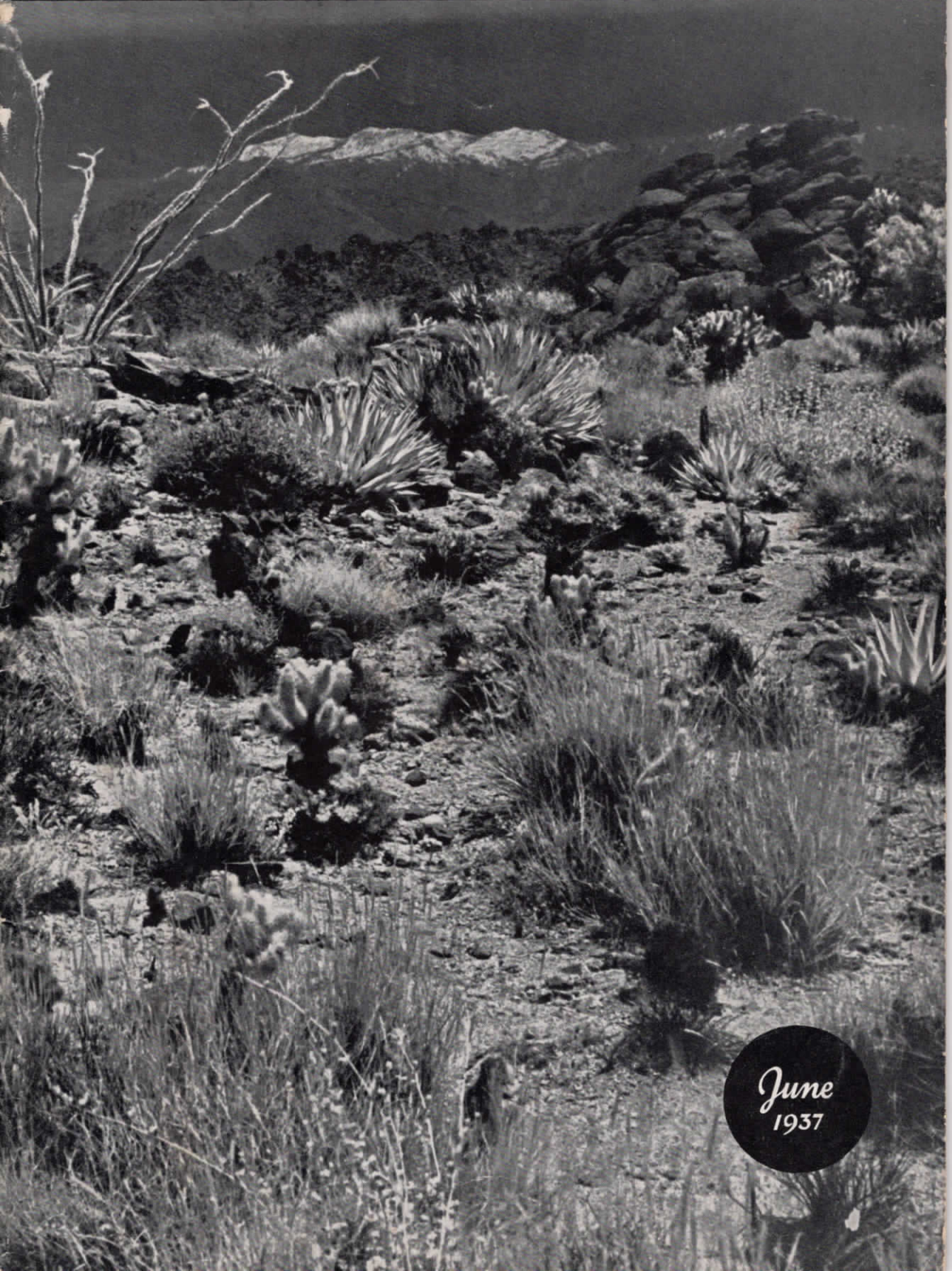


★ UNION OIL BULLETIN ★



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GOLDEN GATE INTERNATIONAL EXPOSITION

IN THE year 1939 twenty million people will visit a section of California territory which two years ago did not even exist, a piece of land which is not yet completely risen from the bottom of the sea. To this unique site visitors will come three thousand miles in houses that streak over the roads at fifty miles an hour. Others will come across the earth's widest ocean in great flying boats. And all these persons (enough to populate a kingdom) will be, like Simple Simon's pieman, "a-going to the fair."

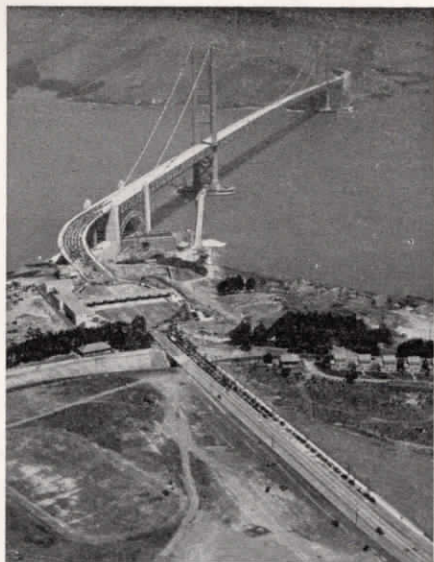
All the world loves a fair. From the days of the Pharaohs in ancient Egypt, through classic Greece, through boisterous Rome, up slowly through the Dark Ages and the Middle Ages of Europe comes the tradition of the fair. Fairs change, of course, with centuries of development, and people change in many respects, but if there is one characteristic that the genus homo has retained through all time, it is his love for fairs.

The twenty million people who will visit San Francisco's Golden Gate International Exposition between February 18 and December 2, 1939, may not, after all, differ so tremendously from those who flocked to Bartholomew Fair in the year 1139. They will bathe oftener, they will come in stranger con-

veyances, they will dress more sensibly (perhaps!); but the fair-goer of 1939 will have the same desire for wonders, he will feel the same emotions, and (as any radio listener can testify) he will laugh at the same jokes.

If ever a city had good reasons for holding a world's fair, San Francisco is that city today. The world's two largest bridges have just been completed across San Francisco Bay, air service has been inaugurated across the Pacific, and a hundred million people, liberated for recreation through the march of the machine age, are turning adventurous eyes toward America's western playground. A king of France never sponsored a fair for such exciting reasons as these.

Probably no fair in history has been held on more interesting land than that which San Francisco's fair will occupy. Ancient fairs were held in cemeteries, with tents and booths handsomely arranged between the graves. Many modern fairs have been held in parks. But San Francisco in 1939 is not going to be satisfied with any such commonplace location as a park; nor, for that matter, with any ordinary piece of land. San Francisco is making her own land, digging it up out of the bay and piling it into an island.

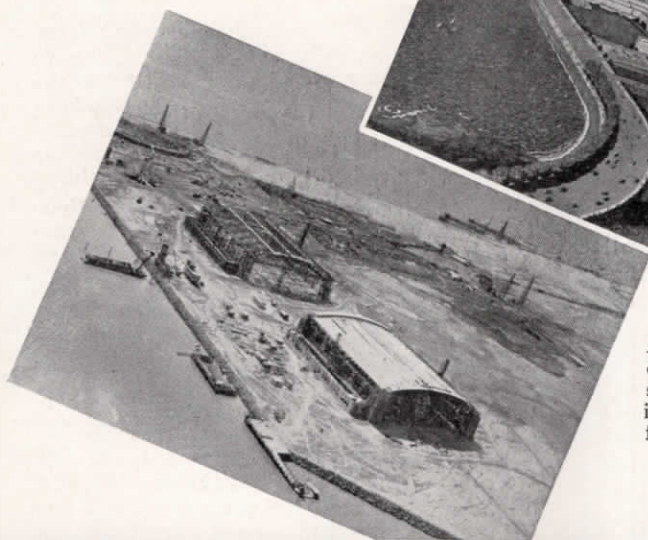


Above: First traffic crosses newly-opened Golden Gate Bridge.



