since June 30.

There is no need to dwell on the scenic grandeur of the Oregon Coast Highway. The

Right: The Suislaw River bridge in Oregon, one of the five new bridges constructed with P. W. A. funds along the Oregon Coast Highway, a double bascule of great beauty.



Left: The new bridge across Alsea Bay is a concrete arch span of interesting and unusual design.

Right: The Coos Bay cantilever crossing at North Bend.



Left: Steel arch bridge spanning the Umpqua River, similar to the Alsea Bay bridge but of steel construction.

Right: The steel swing bridge across Yaquina River should be ready for traffic Oct. 1, 1936, and will mark the completion of the program.



entire stretch from Astoria to the California border presents a panorama of exquisite beauty, and the completion of the bridges not only makes the whole scene more acces-

sible to the motorist, but also adds a new and intriguing interest for those who are privileged to travel this way. These bridges are a decided asset to the State of Oregon.



Triton Stars in New Movie

IN AN ENTIRELY novel and exceedingly interesting experiment, Union Oil Company's research engineers have succeeded in the preparation of a sound motion picture that, for the first time in history, demonstrates the actual phenomenon of carbon formation in the automotive engine. By removing the cylinder head of the motor at regular intervals and photographing the interior, the gradual accumulation of carbon and the progressive character and extent of the formations are clearly shown.

The build-up of carbon to excessive dimensions, through the use of a high grade eastern oil, has been recorded photographically, and may be distinctly seen in all of its progressive stages. Equally clearly may be seen how such excessive deposits are gradually reduced to a negligible minimum when Triton, with its unusually high stability, is substituted, without further change, for the eastern oil.

The whole sequence offers visual proof of the paper presented by Dr. U. B. Bray, Dr. D. R. Merrill, and C. C. Moore, Jr., at the American Petroleum Institute convention at Tulsa, wherein they showed (1) that in twenty automobile engines the deposition of carbon from high grade eastern oil built up to an equilibrium point at which the octane requirement of the motor was increased an average of nine octane numbers, (2) that Triton reached its carbon-forming limit in the same engine when the octane requirement had only increased an average of one octane number, and (3) that Triton not only inhibited the formation of excessive carbon, but actually removed the excessive deposit resulting from the use of the eastern oil, thus restoring lost efficiency and smoothness of operation.

This sound talkie should be seen by every-



Dr. I. B. Stirton operates the camera while Dr. U. B. Bray inspects the cylinders during filming of Triton movie.

one who is interested in automotive engine performance. It explains lucidly the fundamentals of crankcase lubrication, and constitutes the first visual demonstration of progressive carbon deposition and elimination.

THE PARAFFINE COMPANIES, INC.
 SEATTLE PORTLAND OAKLAND LOS ANGELES KANSAS CITY
 GENERAL OFFICES
 475 BRANNAN ST
 SAN FRANCISCO

REFER REPLY TO
 4500 SANTA FE AVENUE
 LOS ANGELES, CAL.

Los Angeles, California
 April 24, 1936

Mr. J. E. Holbrook
 District Manager
 The Paraffine Companies Inc
 4500 Santa Fe Ave
 Los Angeles, Calif

Dear Mr. Holbrook:

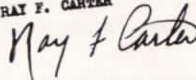
Here are some very interesting facts on the performance of the Union Oil Company's Triton Motor Oil that I had with my 1934 Plymouth Sedan. I drove the car 52,800 miles in two years, averaging 2200-miles per month.

Upon my purchasing the car, I started using Triton #20 exclusively. The oil was changed regularly at every 1500-miles. After driving 10,000-miles, the Service Department of the Pelton Motor Company suggested that I start using Triton #30. I then started using the material recommended, until I had 50,000-miles on the car. At that time it was suggested that I have the valves ground. The Service Department had been watching my car very closely, so when the mechanics removed the hood, they came over to inspect the motor. The surprising fact was found that the motor didn't show any more wear than the average car does at 20,000-miles. Furthermore, my oil consumption for this period was way below normal.

This was such a satisfactory and economical experience that I felt you should know about it.

Sincerely,

RAY F. CARTER



RPC:GB

Another Proof of Quality

The research department is constantly conducting laboratory and road tests which prove over and over again the unusual stability and efficacy of Triton as an automobile lubricant. Elsewhere in this issue we have announced the completion of a motion picture that actually shows the extreme resistance of Triton to carbon formation, and its unusual faculty of reducing excessive deposits. There is yet another proof of the superior quality of the propane solvent refined oil—the endless stream of unsolicited testimonials that flow into the files of the sales department. The above is a typical example.

Changes in U. S. S. Management



A. C. STEWART



J. H. DASTEEL

IN A RECENT bulletin issued by V. H. Kelly, director of sales, announcement is made of the appointment of A. C. Stewart, assistant to director of sales, as manager, Union Service Stations, filling the vacancy caused by the resignation of J. H. Dasteel.

Mr. Dasteel's initial employment with Union Oil Company was as a clerk in the San Francisco office 23 years ago. In the meantime he has held many important positions in the sales department, having been at various times district manager in Oakland, San Francisco, and Los Angeles. He has been in charge of service station management since December, 1931, and relinquishes this position now in order to apply himself to the practice of law, for which he became fully qualified when, in 1915, he was admitted to the California bar.

Mr. Stewart's official employment with

Union Oil Company dates from 1928, although he was a part-time employee for several years before, having spent most of his college vacations familiarizing himself with various phases of company business. He holds a Stanford degree in mechanical engineering, and is also a graduate of Harvard University in business administration. In 1931, following three years of diversified sales activity, he was appointed manager of specialty sales, and on May 1, 1935, became assistant to director of sales.

In a realignment of Union Service Station management, Mr. Stewart announces the following supervisory responsibilities: F. A. Sykes, sales and service; L. M. Bridgman, properties and construction; H. I. Holbrook, personnel and training; M. B. Dewar, reports and cost control; D. G. White, equipment and supplies; and A. P. Williams, safety.



Cubicciotti Promoted

E. W. HUTTON, Manager of lubricants and special products department for the past five years, is resigning September 1 to associate himself with Refiners Marketing Company.

Hutton's career with Union Oil Company dates back to July, 1910, when as a tank

wagon salesman he distributed the company's products in the city of Portland. He left for some time, however, to engage in mechanical and electrical engineering work, and returned again in 1922 to accept a sales position at Tillamook, Oregon.



R. CUBICCIOTTI

In these early days he laid the foundation for his present position, for his work took him into the lumber mills and logging camps, where efficient lubrication was a perennial problem. The experience garnered there was supplemented by real application to the study of lubricating oils and, in June, 1926, he was transferred back to Portland as lubricating engineer. His reputation soon won him promotion to the Los Angeles district and, later, the assignment to Fresno as assistant district manager. In July, 1929, he was sent to Australia to assist in the organization of the lubricating oil sales in the Atlantic Union Oil Company, Ltd. Following this, he returned to head office as assistant manager of lubricating oil sales and, in October, 1930, became manager of the department.



E. W. HUTTON

Succeeding Hutton as Manager of lubricants and special products department is R. Cubicciotti, graduate of the University of California, whose academic training has been enhanced by a number of years of practical experience in that fine training school, Oleum Refinery. Here he became familiar with all the fundamentals of lubricating oil manufacture and finally was elevated to the position of technical assistant to the Oleum Refinery manager. In November, 1932, he was transferred to head office as an assistant to Mr. Hutton, and in the intervening four years, particularly in his connection with the Triton campaign, has demonstrated the technical sense and managerial capacity that finally earned him this latest promotion.



Jussen Manager of Field Operations

EDMUND JUSSEN, for the past seven years chief petroleum engineer for Union Oil Company, was recently appointed to the position

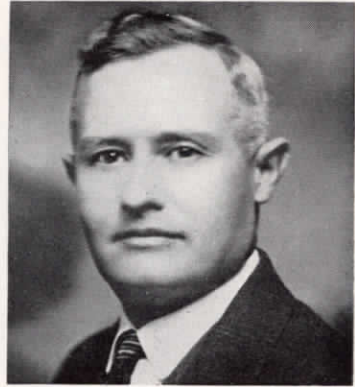


EDMUND JUSSEN

of manager of field operations, in accordance with a bulletin issued by A. C. Rubel, director of production.

Mr. Jussen graduated in mining engineering from the University of California in 1921, and immediately thereafter attached himself to the Pacific Oil Company as field engineer. With this concern he remained until October, 1924, when he accepted a position as scout in the geological department of Union Oil Company. In the following year he was appointed geologist, and in August, 1929, entered the field department as chief petroleum engineer, in which capacity he continued until June 1 of this year, when his latest promotion took place.

Lafe Todd, General Supt. Pipe Lines, receives thirty-year pin from Wm. Groundwater, Director of Production.



Fern O. Pressey, Santa Paula, whose completion of thirty years was occasion of recent celebration.

Below: Lester S. Klink, thirty-year employee, honored at Field Department gathering.



Above: A. O. Peag, Superintending Marine Engineer, pins thirty-year emblem on Frank W. Bayley, L. A. Refinery, while Mrs. Bayley looks on.

Thirty-Year Men Honored

THREE separate gatherings of Union Oil Company officials and employees took place in widely scattered parts of Southern California last month to do honor to the four men who earned thirty-year pins during the months of June and July.

At Atascadero Lake, on July 11, about 300 pipe line, field, and head office employees and officials congregated at a picnic and barbecue to witness the presentation of the thirty-year service emblem to Lafe Todd, general superintendent of pipe lines, and to add their own tributes to his genial nature and fine record. Wm. Groundwater formally pinned the ser-

vice emblem on Mr. Todd's lapel, after warmly commending him for his long and excellent performance, and on behalf of a large group of Valley employees, pipe line and field, also presented him with a handsome traveling case.

On July 24, the Los Angeles Athletic Club was the scene of a noonday lunch party, staged by the field department to honor Fern O. Pressey of the Santa Paula office, and Lester S. Klink of the Southern Division Field. A number of officials from the field, personnel, and other departments were present, and the thirty-year pins were formally presented

by W. W. Orcutt, vice-president, who extended congratulations to the men on behalf of Union Oil Company, and personally complimented them highly on their extended service and achievements.

At the Lafayette Hotel in Long Beach, on July 28, a group of refinery and head office employees, with their wives, were present at a banquet honoring Frank W. Bayley, asphalt stillman at Los Angeles refinery, on the acquisition of his thirty-year pin. L. G. Metcalf, manager of refineries, as chairman, gave an interesting sketch of Mr. Bayley's history with Union Oil Company, and then called on A. C. Galbraith, assistant vice-president, who read and presented to Mr. Bayley a personal letter from L. P. St. Clair, president, commending him upon his enviable record. A. O. Pegg, superintending marine engineer, the oldest employee in point of service in the harbor district, presented the service emblem.



Another Union Oiler Joins Hole-in-One Club



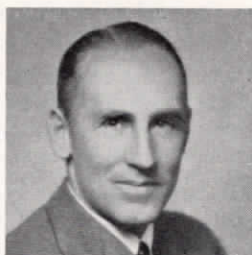
C. C. IRELAND

Another Union Oil Company employee added his name to the scroll of fame, when C. C. Ireland, vacationing recently in Portland, Oregon, hied him out to the Rose City Golf Club and made a hole in one. It was on the 15th hole, and despite the fact that it was just a 124-yard affair the feat was remarkable because there is a good sized lake intervening. The mental hazard had no effect, however, and the ball sailed beautifully over the water, bounced a time or two on the fairway, and finally rolled dutifully into the cup.

Head Oil Associations



R. D. GIBBS



R. H. HORNIDGE

Two Union Oil Company employees were recently elected to high office in petroleum organizations when R. D. Gibbs, manager of gas operations, became president of the California Natural Gasoline Association, and R. H. Hornidge, auditor of production and transportation accounts, was elevated to the presidency of the Petroleum Accountants Society. It is interesting to note that on the day of his election, Mr. Hornidge also won the Society's annual golf tournament.



Employee Visits Battlefields

MARVIN WHYTE of general accounts has just returned from a trip to the battlefields of France and Belgium, where, as one of eighty-two members of the first Canadian contingent, he took part in the unveiling of a monument to the Canadian army at Vimy Ridge. His itinerary took him over the Somme and Ypres salients, and while overseas, he also took advantage of the occasion to visit London and Glasgow.

Treasure Vaults of the Mojave Desert

By Howard Kegley

DUST-CHOKED passengers, headed for Los Angeles to make their fortunes in a real estate boom during the Eighties, gazed with disdain upon the wind-swept Mojave desert as they rattled down the road on the hurricane deck of the stage coach.

Yet out there in that barren stretch 75 by 150 miles in extent Nature stowed away perhaps the greatest store of mineral wealth ever deposited in a similar area anywhere.

It took the world a long time to crack the Mojave's great treasure vaults, because of hardships and great distances, but in the last thirty or forty years this vast hinterland, which actually is the backyard of Los Angeles, has yielded up more than forty important minerals and metals, and has pumped into the arteries of commerce hundreds of millions of dollars.

The wealth of this region is almost beyond human comprehension. As recently as 1927, within 125 miles of Los Angeles, a borax deposit was opened which is estimated to be worth upwards of \$100,000,000, and to be capable of supplying the entire world with that product for perhaps a period of 500 years. As recently as 1934, in a rock pile 100 miles from Los Angeles, which was believed to have been stripped of all its riches, a gold mine believed to contain \$20,000,000 worth of ore was discovered.

Once the principal traffic of the Mojave desert was the twenty-mule team, twisting and writhing across the sandy waste at the snail's pace of fifteen or twenty miles a day, at the head of gigantic ore wagons, hauling silver from the Cerro Gordo mine in Inyo country to San Pedro.

Today the high compression motor whizzes over the broad, paved highway from Los Angeles to Mojave, from Mojave to Randsburg, then to Barstow, from there to San Bernardino, and home again, before sunset, covering roundly 400 miles. Unless the motorist is

mining-minded he hasn't seen a thing other than perhaps a vast panorama or wild flowers in the springtime.

But if he thinks in terms of mines, at the end of three hours he sees a cloud of yellow dust swirling around the shoulder of a mountain. That's the Yellow Aster, made famous by John Singleton, who used some of his wealth to build the first bungalow community in Los Angeles and named it Singleton Court.

Almost at the foot of the mountain nestles Randsburg, not much of a place to look at, but without doubt the most extraordinary mining camp in the world. Here is a community that developed a great gold mine—the Yellow Aster, which produced roundly \$12,000,000 worth of the yellow metal and still is at work. Then it astonished the world by uncovering a great silver mine—California Rand Silver, which produced roughly \$16,000,000, and still is a profitable property for leasers. To cap the climax for diversification, it contributed to the World War a tungsten mine which, to date, has yielded in dollars considerably more than either the gold mine or the silver property. The Scheelite mine of the Atolia Mining Company at Atolia has produced more than \$16,000,000 worth of tungsten, and apparently has hardly scratched the surface. The Randsburg district has produced, out of raw desert hills, \$2,000,000 a year for twenty-five years.