Left: Oakland-San Francisco Bay Bridge, showing Treasure Island, now being built as a site for the Golden Gate International Exposition.

Below: Construction already under way on the artificial island.



Above: Artist's conception of the Exposition as it will look in 1939 when viewed from Yerba Buena Island.



Left: Terminus of the mile-long main Esplanade of the Fair is the Court of the Hemispheres, with its Gateway to the Theater of the Sky.

To this man-made island in the center of the bay, midway between San Francisco and Oakland, in the shadow of one great bridge and within sight of another, the world is invited. And when Californians start out to invite the world, one may be sure that the world will hear. We are not the whispering sort.

"Treasure Island," largest of its kind on earth, will offer 400 acres for the exposition's buildings. This will mean concentration, which is good news for tired feet. The area, more than a mile long and two-thirds of a mile wide, is "made to order" for the exposition, and the buildings are so planned that the sight-seer will not need to waste an ounce of energy.

The work of making the island began in February, 1936, and should be finished in August, 1937. The creation of an island is a huge job. Nine immense dredges are pumping 20,000,000 cubic yards of sand. The three-mile sea-wall contains 220,000 tons of rock.

Buildings worth \$4,000,000 are now going up on the finished portion of the island, and nearly double that amount of money has gone into current construction. The cost of the exposition will total \$40,000,000, or about \$2.00 for each of the expected visitors. There have been WPA and PWA grants, many individual subscriptions, and considerable state aid.

Ideal weather conditions are expected to prevail throughout the period of the fair. Government reports show very little rain at the island location from March through November, while the fogs for which San Francisco is famed do not strike the island. The average wind velocity is but six miles per hour, and the air is always cool and invigorating.

Exposition Island is in the geographical center of the bay region, readily reached from all sides. A six-lane highway will connect the island with the San Francisco-Oakland Bay bridge, so that only about ten minutes' traveling time will be required from either city. The traffic capacity will be about 50,000 persons per hour, and there will be parking space on the island for 12,000 cars. There will be terminals and mooring areas for speed boats and launches, while fast ferries will serve the island from San Francisco and Oakland. The Golden Gate bridge will make access easy for visitors from the north bay counties.

Every western state and British Columbia will offer exhibits in the Hall of Western

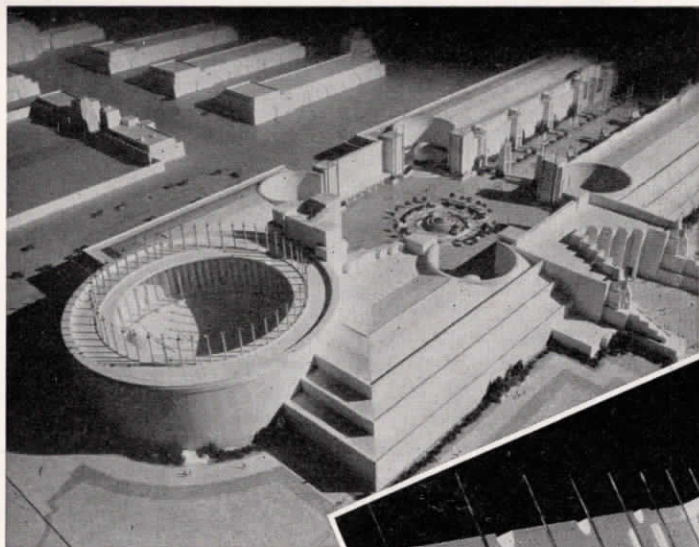
States and in the outdoor space adjoining, unfolding a panorama of western America. These exhibits of the West will have little relation to the ordinary sort long familiar; rather, they will offer lively portrayals of the actual country and the real people, of forests and streams and mountains. Industrial and commercial exhibits will be on view, too, but they will be sponsored by industrial concerns. Many foreign countries will be represented, with the nations of Latin America and of the Orient particularly prominent.

What is a world's fair? The name is one given by common consent to any exposition international in character. In America the official title of such an event is likely to include the word "exposition" rather than "fair." The English are apt to use the word "exhibition." At any rate the world's fair is a lineal descendant of the great fairs of other days, of which Bartholomew Fair in England was a famous example for hundreds of years.

In 1697, a Frenchman named Sorbier wrote: "I was at Bartholomew Fair. It consists mostly of toy-shops, also fiacres and pictures, ribbon-shops, no books; many shops of confectioners, where any woman may be commodiously treated . . . I went to see the dancing on the ropes, which was admirable. Coming out I met a man that would have took off my hat, but I secured it and was going to draw my sword, crying out, 'Begar! Damn'd rogue! morbleu!' etc., when on a sudden I had a hundred people about me, crying, 'Here, monsieur, see *Jephthah's Rash Vow*'; 'Here, monsieur, see *The Tall Dutchwoman*'; 'See *The Tiger*,' says another; . . . so that betwixt rudeness and civility I was forced to get into a fiacre, and, with an air of haste and a full trot, got home to my lodgings."

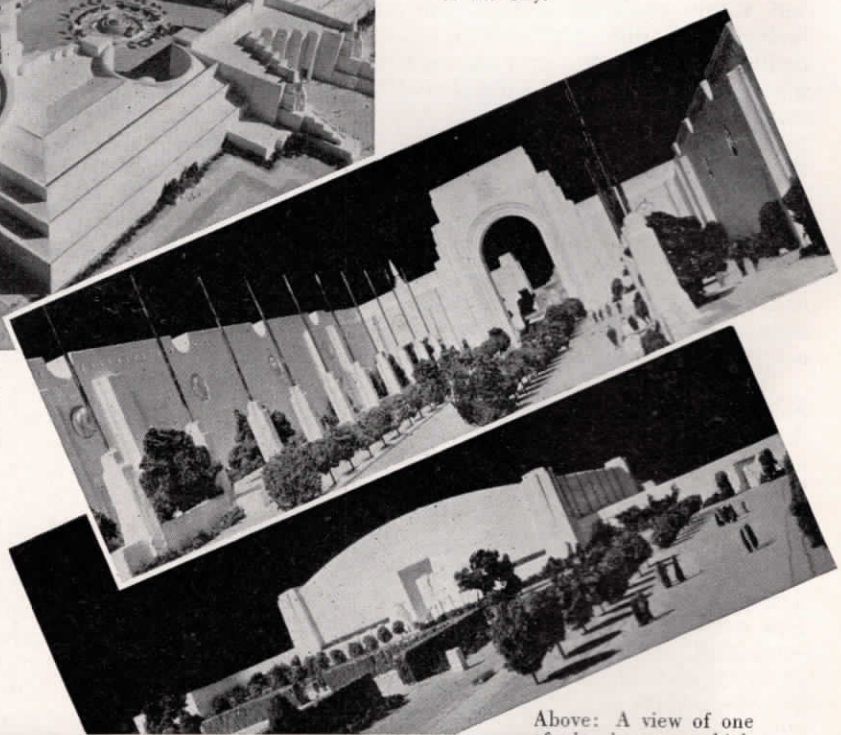
The modern world's fair, or international exposition, began in London in 1851, with the "Great Exhibition of the Works of Industry of All Nations." In two important ways this fair differed from its predecessors. First, it was for one occasion only, not to be repeated at intervals. Second, its purpose was not immediate sales but "exchange of ideas, improved industrial methods, and ultimately increased trade." These distinctions have been maintained by succeeding world's fairs.

Of the world's fairs held in this country probably the best known have been the Philadelphia fair of 1876, the Chicago fair of 1893, the San Francisco fair (Panama-Pacific International Exposition) of 1915, and the



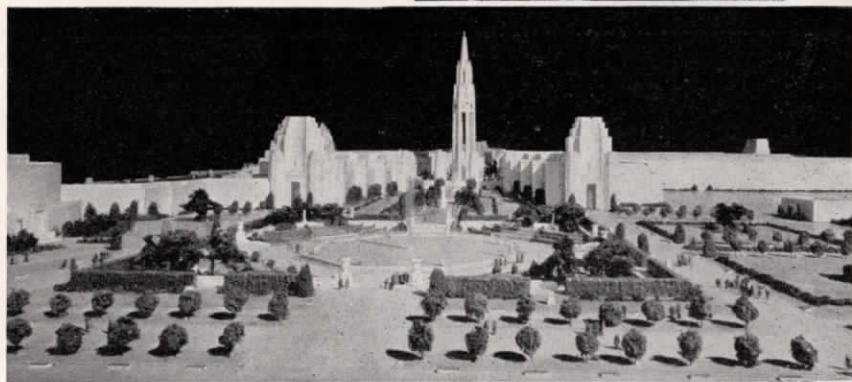
Left: A closeup of the Northern Terminus of the Esplanade and the proposed Theatre of the Sky.