One might stand in the center of the Randsburg district, between Atolia, Red Mountain and Randsburg, and fire a high-powered rifle, the bullet from which would hit any and all of these three great mines, and on its way to the Yellow Aster the bullet might pass through the King Solomon property, which has yielded \$600,000 in gold, the Sunshine, which has produced \$1,000,000 in gold, or the Buckboard, which put out \$250,000 worth of yellow metal. A little farther

up the road, at Havilah, another King Solomon mine has a production record of \$300,000.

The Randsburg district likewise is the gateway to the Searles Lake region, and as the motorist drives along, casting an eye down toward the yellow and white brine, and the concentrating plant at the rim of the basin, he is not heavily impressed with its importance, and yet within the last five years the American Potash and Chemical Corporation has invested there somewhere between \$4,000,000 and \$6,000,000 in betterment of plant.

This concentrating plant concerns itself chiefly with the recovery and refinement of borax and potash, turning out 140 tons of borax and 256 tons of potash daily.

Something like twenty years ago a dentist from Berkeley, who was forever seeking a better quality of porcelain with which to make tooth-fillings, went prospecting into the White Mountains, east of Bishop, and geographically a Mojave desert region. There he discovered a deposit of Andalusite which is so far superior to anything of the kind which may be obtained from Spain or any other foreign country, that it is said to top the market everywhere.

The chances are that as you motor along your engine is sparking on plugs and your teeth are biting on fillings made of White Mountain Andalusite. Your laboratory probably is equipped with mortars and other containers made of the same material, for this deposit led to the building up, in Detroit, of one of the country's greatest spark-plug industries, and the material has likewise been adopted wherever superior quality in porcelain is desired. This deposit is mined by tunneling into the mountain. Its value runs into the millions, and the product is economically of great importance.

So it has been with the two great mines of the Sierra Talc Company, in the White Mountains, back of the old Cerro Gordo silver mine of Inyo county, and in the Coso range, southeast of Keeler. The mines are twenty miles apart, but the product is all handled in one mill.

When one thinks of talc the first impression is that it is used as face powder. Such once was the case, and Sierra talc still has many good customers among the manufacturers of cosmetics, but the demand for face powder would be a mere drop in the bucket

for the operators of these mines. One of the really big outlets for talc, of moderate refinement, is today found in the tire industry. The large rubber factories use low grade talc to dust the forms in which the tires are cast, so the soft rubber will not stick to the molds.

Milady is well aware that in the last few years a vogue for colorful garden pottery and dishware has literally swept the country. So great has been the demand that today there probably are as many as a dozen important pottery plants in Southern California. Garden pottery and colorful tile for walls and floors go hand in hand, and the surprising thing about this industry is that some of the most successful manufacturers now incorporate, in the materials used to manufacture their shapes, considerable quantities of Mojave desert talc.

It is a well-known fact that many of the non-metallic mineral deposits of the Mojave desert have proved to be far more valuable than the deposits of precious metals. One of the best examples of this is borax. Back in the Eighties borax first came into the picture as a commercial product through the medium of "Borax" Smith. In those days it was scraped up in the dry lakes of Death Valley, liquefied, evaporated and partially refined at the old Harmony borax works at the upper end of Death Valley.

At that time the famous twenty-mule team was a national institution. Teams, drawing Calistoga wagons with wheels seven feet high and iron tires seven inches wide, each hauled three and one-half to four tons. The lead wagon pulled a trailer wagon to which was coupled a wagon carrying water. Those wagon trains made a round trip from Harmony to the railroad siding at Mojave every thirty days.

A decade later "Borax" Smith transferred his activities to Ryan, in the eastern part of the Mojave desert. There the borax was mined at shallow depth, and the ore, known as Colemanite, was mule-teamed to the railroad. One day an English syndicate came along and bought out "Borax" Smith, for a price said to run up well toward \$10,000,000. It continued to operate the Ryan works until about 1927, when a gigantic deposit of Kernite, practically pure borax in crystal form, was discovered at Kramer, between Barstow and Mojave.

The Mojave extends from the west side of Antelope valley to and including the upper portion of Riverside county, and embraces

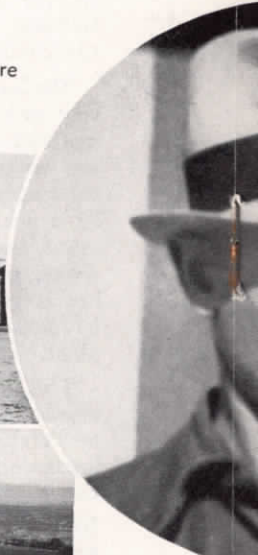
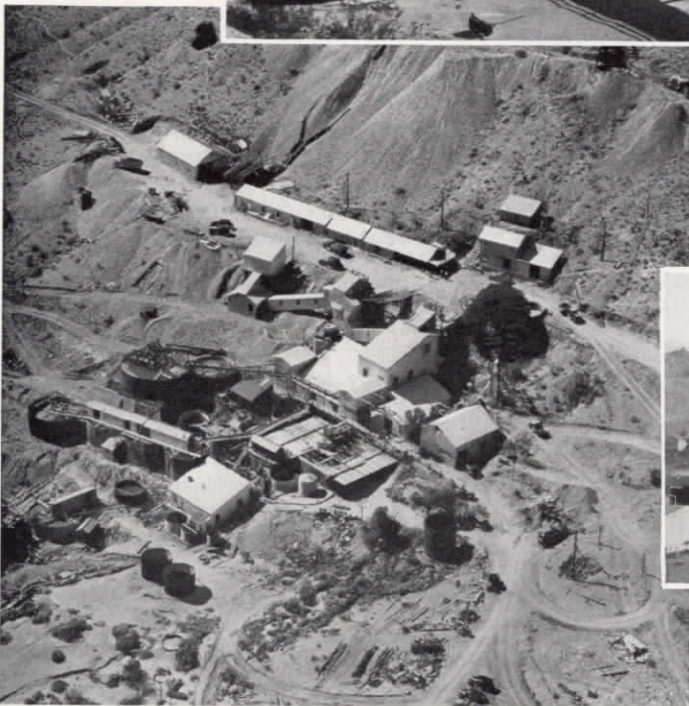
Below: Main street in Mojave many years ago. The fourteen-horse team hauling ore from the Cerro Gordo silver mine in Inyo County to San Pedro.



Right: California Rand silver mill at Red Mountain, in the Randsburg District.



Below: Bird's-eye view of Tropic mine and mill, known as the Burton mill, at Tropic Hill, west of Rosamond.



Above: George of the Silver C



Above, center: New \$300,000 mill of Queen Mining Co., on Soledad Hill near Red Mountain. In circle, right: Hamp Williams and his partner searched for red paint pigment at Red Mountain and found silver. The find developed the California Rand Silver.



Above: The little town of Randsburg, taken as the richest diversified mining district in Nevada, has produced \$16,000,000 in silver, \$12,000,000 in tungsten, from three miles in a one-mile radius.

Below: The workings of the Bagdad-Chase gold mine in Ludlow District of San Bernardino County. This is the mine that made a big stake for Chauncey Depew.



George I. Holmes, discoverer of the Queen mine at Mojave.



of the Golden near Mojave. his dog. Hamp Red Mountain sloped into



Above: The old stage coach that brought fortune-seeking tourists to Los Angeles. Below: The 20-mule borax team, with typical mule skinner in the foreground.



taken in 1900. This is in North America. It \$12,000,000 in gold, the mines within a two-



the Colton district, where vast quantities of cement are manufactured, but San Bernardino county itself hasn't done so badly in the cement business. The State Division of Mines credits San Bernardino county with having produced \$80,000,000 worth of cement.

In addition to cement, it produces tungsten, sandstone, barytes, soapstone, zinc, granite, dolomite, feldspar, manganese, talc, potash, iron, strontium, lime, gypsum, borax, calcium chloride, fullers' earth, onyx, silica, antimony, volcanic ash, semi-precious gems, salt, bentonite, Kernite, Colemanite, pumice, lead, copper, silver and gold.

Dozens of widely scattered camps in San Bernardino county are substantial producers of gold, but one of the most notable properties in the county has been the Bagdad-Chase in the Bullion mountains south of Ludlow.

A great quantity of the Mojave's richness has been recovered from the west end of Antelope valley, in the vicinity of Mojave. Dating back to 1915, the Queen Esther gold mine on Soledad Hill was brought in by the Mudd interests, and close to \$1,000,000 was recovered. The Yellow Dog, on Bowers Hill, was tapped for \$50,000, and the Exposed Treasure mine, in the same area, turned out \$2,000,000. Four miles west of Rosamond, on Tropic Hill, the Tropic mine, operated by Burton Brothers for more than ten years, has yielded a total of \$2,000,000 in gold.

Farther to the southeast, in the Acton district of Los Angeles county, the Red Rover and Governor mines, on property controlled by the late Governor Gage, have probably yielded \$250,000 in gold in their time. The Governor is just now nicely launched as a mining proposition. On the western rim of Antelope valley, the Neenach district, recently opened up, has taken out several hundred thousand dollars' worth of gold in the past two years. Not far from Soledad Hill is the Middle Buttes area, a discovery since the Golden Queen was found. This district contains the Middle Buttes mine, the Cactus Queen and several other excellent properties which, collectively, have turned out \$1,000,000 worth of gold in the last two years.

Most notable of all the recent gold discoveries on the Mojave was the finding of the Golden Queen on Soledad Hill in 1934 by M. A. Holmes and his son, George Holmes, of Los Angeles. This prospect, a claim which had been permitted to lapse, was brought to prominence after a great deal of development

work had been done, and late in 1935 it was sold to a great English mining syndicate for \$3,170,000.

Engineers who have carefully studied this ore body, which runs 30 per cent silver and 70 per cent gold, declare that it apparently contains upwards of \$20,000,000 worth of recoverable wealth. The company built a 300-ton mill there at a cost of \$350,000, and this year has been operating at the rate of approximately \$110,000 worth of ore per month.

This strike, coupled with those made at Middle Buttes and Neenach at about the same time, is believed to have added \$35,000,000 to \$50,000,000 to the known mineral reserves of the Mojave district.

On Tropic Hill is the Burton Mill, which is operated as a custom mill when not at work on ores from the Tropic mine. The Mojave desert is a district of many small mining operations, and the Tropic plant serves a great number of these. Last year it made 1,175 different mill runs for a total of 160 shippers scattered out across an area of 200 miles in width. Considerable ore was trucked in all the way from Twenty-nine Palms.

Some idea of the rapid increase in mining activities on the Mojave may be gathered from the fact that a few years ago the Burton mill served only six shippers of ore. Now it serves 160 different operators in a period of twelve months.

This ore milling plant is rather unusual in that it reduces ore for scores of operators who have no milling facilities of their own, thus enabling them to get their money quickly and put it back into development work. The Burton Brothers started in a small way, generating steam for their mining operations by using Union fuel oil.

Since then they have switched their mining operations to electricity, but they still use Union products, and at their mine store, where they handle powder, fuses, carbide, and a hundred other things needed by the miners who truck their ore to the mill, they have gasoline pumps which serve the trucks with Union 76, and they always have in stock a large supply of Triton motor oil.

The known wealth of the Mojave desert, in metallic and non-metallic minerals, doubtless would aggregate \$500,000,000. Undoubtedly much more still lies hidden out there under the sizzling sun, awaiting the coming of more conquerors with the blood and sand of a George Holmes or a "Borax" Smith.

Oleum Goes Big League

PRESENTING a well-balanced and colorful baseball team, Oleum Refinery is at the present writing making a strong bid for the Contra Costa Refinery League championship.

College color has been added to the team in the presence of several Pacific Coast baseball and football players. Behind the plate is William "Butch" Simas, former St. Mary's College baseball and football star, and Johnny Rosano, who plays his college baseball and football for Washington State College. On the mound is Joe Gonzales, U. S. C. ace chucker, ably supported by Larry Stevens, Ivan Robertson, "Iron Mike" Kelly and "Lefty" Hardt, formerly of the University of California. Jimmie Kane, formerly of St. Mary's, covers first base; Larry Webber, also of St. Mary's, handles the keystone sack, with "Sad Sam" Chapman, California baseball and football player, at third base. A capable veteran, Joe Prola, cavorts at shortstop. In the outer gardens the "76" team has Bill Archer, California halfback who also captained the last year Bear nine; Charles Fitzgerald, who

covers a lot of ground at left field, and Ed Stewart, a former Seal rookie who is a stand-out player in right field. Four capable utility men complete the roster—James McCormick, "Cal" Wise, Guy Hayden, and fiery George Soby, who manages the team.

Much credit is due J. N. Holden, Refinery Engineer, who has worked hard to make baseball the success that it is. He has been ably assisted by a hard-working committee composed of A. A. Faria, J. Wise, "Pat" Donnelly, M. L. Del Monte, and Norman Koon.

Baseball interest has also manifested itself in an Inter-Department League composed of six teams which play for an Inter-Department trophy. The Clerk-Lab Team, captained by Harry Kueny, and the Mechanics, captained by Charles Peabody, are now battling it out for first place. It looks like a real battle, too!

In so far as Oleum Refinery is concerned, baseball has had a real comeback, and everyone is having a lot of fun out of it.



Oleum Refinery baseballers: Top, left to right, Faria, Rosano, Robertson, Stevens, Simas, Prola, Stewart, Kelly, Chapman, McCormick; bottom row: Hardt, Hayden, Fitzgerald, Gonzales, Soby, Webber, Kane, Wise.

Employee Hobbies

DURING the past few months our search for unusual employee interests and activities has led to the discovery of three decidedly unique occupations in which each of the involved individuals has established a high degree of efficiency.

Don Carr, research supervisor, as might be expected, is following in the footsteps of his famous father, Harry Carr, late of the Los Angeles Times, and is dishing out for public consumption a brand of controversial reading matter that is gradually bringing him into the literary spotlight. Don first found out he had a flair for the writing field, when as a scholar at the Phillips Andover Academy his spare time efforts were readily accepted by an eastern magazine. These preliminary tales were of an entirely different sort from the type to which he now applies himself, and he is in fact a trifle hesitant to discuss them in too much detail. Reading between the lines, however, we gathered that they were perhaps more of the adventure sort of story, so that while they might have lacked the dignity that should clothe the literary efforts of a scientist, they do indicate the imaginative faculty, and elasticity that are prime essentials to success in this field. Don's work is becoming a regular feature of the Sunday Times Magazine, and he is quickly acquiring a substantial following. His deft analysis of controversial questions immediately reveals his scientific training, and the style and choice of words, co-incidentally, reveal the inherent facility of expression that, aided by the right vocabulary, spells certain success.