Right: One of the beautiful boulevards that it is expected will be trod by 20 million pairs of feet in 1939.

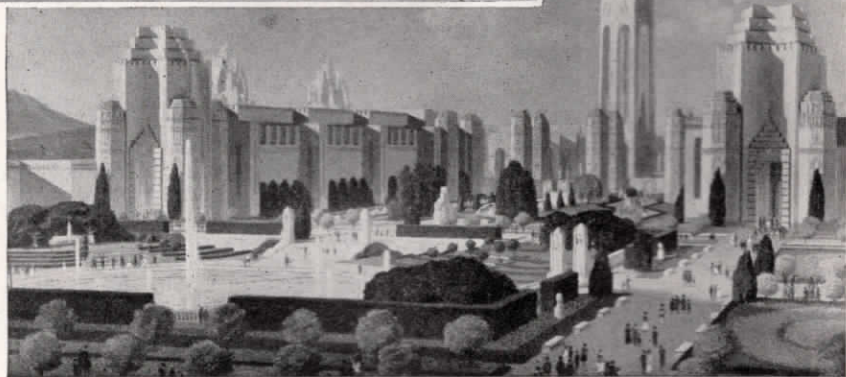


Below: A 392-ft. tower will dominate the exhibit palaces which are to be all air conditioned and gorgeously illuminated.

Above: A view of one of the hangars which will be an exhibit palace two years hence.



Right: Sunken gardens and a glimpse of the classic architecture that will characterize the Exposition buildings.



Chicago fair (Century of Progress Exposition) of 1933-34. It is expected that every one of these will be topped, in importance and in drawing power, by the Golden Gate International Exposition of 1939.

The buildings on Exposition Island will be strikingly beautiful. Although modern in conception they will reveal Mayan, Cambodian and Incan influences, as well as themes from the Orient. Plans call for a double esplanade of main exhibit buildings, 100 feet high, extending along two intersecting axes.

Most distinguished of the edifices will be the exposition tower, 392 feet high, in the central court. The tower-dominated central court will open to the Court of the East; the gold-domed Temple of Music will face the Lagoon of All Nations, around which the governmental buildings will rise. At the northern end of the mile-long esplanade, with its Avenue of the Seven Seas, will be the Court of the Hemispheres, gateway to the Theatre of the Sky. With modern electrical science putting forth its greatest efforts, the night illumination of Exposition Island, and of the San Francisco skyline, will be a wonder long remembered.

Exhibits demonstrating the immensity and usefulness of the West's great power projects at Boulder Dam, Bonneville and Grand Coulee will be an outstanding feature of the fair. Visitors will see how mighty rivers are harnessed, how their power is changed into electric current, and how this current is transmitted over hundreds of miles to the places where it can be best utilized.

Various ingenious exhibits depicting electricity's contribution to modern industrial progress will catch the eye and hold the imagination of every visitor, showing him how electric power replaces and multiplies man power, how it is bringing a new era to life on the farm, how it sometimes almost seems to put brains into steel machines.

Several acres will be given over to a subject dear to all men except dyspeptics (and expensive to them!). This subject, of course, concerns what goes into the stomach, and the general title of the colorful exhibits will be "Drama of Food and Drink."

Almost as near to human interest as food is the subject of shelter, and the San Franciscans are planning to outdo all world's fairs in depicting what is finest, coziest and most attractive in homes and gardens. Anyone who expects to build a home anywhere in the next ten years will surely profit by seeing this complete demonstration of the last word in

home building, home furnishing, and garden planning and designing.

The story of transportation will be told in a new and delightful way, by presenting travel facilities through their objectives—scenery, sports, leisure and pleasure. One huge building will house Vacationland, and the mind of the person going through that building will encompass all of the western out-of-doors playground.

In parks far and near, 5,000,000 flowers and 20,000 trees are now growing for transplanting along the boulevards and in the sunken gardens and flower-beds of Treasure Island. Agriculture will bring its newest developments to the fair; amazing new inventions and machines of all sorts will be there; progress in health, in science and in education will be shown; demonstrations will be made of modern man's conquest of air, ocean, rivers and land.

The San Francisco Bay Exposition Company, Inc., operating the fair, is a private, non-profit company of well-known men of the bay area. As stated above, they expect to be hosts to 20,000,000 visitors in 1939. At first glance, 20,000,000 people would seem to be a houseful; one is inclined to say, "These fair-makers are dreaming." But very likely they are not dreaming at all. The 1915 exposition in the same city drew 13,500,000; and, speaking from the standpoint of the development of roads and automobiles and trailers, 1915 was a long, long time ago.

The trailer will play a big part in the 1939 fair. To the fairs of mediæval France visitors came afoot or on horseback. To the early world's fairs in the United States people came in puffing steam trains or in carriages. The motor car, in its various stages of perfection, brought visitors to later American fairs. Airplanes and new streamline trains are doing their part now, of course, but the auto-trailer will be an interesting and incalculable item in the "drive toward San Francisco" of 1939. This newest covered wagon will fill the roads, and America might just as well get ready for it. Increased travel should help many a western state.

But will those people with the traveling homes be so very different from the fair-going horsemen of the reign of Henry I, or, for that matter, from the boatmen of Egypt? Perhaps not. They will still be wonder-loving human beings looking for the new, the strange, the marvelous—all of which San Francisco will show them in full measure.

STORY OF UNION OIL COMPANY OF CALIFORNIA

As Broadcast by Battelle, Dwyer & Co. Over KEHE, May 17, 1937

AMERICAN BUSINESS ON PARADE has chosen for tonight's discussion one of the leading independent oil companies of the Pacific Coast—the Union Oil Company of California. It may well be called the Pacific Coast's own. It operates largely within this area. Most of its nine thousand employees and twenty-three thousand stockholders live here. Its roots go back to the very earliest years of the western petroleum industry.

It was back in the early eighties that Lyman Stewart and his partner, W. L. Hardison, co-founders of the company, came to California's oil lands after several years in the Pennsylvania fields. Here they exhausted their last dollars on disappointing wells. Only a blind-faith loan of ten thousand dollars from a Los Angeles banker saved the enterprise from early failure. Even then, success was far away. For in those days, oil was mainly used for lamp-kerosene and lubricants, and the California crude then found was not so well adapted for these uses as the Pennsylvanias. It was only when Lyman Stewart persuaded the Santa Fe railroad to let him experiment with oil-burners in an old locomotive that he made a real outlet for his production.

These pioneers learned that you must have oil, buyers for it, working capital, and able management for successful oil company operation. Having these ingredients, the Union Oil Company was one of few to survive the infancy of the industry. Retaining them, it has shown steady growth for nearly half a century.

Today, the few wells have grown to more than a thousand. The Union Oil Company produces sixty thousand barrels of oil a day, with about as much again shut in. It operates its own refineries and its own transport system—complete from pipe lines and tank steamers to tank cars and auto trucks. It owns twelve hundred bulk-distributing and service stations—and, in addition, supplies nearly six thousand independent stations, the majority selling Union products exclusively.

The company performs every function necessary to the production, shipment, manufacture and marketing of petroleum products.

To the consumers and to the petroleum in-

dustry, the company's contributions have been many. The Union research department has an impressive list of "first"—better ways to produce and refine oil—new uses for petroleum—new products and improvements on the old.

While most of these advances are of interest chiefly to the petroleum engineer, there are many which concern Mr. and Mrs. Consumer directly.

There are polishes and cleaners for automobiles, household specialties, fly sprays and insecticides, and many others.

The lacquer finish on your automobile was probably given the proper consistency with Union lacquer thinners. Research on these aromatic solvents has given the company clear leadership in the field. Regularly, whole tanker loads are shipped east.

But the company's ability to look ahead and push ahead are best known through its two principal products—Seventy-Six Gasoline and Triton Motor Oil.

About six years ago, the company saw the need and opportunity for a new type of gasoline, midway between the regular grade and the higher-priced, premium fuel. One that would permit high-compression motors to operate efficiently—and yet would not increase gasoline bills.

After a year of research and development, Union brought out the new gasoline. Introduced in mid-depression, Seventy-Six was a success from the start—the result of an improved product, the name, and aggressive selling and advertising.

Triton Motor Oil is another research victory of the company. Pennsylvania's paraffin-base oils were traditionally recognized as superior motor lubricants. California's asphalt-base oils formed less carbon but did not possess such fine lubricating qualities or long life.

Oil men knew that *if* certain California crudes could be properly processed the result would be a pure paraffin-base lubricant—actually superior to the better eastern oils because it would give the same type of lubrication and long life—and still form less carbon.

With so great a reward waiting, it is no wonder that many a laboratory was kept busy on this refining problem. It fell to Union to find the answer. The secret proved to be a solvent known as propane, which removes the unwanted portions of oil.

The result was Triton, generally regarded as one of the great achievements of the California oil industry. A special plant, costing a million and a half dollars, was required to produce it.

. . . Now let us examine the company's financial position and its depression record.

In 1899 the records show a dividend of a little more than one hundred thousand dollars paid to stockholders. Except during 1914 and 1915, when the earnings were twice the previous dividend requirements but were used to pay off indebtedness, dividends have continued regularly ever since. During four of the depression years dividends were not fully earned, but the company, recognizing the stockholders' need, declared them from accumulated earned surplus, the balance of which at March 31st last was thirteen million five hundred thousand dollars. All told, the company has paid nearly a hundred and forty million dollars in cash dividends and more than sixty-five million dollars in stock dividends—a total of over two hundred million dollars. The May tenth disbursement of thirty cents a share is the company's two hundred and ninetieth dividend.

Since 1929, the company has paid over forty million dollars in dividends. Simultaneously, it has put fifty-five million dollars into capital improvements and cut its funded debt nearly in half, a reduction of sixteen million dollars. The company's depression outlays, including one hundred million dollars in wages, totaled over two hundred million dollars, and were a big factor in providing employment.

After deducting reserves for depletion and depreciation of a hundred and thirty million dollars, the company's total assets are now about a hundred and sixty million dollars, which includes current assets of fifty million dollars. Its current assets are seven times the current liabilities—and practically twice the total indebtedness.

From its employees Union earns and receives loyalty. One-third of its people have been with the organization from ten to thirty-five years. A group insurance plan, inaugurated twenty-three years ago, today has twenty-nine million dollars of insurance in force

—eleven million dollars paid for by the company, the remainder by employees. Disability income-insurance is also available. In 1915, an Employees' Benefit Fund was established for the payment of doctor and hospital bills. Social Security was anticipated in 1923 by the adoption of a Provident Fund for pensions. This fund now has ten million dollars in assets, owned by employees.

Operating employees are paid almost as much per week now as in 1929 but work considerably fewer hours. For example, in 1929 field workers, pipe line and refinery employees averaged forty-eight hours, whereas now both groups work thirty-six hours. Service station employees worked sixty and now work forty-eight.

So much for the past and present—but what of the future? You can be fairly assured that a forty-six-year record of good management, good products and able financing will continue. You can judge that the company will hold the loyalty of its employees and customers. But to an oil company, the most vital concern is oil itself.

In recent years, the oil industry has been all but submerged in oil. Like so many other commodities, oil has been a problem not in its scarcity but in its plenty. In the struggle to stabilize the industry, Union has played a foremost part—in curtailing its own production—in absorbing the output of independent producers—in minimizing the economic waste of surplus production. But oil is exhaustible. In the long run, this is the real problem. Oil reserves are all-important.

As of last October, the oil reserves of the company were estimated at two hundred fifty-eight million barrels in California and eight million barrels in Wyoming.

Since then, additional territory has been proved in the Santa Maria Valley Field, and deeper zones have been reached at Dominguez and Rosecrans. Oil has been discovered on the company's five thousand acre Keeran Ranch in west Texas. Tests for sands below ten thousand feet are being conducted in the Los Angeles Basin. Extensive exploratory and development work is being conducted in the San Joaquin Valley.

The importance of the company's reserves has greater significance when two other facts are added. The company's reserves are now about one-fortieth of the total proven reserves of the United States, and the estimate of reserves for California underlie only 6% of its California lands. The remaining 94%

are for the most part untested but from discoveries of oil on adjacent properties it is evident that a considerable part of this acreage, although so far untested, is oil territory and will be reflected in the company's estimates when developed. Furthermore, it does not include an estimate for the quantity of natural gasoline that will be extracted from the gas produced along with the crude oil.

Union is a producer in practically all of California's fields, and is responsible for the discovery of oil at Santa Fe Springs, Dominguez, Richfield, Brea Canyon, Rosecrans, Santa Maria Valley, Lompoc and in eight other fields. The company also has holdings in Colorado and New Mexico, and in Colombia and Venezuela.

In Union Oil Company of California, the Pacific Coast has a great institution. Its background is substantial and conservative, yet its policy has proved to be vigorous and aggressive.

AMERICAN BUSINESS ON PARADE and your Commentator salute the Great Union Oil Company of California, its executives, its management and its employees.

Its steady progress and depression record

reflect able management. With its ample reserves of crude oil and its sound operating practices, the company appears to have a most promising outlook.

It has been a great pleasure tonight to bring you this interesting story of our own Union Oil Company of California. This is the second message on the Oil Industry your sponsors, Battelle, Dwyer & Company, have been able to bring to you in the past few months.

Oil and the oil industry is an inherent part of the economic life of Southern California. Today, the future outlook for many operating oil corporations is extremely interesting, not only because of the effect of inflation on this basic commodity, but through constant changes in production methods, consumption and many other factors which may greatly influence the future activities of these companies.

Tonight we have brought you highlights of the great Union Oil Company of California. With its extensive production, great research laboratories, and marketing facilities—Union Oil Company, in the opinion of your sponsors, offers exceptional opportunity for investment and enhancement.



MODERN COVERED WAGONS

By HOWARD KEGLEY

DURING the year 1837 one thousand prairie schooners headed west from Independence, Missouri, for the promised lands in Oregon and California. Drawn by lazy oxen, they rumbled over uneven prairie, at the alarming speed of twelve to fifteen miles a day, for five long months before they dragged wearily to their destinations.

Now, just a century later, another caravan of covered wagons is heading west—this time, however, not a mere thousand, but a hundred thousand, and with motors replacing the horses, gasoline substituted for hay, and the advantage of fine roads, these modern prairie schooners will cover the distance from Independence to Oregon or California in five days instead of five months.

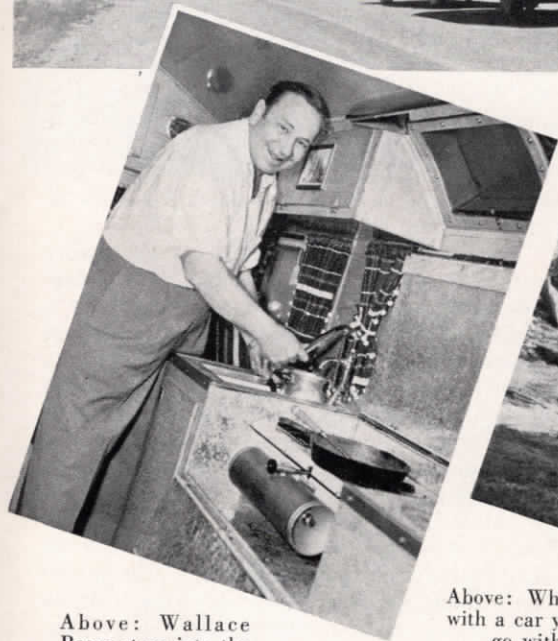
The object of the modern excursionist is

also somewhat different. While his ancestor pioneers made the precarious journey in search of gold or some other means of sustaining life during a trying period of history, he is merely bent on pleasure. He is coming west to see new country, and instead of looking for gold he is bringing it with him. In another five years, state and federal authorities believe, there will be 500,000 covered wagons gypsying along the highways of this, the greatest motoring country under the sun.