Maynard Reynolds, also a research laboratory employee, has found diversion in an obscure form of mechanics, and craftsmanship, that is unusually interesting. Just after the war he started to make gun-stocks and remodel guns in general. This activity expanded until now he manufactures stocks for shot-guns, rifles and revolvers, makes the sights, blues the barrels, smooths up the actions, mounts telescopes, makes all sorts of general repairs, and is now in the process of equipping his workshop with lathes for the boring and rifling of barrels.

A handmade rifle-stock is fashioned out of a plank, usually of walnut, by bandsawing to the rough outline of the stock, and then "letting in" the barrel and action. This latter process largely consists of carving the wood carefully until all of the parts fit snugly together, without in any way hindering the action. As an illustration of the advantage of a good, well-fitted, hand-made stock, Mr. Reynolds points out that rifles which would ordinarily group shots in a twelve-inch circle at 200 yards, have been made to group into a four-inch circle after being equipped with a more snugly fitting stock.

After the "inletting" process has been completed the stock is shaped to the contour of the owner, just as a tailor fits a suit of clothes. Dimensions and shape are governed by the length of the owner's neck and arms, his grip, stance, and action when shooting, such factors as whether he is right or left-handed, and a multitude of similar details, that make the shaping business a highly specialized procedure.

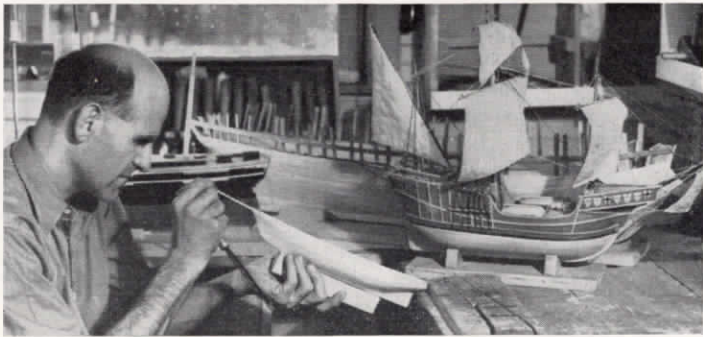
The finishing of the stock consists of rubbing it down with successively finer abrasives until a smooth finish is secured and all tool marks are gone. It is then finally polished with raw linseed oil until no further absorption takes place, and the desired color has been acquired.

This is a highly superficial treatment of a highly technical subject, and space does not permit detailed descriptions of the checkering, bluing, and other incidental processes that enter into this intricate business. Suffice it to say that Mr. Reynolds has them all down to a fine art, and is turning out rifles, and other arms, of remarkable distinction, and of undoubted efficiency.

Our third hobbyite is Al Bowen, carpenter of the Union Oil Building, who devotes his leisure moments to the carving of ship models of extreme beauty and accurate dimensions. In his little workshop out at Burbank he spends many pleasant hours shaping out duplicates in miniature of such noted ships as the "Flying Cloud," "Sovereign of the Seas," Columbus' "Santa Maria," and that great



Above: Don Carr, research supervisor, is seen dashing off another argument for his impatient magazine fans, while (right) M. S. Reynolds, also of research department, shapes a new gun stock preparatory to inseting the action and barrel.



Al Bowen, U. O. building carpenter, is found in his home workshop carving out a trim little sailing ship. On the left is a fine example of his work.

schooner, "America." He is now engaged on a model of the once famous downeaster, "Henry B. Hyde," and what will be his next model even Al doesn't know.

He first became interested in ships when as a small boy he went to live in the British West Indies, where in juvenile amazement he used to watch the old sailing vessels loading and unloading at the Port-of-Spain docks at Trinidad—vessels of every known description and nationality, and bearing the most interesting diversity of cargoes and beings. This interest was further stimulated in later years, when he shipped on various West Indian schooners, and

did much sailing on his own account in the beautiful Caribbean Sea. Although he has now thoroughly settled down to a less adventurous life ashore, he still loves the old ships, and will immediately wake out of a deep sleep if a picture of a four-master is brought into his room.

All of his models are built exactly to scale, and like a methodical workman, he hews closely to the dimensions shown by the plans. His finished replicas are masterpieces of detail and fine workmanship, as the accompanying photographs will indicate, and their ultimate beauty explains fully the joy that Mr. Bowen finds in this interesting art.



Union Girls' Club News

NO SOONER do we men think we have discovered a sport in which we may indulge exclusively than the ladies adopt it too, with a greater intensity and a greater enthusiasm, and first thing we know they are not only established in the sport, but (Oh, the humiliation of it!) they are challenging our supremacy. Thus when softball became the obsession of the corner lot boys, the Girls' Club promptly took up the game, and in a dazzling array of snappy new uniforms proceeded to clean up all opposition in the municipal Playground League.

The success of this venture resulted exactly in what might be expected—a challenge to the men—and after the usual exchange of scurrilous remarks, the atmosphere became so charged with static that a group of mere males representing the personnel and advertising departments were obliged to accept the challenge in order to uphold what might facetiously be termed their dignity.

With this preliminary over, the Fresno Playground was delegated as the seat of battle, and July 30 specified as the date for the civil war. Before proceeding to the field the Girls' Club graciously invited their opponents to a dinner at Taix French Cafe, and here was divulged the first inkling of what was to follow. To the surprise of the assembled multi-

tude, the men, led by Captain W. K. Hopkins, arrived in full fighting regalia, consisting of Louis XV coiffures, Queen Anne hats, Victorian skirts, and Chippendale legs.

After exchanging taunts and counter-taunts to the accompaniment of a fine chicken dinner, the cavalcade moved on to the arena, where thousands of spectators were already clamoring for the kill. There was an immediate and impressive silence, however, as the men bravely climbed the rails, in spite of their hampering skirts, and began warming up. It could be seen at once that they were no novices at this game, and several of the girl players began to tremble so violently that a mild earthquake was registered on the Mount Wilson seismograph.

Then the bell clanged and the teams charged out on to the field. For the first four innings it was a close fight. The girls played airtight baseball, and were going along in great shape, holding their husky opponents well in hand. Then in the fifth, with bases full, Howard Said pegged one to third which was caught by the first baseman, and the side was retired.

From this point the men slowly forged ahead, ultimately winning by a score of 21 to 13, the balance being mostly a matter of brute strength. The mere males could hit, but that



Left: Girls' baseball team. Back row: Schilz, Nevens, Siadel, Carmichael, Loring. Front row: Williams, Davie, Robbins, Cordrey, Pomeroy. Below: "Billie" Williams, captain.



Below: A section of the gallery, Cordrey, Nevens, Rockfellow.



Left: A little fixing up — the feminine touch. Right: Jack Gordon, manager and coach, dopes out the strategy with Marion Davie.



Below: Warming the bench.

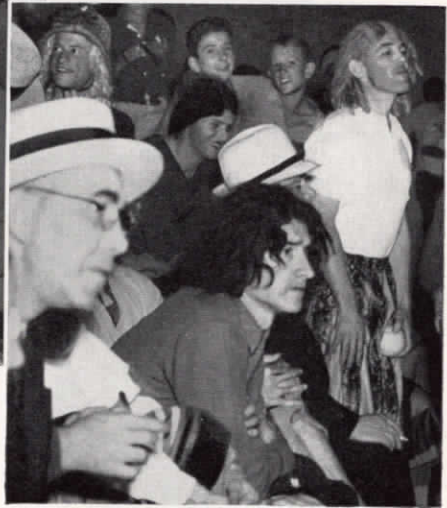


Above: Rarin' to go. The U. O. co-eds about to take the field.





Above: E. H. Badger beats the throw to third. Below: Expressions here indicate that at this point the girls were leading.



Above: Challengers analyze the girls' play as they warm up. Below: W. K. Hopkins called out on a close one.



Below: Deciding the first up by an old system.



was all. In every other department the girls excelled. The pitcher, Bette Robbins, and catcher, Billy Williams, put up splendid exhibitions, and they received every aid from a nifty aggregation of fielders, but the behemoths were not to be denied, and with clenched lips and unwieldy gestures they flailed the atmosphere until somehow or other the ball got in the way, proving once again that the race is not always to the swift.

THE Girls' Club held its eighth birthday party at the Miramar Hotel and Beach

Club, Santa Monica, June 20 last, and under the leadership of Ad Faucett the program committee arranged a fine afternoon's entertainment in the form of ping-pong, billiards, card games, and swimming. Following a fine luncheon, the officers were introduced, and committees for the ensuing year were appointed by President Mildred Radanovich, and it was incidentally announced that the present membership list showed an increase of 25 over that of last year.



Sales Organization



C. S. MYER



F. C. BARR



E. A. BISHOP



P. H. GOODWIN



W. S. GRANT



H. L. PAINTER



H. C. DAVIDSON



V. O. NORDQUIST

IN ACCORDANCE with announcements by V. H. Kelly, director of sales, the following changes in sales organization became effective in the months of July and August:

Central Division (effective July 1, 1936)

C. S. Myer was granted an indefinite sick leave.

F. C. Barr was appointed division operating manager.

E. A. Bishop was appointed district sales manager, San Jose.

P. H. Goodwin was appointed district sales manager, Stockton.

W. S. Grant was appointed district sales manager, Chico.

Northern Division (effective August 1, 1936)

H. L. Painter was appointed division sales promotion supervisor.

H. C. Davidson was appointed district sales manager, Portland district.

V. O. Nordquist was appointed district sales manager, Bremerton district.

The Candid Camera in the Northwest



Above: P. F. Breese, district auditor, Seattle.

Below: J. W. Ollivier, inspector, Vancouver, B. C. refinery.



Left: E. E. Gray, Sales Dept., Seattle, Wash.



Above: F. Ruddock, Fuel Oil Dept., the oldest employee in terms of service in Vancouver, B. C.



Left: H. La Rue, plant superintendent, Seattle.

Right: W. F. Duncan, sales; T. M. Bolton, refinery manager; and H. L. Cunningham, refinery foreman, Vancouver, B. C. Below: D. S. Harwood, lubricating sales engineer, Portland, Ore.



Below: P. H. Schnell, district sales manager, Kelso, Washington.



Above: E. W. Wilcox, warehouseman, Victoria, B. C.



A New Use for "76" Banners



A troop of Boy Scouts under the direction of Norman Wood, employee of the Research Department, here demonstrates a novel use for obsolete "76" banners. The picture shows a small portion of a camp in which thirty of these pup tents were contrived from so many banners. From the reports received the tents were quite effective, excepting that the scoutmaster found it difficult to address any particular boy at night. It was no use yelling, "Hey, you in tent 76!"



Comptroller's Organization Union Oil Company Represented at Olympics



G. H. ANDERSON

A RECENT bulletin issued by G. H. Forster, comptroller, announces the appointment of G. H. Anderson as chief traveling auditor, reporting to M. G. Kerr, assistant comptroller, and H. A. Tobey as southern division auditor succeeding Mr. Anderson. These changes were effective July 15.

BILL SEFTON, the stellar pole vaulter, who first tied for second place in the Olympics at Berlin, and only relinquished this place after hours of strenuous competition in a drizzling rain, is the son of R. H. Sefton of the Los Angeles Warehouse. Bill cleared 13 ft. 11 in., and if you don't think that is plenty high, set a marker and take a look at it some time. Although losing out for second place, he garnered three precious points for the U. S. team.



The Union Camera Club members are turning out some fine work of which we hope soon to present a few samples in the Bulletin.



F. O. PRESSEY
Field, Santa Paula

Thirty Years



LAFE TODD
Gen. Supt., Pipe Lines



L. S. KLINK
Field, So. Div.



F. W. BAYLEY
L. A. Refinery

Service Emblem Awards



FOUR more men earned their thirty-year awards during the months of June and July, and the list of really long term employees is mounting to such proportions that the ten and fifteen year employees are beginning to feel like mere rookies. Thirty years is a big slice out of any man's life, but we have yet to find a Union Oil Company employee with this much time to his credit, who is not sincerely proud of his association, and the part he has been enabled to play in the building of the institution to which he belongs.

On July 1, 1906, Fern O. Pressey was employed as a roustabout on the Ventura Pipe Line, and his entire thirty years of effort have been expended in the Ventura district. A native of Santa Paula, he is familiar with all

the early history of Union Oil Company, and having lived just across the street from the company's first refinery, can still recall vividly the excitement of the early days. Particularly he remembers the night the old refinery was burned up, and the pyrotechnic display that ensued when a string of oil cars became involved in the conflagration. Mr. Pressey is at the present time chief clerk for the field and pipe line departments at Santa Paula, and his spare moments are devoted to his ranch, on which he raises a grade of citrus fruits that furnish strenuous competition to the growers farther south.

Lafe Todd was first employed in the same capacity and in the same location as Fern Pressey, but just a week later. For a number

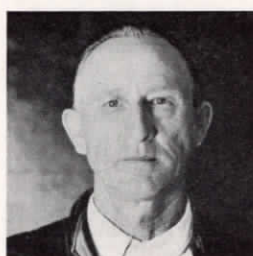
Twenty-Five Years



P. A. DESMOND
Producers' P. L.



J. R. HUMPHREYS
Compt., H. O.



E. OLSEN
Oleum Refinery

of years he was occupied in the laying of the small lines that festoon Ventura County, and he has many interesting tales to tell of the struggles of these early days. We can remember distinctly his accounts of how the entire system was tied up when some careless workman left the handle of a shovel inside a piece of macaroni line, and how after the rains it was frequently necessary to swim out in the sloughs to bring the broken lines ashore. Mr. Todd has had a very interesting career with Union Oil Company, and has seen the beginning of many producing fields that are now well established. In 1914 he was made foreman of the Lompoc pipe line, and by 1918 had become assistant superintendent of the Lompoc and Producers pipe lines. For some time he occupied the same position on the Los Angeles pipe line, and when Wm. Groundwater was moved to Los Angeles as manager of transportation in 1923, Lafe Todd took over the duties of superintendent of Lompoc and Producers pipe line. In May, 1930, he became general superintendent of the northern division, and in May of this year was appointed general superintendent of all lines.

Lester S. Klink, of the southern division field department, started work on the Fox lease at Santa Maria in 1906, and in the succeeding years drilled with cable tools on practically every Union Oil Company lease in that field. In September, 1922, he was transferred to the southern division, and continued in the drilling department until 1931, when he became attached to the production department as pumper and dehydrator operator on the Long Beach Community lease. He occupies this position at the present time, and when

not on the lease he may usually be found camped on the bank of some obscure mountain stream, where, perhaps because of his drilling experience, he dearly loves to go on an occasional fishing job.

Frank W. Bayley, the last, but by no means the least, of the thirty-year men for this period has become so much an integral part of the manufacturing system that it is difficult to dissociate the two. Beginning his service as a pipe fitter's helper at Oleum way back yonder, he has since run almost the entire gamut of refinery operations between the cooper shop and the loading dock, having been stillman on practically every type of still. It is as an asphalt stillman, however, that he particularly shines, and it is as such that he is now employed at Los Angeles refinery. It is probably a fact that the development of scientific methods of asphalt testing was considerably delayed because Frank Bayley many years ago had developed the faculty of determining the properties of the product accurately by merely chewing a small piece. However, he is perfectly willing now to concede the definition of quality to the chemist, and to devote his own time to the manipulation of the asphalt stills.