Most of the 500,000 people who are seeing America this year in auto trailers have simply detached themselves from the workaday world for a fortnight or a month to revel in a brief letdown from business tension, and to get off the beaten path and see new things and new places, but a considerable number of



Left: It's the possibility of visiting spots like this that makes trailing a popular means of transportation.

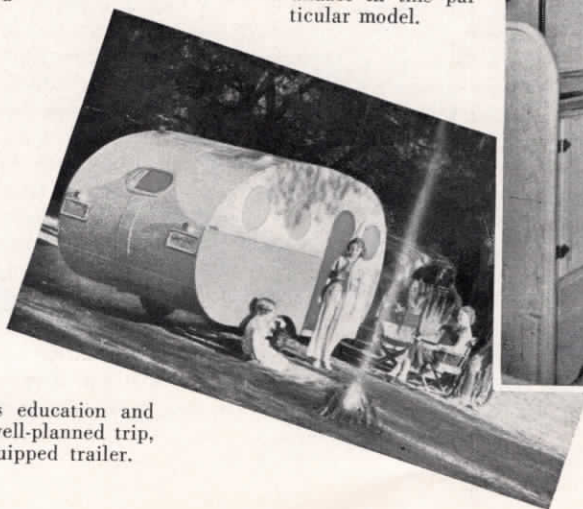


Above: Wallace Beery steps into the kitchen to help with the dishes. Wally's new trailer has a removable top that converts into a launch.



Above: Where you can go with a car you can usually go with a trailer.

Right: All the comforts of an up-to-date home kitchen are available in this particular model.



Right: There is education and relaxation in a well-planned trip, with a well-equipped trailer.

trailerites have taken to the road in protest against unemployment, high rent and house shortage.

These are the poorer class. Vast numbers of them today are camped by the roadside, huddled together in groups of six to a dozen trailers of all types, washing their garments at the edge of the stream, cooking their food at a community campfire, foraging for supplies when none are at hand or funds are insufficient to buy them. These are the people who are living from two weeks to three months in a place, and causing school authorities to wonder how children in trailer homes are going to be educated.

On the other side of the picture is the trailer de luxe, inhabited by middle-class people, who have enough, if not more than enough money to see them through. They drive cars worth from \$750 to \$1,800 each, and pull trailers which cost from \$500 to \$1,000, most of them ranging around \$700. These outfits are really portable bungalows.

To all intents and purposes they are four-room cottages, the essence of neatness, with good ventilation, bathroom facilities, suitable culinary equipment, comfortable sleeping accommodations, and recreational features. Hot and cold water are at all times available, the floors are covered with tile-patterned in-laid linoleum, the food is kept sweet and pure in a compact icebox, and illumination is provided either by gasoline lamps or electricity. These people, for the most part, patronize trailer parks, where laundry agencies can quickly provide them with clean clothes, but if it is necessary to wash out a few things on the road there are ample facilities for doing so.

These are the people who are financially able to take vacations in comfort and, fortunately, they constitute the majority of those who today are seeing America through the windows of the modern covered wagon. They go where and when impulse bids them go, they pay their way, and in due time return to the teeming cities to take their place in the treadmill which modern civilization is pleased to term the business world.

Today you can trade what you have for a trailer, build one, buy one or rent one. There are corporations set up to manufacture them for sale, rent or lease. They can be had on almost any reasonable terms, fully covered by collision, personal injury and property damage insurance. In Los Angeles alone approximately fifty different companies and individuals are manufacturing trailer coaches, some

making from three to five a week, and others as many as 100 a month.

It would be difficult to go through any large industrial organization today without finding a considerable number of enthusiastic trailerites. Inquiry developed that there are many in the Union Oil Company's employ. One of considerable experience is W. W. "Bill" Hay of the pipeline department, who tells about an interesting trailer trek last year to Weitchepc, on Klamath river.

In the party were Mr. and Mrs. W. W. Hay, Dr. and Mrs. Glen C. Curtis, Mr. and Mrs. J. D. Neuls, Mr. and Mrs. R. V. Rosborough, and Mr. and Mrs. E. H. Peterkin. Dr. Curtis is a member of the company's medical panel, Mr. Rosborough is superintendent of the company's northern division pipeline, Mr. Neuls is entomologist in charge of the company's vast citrus holdings in Orange county, and Mr. Peterkin is in the transfer business at Brea.

All five couples succeeded in borrowing trailers in which to make the trip. The Peterkins started out a week ahead to prepare a camp site at Bluff Creek. The party set out expecting to enjoy trailer life to the fullest, experiencing a great feeling of independence in getting beyond the reach of telephones, and knowing that for two weeks mealtimes and the hours of rising and retiring were to be mere matters of convenience.

"After traveling for a few hours we were hardly conscious of the fact that we were hauling trailers," says Mr. Hay. "The important thing, we found, was to remember to give proper clearance in passing other cars, and that you cannot stop a car with a trailer attached as quickly as you can stop the car."

All went well until the party reached San Fernando, where something was obviously wrong with one equipage. The hitch which attached the trailer to the auto was broken, allowing the trailer to sway from side to side on the road, its only attachment being the safety chain. A few days later, when parked alongside Redwood Highway, one driver permitted his car to roll back several feet. This enabled the trailer to turn sideways and block the entire road. It was a ticklish situation, because it happened on a blind curve, but happily no accident occurred.

Mr. Hay relates an unusual incident of the trip, which indicates that not all people are inclined to take something out of the trailerite's hide. One night they pulled up at an ideal camping spot alongside the highway.



Left: This is the modern idea of roughing it. A stop by the way-side for a snack and perhaps a game of bridge.

Below: Visiting places of historic interest is one of the joys of the trailerite.



Above: Beds are just as comfortable as in the best hotels.



Above: W. C. Fields is either listening to the radio or trying to understand his own dictation.



Above: Breakfast with all the comforts of home.

Shortly after retiring, one of the men in the party was aroused by a man, at the door, who informed him that he was camped on private property and that the fee would be one dollar.

This he paid, and again he retired, only to be rudely awakened in the course of half an hour by a woman at the door, who handed back the dollar and declared that her husband had no right to collect it.

"Whatever you do," cautions Mr. Hay, "do not ride in a trailer while it is in motion." He relates the experience of one of the women in the party who, when the group had arranged to make an early start, decided she'd stay in the trailer, do the dishes, and tidy up a bit. Unfortunately, the car had a horn and didn't need it; the trailer had none, and it was needed badly.

Motoring blithely along through superlative mountain scenery, with the tang of balsam in his nostrils, the husband, after half an hour or so, came to the conclusion that the grandeur was simply overpowering. He felt that his wife should see it even if she had to let the dishes go unwashed. So he stopped the car and went back and flung open the trailer door.

There in the middle of the trailer, hanging onto the sink pump-handle, stood his wife with a wild look in her eyes. The floor was covered with dishes, the sidewalls were splashed with water out of the rear tank, the remains of an early breakfast were strewn hither and yon, and the poor woman was half-clad and nearly frozen. Hanging to the pump-handle as hubby whipped the trailer around the curves, she had been unable to keep her equilibrium long enough to get out of her lounging-robe and into her everyday clothes.

The trailer was indeed a mess. The wife was distinctly upset sartorially and mentally, for hubby had taken her for a ride in real fact. However, after a moment or two she began to see the funny side of it, and in a few moments she was into her outing togs and up in the front seat with hubby, getting her share of the scenery.

At Bluff Creek the party arranged the trailers in a square, with the cooking equipment in the center. A canvas tent was fastened to one side of a trailer and made to serve as a dining-room. Each couple cooked its own breakfast in the trailer, but there were ten at dinner in the dining-room each evening.

In Mr. Hay's opinion, the wise thing to do is to rent, lease or borrow a trailer the first time you go covered-wagoning, so you can

get the feel of it, learn how a car and trailer handle, and listen to the experiences of other people with different types of coaches. Then you'll have a much better idea as to what you really want when you are ready to invest in one.

Those who seek to use the house trailer as a means of escaping legitimate real estate taxes, are coming in for a lot of criticism from the constituted authorities. Vierling Kersey, Superintendent of Public Instruction in California, declared the federal government must pay a share of the cost of education in California, because at least 50,000 boys and girls, who have resided in as many as five states within the last five years, will be carrying their books to California schools this year.

He declares these families bring no assessed valuation into the State, and do not contribute directly to the educational program of any State, therefore they become educational charges of the federal government.

City, county and state authorities almost everywhere see a public health problem in the permanent occupancy of trailers. Scores of cities are shaping ordinances against them. Monterey Park, Calif., recently denied a permit to establish a trailer park and ordered trailerites to camp in the farming districts outside the town.

Palm Beach, Fla., will not permit a trailer park, and there two or more trailers parked on a lot constitute a nuisance. One may park a trailer for an hour along a street or highway, but may not cook. In Burbank, Calif., trailerites cannot park over night unless they have complete sanitary facilities.

San Antonio, Texas, has ruled that before anyone may obtain a permit to establish a trailer park he must first have his plans and specifications approved by the board of health. Trailers cannot park more than three hours on city streets unless they have city water and sewer facilities. A trailer unit in camp may not occupy less than forty by forty feet of ground space.

Los Angeles County has set up legal machinery to bounce trailerites off the North State Beach if they are found to be violating any of the county health regulations. Los Angeles City plans to prohibit parking trailers on vacant lots and in back yards if they are not fully provided with sanitary facilities. A short while ago Dr. Walter Dickie, head of the California Department of Public Health, declared the increase in number of typhoid fever cases could be traced directly to lack of sanitary facilities in trailers.

There was a great hullabaloo over the moot question as to whether a trailer is an auto accessory or a home until a justice of the peace at Orchard Lake, Mich., settled it, apparently for all time, by finding guilty of maintaining a nuisance, a factory worker who took the wheels off his trailer, built a lean-to on and established his residence there. The justice declared that in spite of all the adaptation the trailer was still an auto accessory.

Since then Oregon has adopted a law requiring all trailers to be equipped with sanitary facilities. In Nevada the police of various cities scrutinize the trailers as they drift along, keeping watchful eyes open for anything that might influence health conditions. Arizona permits trailers to make overnight stops only, along highways. Special ordinances governing trailers have been adopted by Miami, St. Petersburg, Fort Lauderdale and Clearwater, Fla.; Atlantic City, N. Y.; Oakland, Long Beach, Banning, San Diego, and Monterey Park, Calif.; Phoenix, Ariz., and a great many other cities.

The American Municipal Association, American Society of Planning Officials and the American Public Welfare Association declare that "trailers should be required to provide revenue to meet the additional financial burdens which they bring to states and localities, such as in highway, and school, and fire, and police protection."

At a regional highway safety conference in New York City a few days ago it was the consensus of opinion that the height limit of a trailer should be not over twelve and one-half feet, with a width of eight feet, and an overall length of not to exceed forty-five feet, including towing car and trailer coach.

One of the most hopeful signs for the future of the trailerite is in the fact that Wyoming and Colorado, two of the country's foremost summer tourist states, have adopted a master plan for trailer parks, which was worked out under the direction of and with the approval of the California State Board of Health.

This plan has been adopted by both states, and is being submitted to chambers of commerce and city officials along main traveled routes in both states, for approval and adoption. It already had been put to practical use by Durango, Monte Vista and Alamosa, three important tourist towns in Colorado. Some towns are already planning to provide municipal trailer parks patterned after the Colorado plan.

In brief it offers a park embracing five

acres, with room for sixty trailers. Each space would be eighteen feet wide and forty feet long. The park is circular in shape, with graveled roads leading all the way around from drive-in to drive-out. Roads at front and back of each parking space make it unnecessary to back out. In the center of the park is a recreation center, with swimming pool, a diversity of entertainment facilities, and supply stores. Commodious restrooms are provided. The plan is so arranged that upon coming to a stop each trailer can couple up with electric lights, water supply and sewer facilities.

There seems to be a general tendency now toward the adoption of a model ordinance for cities and counties all over the country, in order to avoid discrimination and confusion. In an effort to head off undesirable legislation several hundred manufacturers of trailer coaches recently met and recommended uniform state laws, which declare the trailer a vehicle rather than a home, require an annual license fee of thirty-five cents per hundred pounds of each trailer coach, require adequate brakes on all trailers weighing as much as 1,000 pounds, stipulate proper wiring of trailers to meet building code regulations, provide for proper lights and markers at night, and make compulsory adequate couplers between trailers and towing cars.

In a poll of states Alabama, Colorado, California, District of Columbia, Michigan, New Hampshire, New York, Oklahoma, Pennsylvania, Utah, Virginia, West Virginia and Wisconsin traffic officials agreed that all trailer coaches should be provided with brakes. All states are agreed that trailers should carry rear lights, and quite a number are of the opinion that the land-yachts should carry identification and side lights. Popular belief of the manufacturers seems to be that, before being given licenses, all trailers should be thoroughly inspected for safety and sanitary equipment. All states agreed on the need for separate registrations and taxation according to present passenger car or truck standards.

While a considerable number of cities and towns now frown on the trailer traffic, many, many more welcome the trailers, and are endeavoring to provide the conveniences which will afford for their occupants a comfortable pause at intervals along the route. Last year there were close to 1,700 trailer parks in the United States. This year there are thought to be nearly 3,400 of them.

AROMATICS FROM PETROLEUM

FOR years the general public has been aware of the fact that from the sticky black material known as coal tar, a multitude of widely diversified and highly useful products may be obtained. Dye stuffs of every imaginable color; poisons and antidotes, medicines and explosives, paints and paint removers, the sweetest smelling perfumes, compounds with most objectionable odors, and thousands of commodities, widely varied in character, but all indispensable to industry, are derived from this single unattractive substance.

It is also the source of an important group or family of chemical components known as the aromatic hydrocarbons—"aromatic," because of their pleasing odor; "hydrocarbons," because they are composed solely of hydrogen and carbon. Typical members of this family are benzol, toluol, and xylol, produced by the destructive distillation of coal. At red heat the complex materials present in the coal decompose and the aromatics are released as vapors. These vapors are captured by passing through heavy petroleum distillate, in which they dissolve, and from which they may later be recovered.

The aromatics are known commercially as solvents, have a wide use in industry, and have been most extensively manufactured as by-products of the coke ovens, which are used for the destructive distillation of coal. These coke ovens yield heating and illuminating gases, and coke, as their principal products, and the whole process is largely governed by activities in the iron and steel industry, since the bulk of the coke is used in the smelting of iron ore.

Due to the greatly expanded use of natural gas from petroleum, there has been a corresponding decline in the demand for coal gas, which, of course, has resulted in a similar decline in the manufacture of aromatics from the same source.