Three men became eligible for twenty-five-year awards during June and July. First, Percy A. Desmond of the Producers pipe line, who started in with the company in the pipe line department in June, 1911, and has spent practically all of his twenty-five years in the San Joaquin Valley. As fireman, engineer, and district foreman on the Producers pipe line he has worked in all corners of the northern pipe line district, and is familiar with every inch of pipe on the system. In his spare

Twenty Years



A. S. DANA
Oleum Refy.



T. R. LAIDLAW
Fuel Oil, H. O.



E. A. THOMAS
Sales, So. Div.



F. A. BROWN
Producers' P. L.



L. R. DANA
Producers' P. L.



A. E. DUKE
Sales, Canada

moments he likes nothing better than to sit in with his associates on the line and discuss old times, and he has expended a great deal of effort in trying to convince strangers that the dust storms which occur every day at Midway pumping station are very unusual.

James R. Humphreys of the comptrollers department had his first experience with Union Oil Company in July, 1911, after a session in the supplies department of the U. S. Government in Panama, where he was occupied during the construction of the Canal. Mr. Humphreys was employed for many years as tank strapping engineer and aided materially in developing the system that is now in vogue throughout the industry for the preparation of gauge tables. Outside of company hours he is very much of an artist, and his fine miniature ships, service stations, and other models are familiar to many employees. He is also an adept at photography, painting, printing, and other artistic pursuits.

The third of the twenty-five-year group is Ed Olsen, who actually started in at Oleum refinery thirty-three years ago, and assisted in the construction of the first tanks on Refinery Hill. He had a short break in his employ-

ment record, however, and resumed his affiliation with the company in July, 1911, as boiler maker's helper. After about a year in this capacity he was transferred to the plant transportation department, tending the crane hook that was then used for handling asphalt barrels. Later came the first locomotive to the plant, and Ed was shortly thereafter appointed conductor. His greatest hobby is this same locomotive which, for service and endurance, he is willing to back against all the streamlined trains that have so far been turned loose.

The twenty-year group is led by Edward A. Thomas, southern division sales agent at San Fernando, who operated a stage line from San Fernando to Sunland before he joined up with Union Oil Company in June, 1916, and is proud of the fact that long before the campus boys ever thought of it, he was packing nineteen passengers in a Cadillac. Mr. Thomas has gone through all the evolutionary stages of salesmanship to his present post, having been warehouseman, yardman, truck salesman, auditor, and agent. He is well known through his acute interest in community affairs, particularly as a past exalted

ruler of the Elks, and an active member of the local Chamber of Commerce. He adds much to his popularity, also, through the medium of a barbecue kitchen in the garden of his home, to which he frequently invites his friends.

Theodore R. Laidlaw, assistant manager of fuel oil sales, entered the employ of the company as office boy in the comptroller's division, and spent some time as junior clerk in the traffic department before he finally allied himself with fuel oil and asphalt sales, and found his place in the sun. That was in 1919, since when he has been successively chief clerk of the fuel oil division, fuel oil sales promotion supervisor, assistant to the asphalt representative, and assistant manager of asphalt sales. Ted, as he is familiarly known to his many friends, is an enthusiastic golfer and bowler, and in fact captained the bowling team that won the southern division championship last year.

Arthur S. Dana, Oleum refinery employee, was originally employed as a clerk in the pipe line department at San Luis Obispo, but was transferred to manufacturing at Avila refinery in 1923 as chief clerk, and became receiving clerk at the Oleum refinery warehouse in 1931, which position he occupies at the present time. Mr. Dana is an ardent baseball fan, and was himself at one time an outstanding short-stop on the St. Mary's College team. Several of his associates at that time were later drafted to the major leagues. He is also a trained musician, and plays regularly in the famous Crockett band.

Albert E. Duke, engineer at the Vancouver fuel oil plant started in with the Union Oil Company of Canada, Ltd., in July, 1916, and has spent his entire twenty years of service in the Dominion. Mr. Duke was born in Birmingham, England, and came to Canada when he was sixteen years old. Previous to going to the Union Oil Company he was employed in the sawmill industry. His favorite sports are bowling and fishing, and when not engaged in either of these, he may be found in the garden, where he takes delight in the cultivation of obscure botanical specimens.

Leslie R. Dana was originally employed by the Producers pipe line department, and after twenty years still remains faithful to his first choice. He is now senior engineer at Port San Luis station, and considers the Port San Luis-Avila district as one of the most beautiful spots in California, in which he is dead right. As a big game hunter Leslie stands second only to Frank Buck, and many a deer has fallen

victim to his unerring aim. If the opportunity presents, he is not averse to knocking over the smaller game, and it's a bold quail that dares to come within range of his rifle.

Frank A. Brown is also another faithful Producers pipe line employee, having remained in the northern division ever since his initial employment in July, 1916. He has worked as fireman or engineer on many of the Valley stations, and spent seventeen of his twenty years in Coalinga. His favorite sport is surf fishing, but when the fish are not biting he devotes his time to a fine cactus collection, and a rock garden, of which he is extremely proud.

The full service emblem list is as follows:

Twenty-five Years—June

Desmond, P. A., Transp., Prod. P. L.

Twenty Years—June

Dana, A. S., Mfg., Oleum Refy.
Laidlaw, T. R., Fuel Oil, Head Office.
Thomas, E. A., Sales, So. Div.

Fifteen Years—June

Barr, F. C., Jr., Sales, Cent. Div.
Clifford, R. C., Sales, Cent. Div.
Fulton, A. C., Sales, Cent. Div.
Ingram, R. C., Sales, Cent. Div.
Lavorin, F., Purch., Head Office.
Lewis, C. W., Field, So. Div.-Ventura.
Moore, C. C., Mfg., Research, L. A.
Nelson, A. V., Field, So. Div.
Runyan, R. B., Sales, So. Div.
Schnell, P. H., Sales, No. Div.
Smith, E. L., Mfg., L. A. Refy.

Ten Years—June

Arnold, J., Transp., Prod. P. L.
Austin, H. M., Sales, No. Div.
Ball, C. E., Sales, Cent. Div.
Beem, F. L., Auto., L. A. Garage.
Bernard, E., Const., No. Sales.
Billington, F. H., Gas, So. Div.
Bower, C. H., Mfg., Oleum Refy.
Bowie, E. R., Transp., Prod. P. L.
Bradley, E. R., Sales, Vancouver.
Bradshaw, E., Mfg., Oleum Refy.
Childs, H. M., Transp., So. Div.-L. A. P. L.
Clevinger, A. S., Sales, No. Div.
Click, C., Mfg., L. A. Refy.
Croce, F. L., Sales, Cent. Div.
Daugherty, G. D., Transp., So. Div.-L.A.P.L.
Devine, F. J., Mfg., Oleum Refy.
Dillon, L., Patent, Head Office.
Emel, V. F., Sales, No. Div.
Fanshier, V. A., Transp., Prod. P. L.
Futz, E. C., Mfg., L. A. Refy.