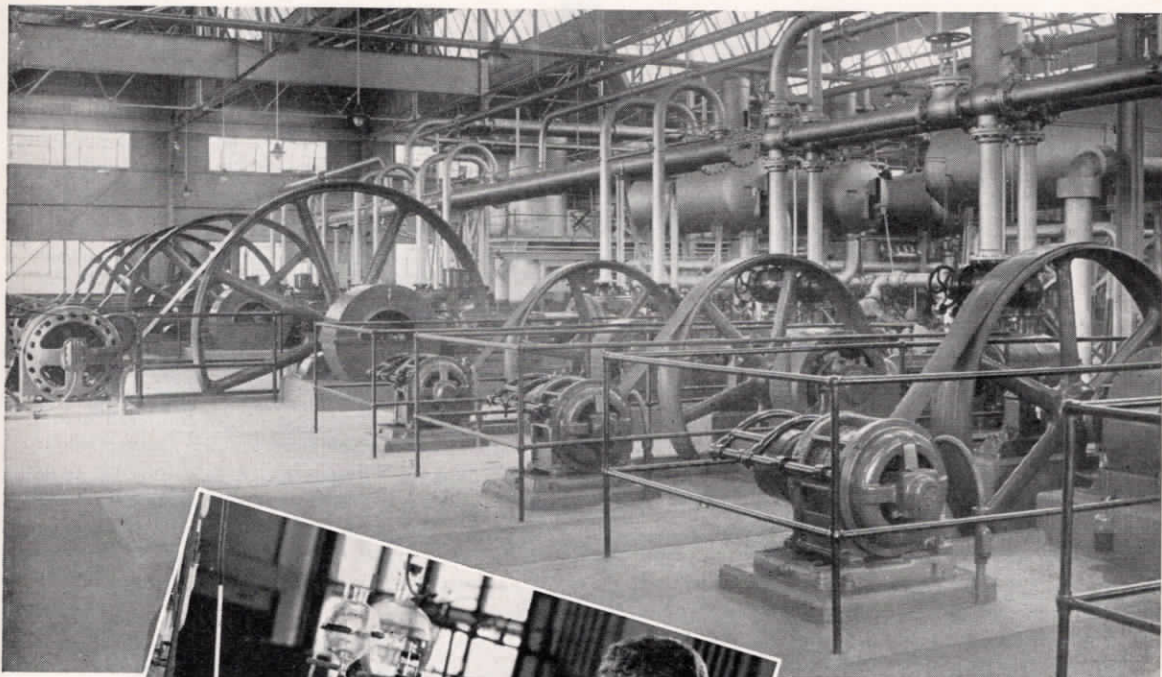
In view of the commercial importance of these aromatic hydrocarbons, steps were taken to produce them from petroleum during the war. The effort was unsuccessful and, as the economic need for large volumes dropped at the conclusion of hostilities, this line of attack was temporarily discontinued. In 1927, however, industrial activity again had reached such

a high level that the supplies of aromatic hydrocarbons once more appeared to be too small to meet the demand, and many of the large industrial consumers, notably E. I. duPont de Nemours and Company, of Wilmington, Delaware, began to search for other sources of supply.

Immediately prior to this, in 1926, Union Oil Company had installed a continuous countercurrent plant at its refinery at Oleum, California. This, the Edeleanu plant, was named after the inventor of the process employed and was the first continuous plant of its type in the world. In this plant, distillates prepared from California crude oil were washed in a continuous countercurrent system of cold liquid sulphur dioxide at about 15 degrees, Fahrenheit. Sulphur dioxide is the gas produced when ordinary sulphur is burned in the air, and is well known for its choking or strangling effect on humans.

Under from fifty to seventy-five pounds pressure, the gas becomes a pale, lemon-colored liquid at ordinary temperatures. When this liquid has been chilled to low temperatures and is mixed with a petroleum distillate, also chilled, the liquid sulphur dioxide, which is much heavier than the petroleum distillate, settles as a separate layer at the bottom of the container. The lemon-colored liquid sulphur dioxide then assumes a cherry-red color, and contains most of the aromatic hydrocarbons present in the original distillate. The sulphur dioxide layer is separated from the bulk of the liquid, the mixture of aromatics is recovered, and from this are eventually prepared aromatic hydrocarbons of the same nature as those derived from the coal tar distillates.

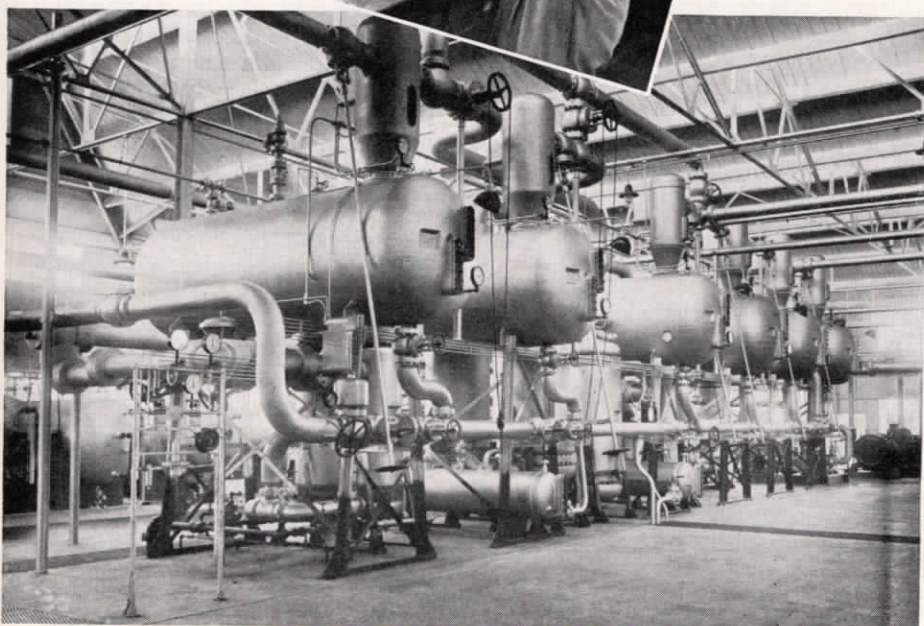
From the brief historical record above, it becomes obvious that, when the chemical industries began their search in 1927 for other sources of aromatic hydrocarbons, Union Oil Company had developed and was already in a position to supply certain of these materials. In 1927, the company undertook an intensive research program in co-operation with certain of the consumers, and produced some of the higher boiling aromatics fractions for use as resin solvents in the newly developed synthetic resin field being opened up by the paint



Above: A section of the Edeleanu plant in which the aromatic concentrates are prepared. These are later purified by distillation and various treatments to yield the desired aromatic solvents.



Left: Chemist making aniline critical solution test, an important consideration in controlling the character of the aromatic solvents.



Left: The stills which are used for the recovery of sulphur dioxide from the extract phase (aromatic concentrate). Actual composition of feed to first still is 85 per cent sulphur dioxide and 1.5 per cent oil, by weight.

and varnish industry. Subsequently, considerable commercial interest was demonstrated in the light aromatic hydrocarbons, such as toluol and xylol, and it became commercially feasible to produce these materials in 1929, when Union Oil Company installed the largest single Edeleanu plant in the world at a cost of one million dollars.

As a result of the installation of this plant, the company has been, and remains, in a position to produce tremendous quantities of these petroleum hydrocarbons as concentrates recovered from selected gasoline fractions. Actually, the company is now the largest single source producing these materials outside the coal tar industry. Furthermore, Union Oil Company is supplying a major portion of the materials used in the nitrocellulose lacquer industry—the biggest outlet for which is in the coating of automobiles with the well-known Duco finish—and a large portion of the materials employed in the newer type of automobile finish, typified by the synthetic resin finish employed by the Ford Motor Company.

Development of the aromatic materials in 1927 was initiated in the research department under the guidance of R. E. Haylett, then assistant to the vice-president in charge of manufacturing and now director of manufacturing and research. The first work in developing applications of these materials available from the newly installed Edeleanu plant was performed by A. L. Blount, then chemist in the research department at Oleum and now research supervisor under Dr. D. R. Merrill, manager of research at the Los Angeles refinery. During the ensuing years, work has been conducted constantly and many interesting developments have been brought about. As a result of this active work, the production of aromatic materials has enabled Union Oil Company to supply products which have proved, and are proving, valuable to practically every major industry in the United States.

In controlling the quality of aromatic materials produced from crude petroleum, it is necessary to employ many tests, other than the usual ones pertaining to gravity, color, distillation and corrosion. One of the most interesting of these additional tests is known as the aniline critical solution test, which involves the determination of the maximum temperature at which aniline and the solvent under test, remain as two distinct phases when

actively agitated in a test tube. This test can be said to be a measure of the solvent power of the solvent; the lower the aniline critical solution temperature, the higher the solvent power of the aromatic material.