Giles, H. E., Field, So. Div.
 Gilhousen, W., Mfg., L. A. Refy.
 Goethals, V., Field, So. Div.
 Green, J. E., Field, So. Div.
 Harke, E., Field, So. Div.
 Howery, E. J., Transp., Prod. P. L.
 Hughes, L. C., Sales, Cent. Div.
 Knick, W. P., Field, So. Div.
 Lang, J. T., Mfg., Research
 Lenzen, C. A., Mfg., Oleum Refy.
 McCallum, P. L., Sales, No. Div.
 McCollum, H. M., Serv. Sta., Head Office.
 Meacham, G. J., Gas, So. Div.
 Milne, J., Compt., Head Office.
 Morrison, J. D., Sales, Vancouver.
 Olson, C. W., Sales, No. Div.
 Pannett, R. H., Mfg., L. A. Refy.
 Paulus, G. L., Gas, So. Div.
 Perlite, G., Mfg., Oleum Refy.
 Plumb, G. F., Gas, So. Div.
 Scott, H. S., Sales, So. Div.
 Sperry, D. E., Mfg., L. A. Refy.
 Steffen, H. J., Sales, No. Div.
 Waterfall, L. N., Geo., Head Office.
 Wescott, A. L., Mfg., Oleum Refy.
 Woodland, C. O., Sales, So. Div.
 Zell, R. C., Whse., So. Div.

Thirty Years—July

Bayley, F. W., Mfg., L. A. Refy.
 Klink, L. S., Field, So. Div.
 Pressey, F. O., Field, So. Div.
 Todd, Lafe, Transp., Prod. P. L.

Twenty-five Years—July

Humphreys, J. R., Compt., Head Office.
 Olsen, E., Mfg., Oleum Refy.

Twenty Years—July

Brown, F. A., Transp., Prod. P. L.
 Dana, L. R., Transp., Prod. P. L.
 Duke, A. E., Sales, Vancouver.

Fifteen Years—July

Boxell, M. L., Mfg., Oleum Refy.
 Brennan, E., Traf., San Francisco.
 Carrier, S. H., Sales, So. Div.
 Charleville, N., Traf., Head Office.
 Fields, E., Field, So. Div.
 Johnson, A. G., Sales, No. Div.
 Kipper, A. H., Sales, So. Div.
 Magnes, L. D., Sales, So. Div.
 Maxwell, M. H., Sales, So. Div.
 Minor, H. F., Sales, Cent. Div.
 Ragatz, E. G., Dev., Head Office.
 Smiley, W. L., Sales, Cent. Div.
 Strick, F. L., Const., Cent. Sales.
 Swaney, H. M., Mfg., Oleum Refy.
 Wilson, E. C., USS, Seattle.

Ten Years—July

Brennan, M. A., Sales, No. Div.
 Brewer, A. G., Sales, Vancouver.
 Bryant, E. L., Compt., Head Office.
 Butler, L. K., Transp., No. Div., PPL.
 Carlson, F. O., Field, No. Div.
 Chisholm, M. L., Sales, Cent. Div.
 Clark, W. L., Transp., Prod. P. L.
 Cleland, H., Mfg., L. A. Refy.
 Cordrey, L. N., Sales, So. Div.
 Craig, L. A., Transp., Prod. P. L.
 Dalessi, J. M., Mfg., Oleum Refy.
 Dudley, E. T., Mfg., L. A. Refy.
 Elders, F. E., Sales, So. Div.
 Germain, J. E., Sales, Cent. Div.
 Gotterba, V. N., Field, So. Div.
 Graves, R. E., Mfg., Oleum Refy.
 Hollfelder, G. J., Mfg., Oleum Refy.
 Hughes, L. M., Mfg., L. A. Refy.
 Kalousdian, E., Transp., Prod. P. L.
 Kristjanson, R. E., Sales, Vancouver.
 LaCoste, G., Mfg., L. A. Refy.
 Louderback, E. A., Sales, So. Div.
 Newcombe, A. J., USS, So. Region.
 Nicholson, D. A., Gas, No. Div.
 Owens, J. D., Mfg., L. A. Refy.
 Parrish, H. G., USS, Vancouver.
 Poe, G. L., Transp., So. Div. L. A. P. L.
 Powell, L. D., Transp., Prod. P. L.
 Richaud, N. A., Mfg., Oleum Refy.
 Rosanbalm, M. J., Sales, So. Div.
 Rush, C. R., Sales, No. Div.
 Sprague, M. L., Mfg., L. A. Refy.
 Taber, P. M., USS, So. Region.
 Wedegaertner, H. F., Sales, Cent. Div.



Another Fish Story

Howard Martin is credited with the discovery of a new use for Triton Motor Oil. He never takes chances on running out of this valuable commodity, and always carries an extra supply with him wherever he goes. The fact enabled him to avoid a very humiliating experience during his recent vacation. It looked very much as if he might be obliged to endure the embarrassment of returning from one of his fishing expeditions empty handed, until a fellow angler gladly accepted a quart of Triton in exchange for two luscious Rainbow trout.

REFINED AND CRUDE

By Richard Sneddon

It is quite contrary to the general belief, but it's a fact nevertheless, that a man loses most of his money through the hole in the top of his pocket.

And if you want your boy to be independent, teach him to drive the car. In no time at all he'll be able to shift for himself.

Incidentally, our own offshoot is still showing an unusual aptitude for getting the right answers in the wrong places. His Sunday-school teacher asked him last week who saw the writing on the wall, and he answered promptly, "The landlord."

A newly-rich Irishman in street dress walked into an exclusive club in Los Angeles the other night, and the attendant called his attention to a notice reading, "Patrons must wear full evening dress." Pat squinted at it for a few moments, and then inquired disdainfully, "Who's smoking?"

And the Widow O'Ryan said of her departed spouse, "He was always so kind and thoughtful, he was really more like a neighbor than a husband."

Which reminds us of that famous old epigraph: This monument is erected to the memory of Patrick Dooley, who was accidentally shot by his brother, as a mark of affection.

Then there was the housewife who phoned the fire station to inquire where the nearest firebox was, so that she could turn in an alarm.

And the young couple who agreed to be married but haven't agreed on anything since.

"Have you ever read about Cellini?" asked the high-school girl, and her chum replied, "No, I haven't. I've always wanted to, but our atlas is so old."

A little oil field cafe not far from Los Angeles displays this appealing ad: "If you don't eat, we'll both starve."

Recalling the story of the preacher, who, when asked how he would have his steak, replied, "Well done my good and faithful servant."

And the considerate married man who said to his wife, "Better give me the lunch basket, dear, we may get separated in this crowd."

Coming home at two a.m. the sympathetic husband explained as usual that he had been sitting up with a sick friend. It's no wonder his friend was sick, either, the poor fellow never won a hand all night.

By the way, have you made the acquaintance of the Berger boys yet—Ham and Lim?

To diverge for a minute, we have been informed by our private statistician that if all the automobiles in Los Angeles were piled in a single heap, it would be safe to go out for a walk.

We can't help feeling sorry, however, for the San Francisco salesman who loaned five dollars to a ferryman, and now can't get the fellow to come across.

And for the girl who used to be an exceptionally good school teacher but has no class any more.

Even doctors admit that golf is a healthy pastime—in other words, that it is better to swat the pill than to swallow it.

This new game, box lacrosse, that is all the rage in the Northwest, is plenty rough, but the other Canadian game they call croquet is simply wicket.

In spite of the telegraph, the radio, and other available means of speedy communication, there are some parts of the United States into which news still seeps very slowly. We just read the other day that down in one of the Southern states two postmen were shot in mistake for Union soldiers.

But while the telegraph and radio have completely annihilated distance, it's the office boy who most effectively kills time.

Which brings us once more to the end of our stint. Remember that horse sense is simply not betting on them.

And that no man should send his wife to the country for a rest, unless he really needs it.