Sales promotion activities, so far as these materials are concerned, involve a type of marketing not generally encountered in the petroleum industry, in that it is necessary to have technical men working actively in the laboratories of many of the consuming concerns. These contacts must be made in order to aid the technical staffs of the industries to determine the proper application of new products. This is somewhat outside the usual procedure of contacting purchasing agents, as it has developed rather into a series of technical conferences between the seller and the buyer.

Since the company began developing aromatic materials their development has reached a point where commercial application is extremely diversified. As a result, these products of the company are sold not only in the United States, but also in Canada, the Orient, the Argentine, Denmark, and many other foreign countries. With such progress in recent years, it is not too much to expect that the petroleum industry may, in the very near future, totally supplant the coal tar industry as a source of aromatic materials.

H. E. Bramston-Cook of the lubricants and special products department, has been associated with the development since the installation of the original Edeleanu plant, and since 1933 has been technical advisor in sales promotion. His academic qualifications and prior chemical experience fit him eminently for the responsibility, and it is largely through his efforts that Union Oil Company has become an important factor in this comparatively new phase of industrial activity.



A Queer Accident

Just how simply a man can lose a digit is shown by this accident report, drawn to our attention by Dr. C. D. Barnes of the research laboratory: Maltha, April 19 . . . was loading a tank car when he started to step on the dome with his right foot and his toe slipped off.



EXECUTIVE COMMITTEE* AND OFFICIALS

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LESS than half of the motorists in the United States have never purchased a new car, according to L. H. Robbins, writing in the New York Times Magazine.

"The automobile makers nowadays recognize that used-car prospects outnumber the new-car prospects two to one and they encourage their dealers to cater to this important class of trade," says Mr. Robbins.

"The typical family car follows the rule of a short life and a gay one. It rises up in the morning of its little day as a strong man to run a race, and in the evening it is cut down with acetylene torches. Seldom distinguished for longevity, it finishes its course, according to surveys made by the trade and the universities, in eight years and three months, average. A rural environment suits it best; in the country it has a life expectancy of 10 years. In the hurry and strain of a city career it survives less than half as long.

"But few city cars are compelled to run the streets until they drop," continues Mr. Robbins. "Most are turned out to grass at an early age while they still have a bit of go in them. The city owner tends to be proud, important, and fashionable; he must have the latest and the best, and he can't be bothered with repairs.

"Let his car get a fender scratch, or need a new fan belt, or cease to look as stylish as

Jones' car, and he trades it in. A second city owner may drive it another year, but after that it joins the persistent back-to-the-land movement of cardom. Rusticating in the suburbs or farther out, it is able to extend its life beyond the allotted urban span. There in Lawnville it is as good as new, for a while, to its third owner, who cherishes it better, perhaps, than its first owner.

"He and his family have no reason to feel humble or to take the back roads when they drive on a Sunday in a car three or four years old, for they have lots of company of their kind. Of the 26,000,000 owners on the roads of the United States, only 9,000,000 have ever bought new cars."

Because of the low cost of used cars and inexpensive motor fuel in this country, automobile ownership is not restricted to the upper income classes, as in other countries, according to the American Petroleum Industries Committee. Two out of every three families in the United States own an automobile, and more than half of the automobiles are owned by families with incomes of \$1,500 a year or less. Nearly twice as many families operate automobiles than those that own homes. There is one automobile in the United States for every five persons, whereas the average for the entire world is one vehicle for every 55 persons.



Max I. Krueger



Louis N. Waterfall

CHANGES IN GEOLOGICAL DEPARTMENT

A BULLETIN issued May 10 by Earl B. Noble, chief geologist, and approved by Desaix B. Myers, manager of exploration for Union Oil Company, announces the appointment of Louis N. Waterfall, senior geologist, to the position of assistant chief geologist with headquarters in Los Angeles. In this capacity he will be in charge of geophysical work and will assist the chief geologist with the administrative duties of that department.

In accordance with the same bulletin, Max I. Krueger is appointed chief of field parties, also with headquarters in Los Angeles. As head of field parties, he will supervise and be responsible for the work and personnel of this phase of geological operations, reporting to the chief geologist.

Louis Waterfall graduated from the University of California in 1923, and joined the geological staff of Union Oil Company in the

Rocky Mountain region. After spending a year in the study of that section, he returned to the University of California and completed two years' graduate work in geology and petroleum engineering. In 1926 he again joined the geological department of the Company, and has since been engaged in exploratory work in Canada, Venezuela, and California.

Max I. Krueger graduated in geology from Kansas University in 1924, and for the two years immediately following was affiliated with the Prairie Oil and Gas Company, as geologist in the Rocky Mountain, Kansas, Texas and Oklahoma regions. In 1926 he accepted an assignment in Venezuela, and later spent some time doing field work in Colombia. He returned to the United States in 1929, and joined the geological staff of the Western Gulf Oil Company, with which organization he remained until his present appointment.

RIGGS PROMOTED

A CCORDING to an announcement by V. H. Kelly, director of sales for Union Oil Company, J. C. Riggs, formerly Stop-Wear representative for the central division, will assume the duties of special representative in charge of Stop-Wear marketing, reporting to R. Cubicciotti, manager of lubricants and special products. In this capacity, Riggs will replace D. L. Guy, recently resigned, who occupied the post since June, 1936.

Riggs first joined Union Oil Company in 1925, as assistant



J. C. Riggs

agent at the Clovis, California, substation in the Fresno district, and was later promoted to the agency at the same place. He became agent at Coalinga in 1929, and three years later was transferred to the Fresno sub-station as salesman, where he remained until April, 1935, at which time he was appointed Stop-Wear representative for the central division. In his new position he will maintain headquarters in the lubricants and special products division of the sales department at Los Angeles.

EMPLOYEES FEDERAL CREDIT UNIONS

FOLLOWING is a tabulation of interesting data furnished by thirteen Union Oil Company employee federal credit unions. These figures indicate much more forcibly than words might tell the splendid growth that the movement has enjoyed since its insti-

tution. With total loans amounting to \$163,232, the recovery loss has been decidedly below one-tenth of one per cent, and there is a distinct possibility that this almost infinitesimal loss is not completely irretrievable and might be reduced still further.

STATUS OF THIRTEEN UNION OIL EMPLOYEE FEDERAL CREDIT UNIONS

As of April 30, 1937

	Number of Members	Average Savings	Shares Account Amt.	Loans Outstanding Amt.	Total Loans Made Since Organization		Avg. Loan
					No.	Amt.	
Union Oil Bldg. Emp. F. C. U.....	501	\$33.48	\$16,775	\$16,850	563	\$44,738	\$79.46
Union Oil L. A. Refy. Emp. F. C. U.....	450	32.80	14,763	16,954	323	28,571	88.45
Union Oil Orcutt Emp. F. C. U.....	219	24.78	5,428	4,314	166	11,449	68.97
San Francisco U.S.S. F. C. U.....	130	21.53	2,800	2,800	134	8,026	59.89
U. O. Santa Fe Spgs. F. C. U.....	247	22.89	5,654	6,010	194	11,170	57.57
Union Oil Sixth & Mateo Emp. F. C. U.	95	18.74	1,781	1,744	91	4,951	54.50
Union Oil Bakersfield Emp. F. C. U.....	146	27.78	4,057	4,311	121	10,032	82.90
Union Oil Brea Empl. F. C. U.....	87	30.95	2,693	2,203	62	5,065	81.69
Union Oil Dominguez Emp. F. C. U.....	251	24.52	6,156	4,978	160	10,810	67.56
Union Oil San Luis O. Emp. F. C. U.....	174	35.07	6,103	6,651	106	10,630	100.28
Union Oil Portland Employees F. C. U.	64	18.15	1,162	822	46	2,095	45.54
Unoco Emp. of Seattle Credit Union.....	167	26.68	4,457	4,181	213	12,528	58.81
Union Oil Oleum Refy. Emp. F. C. U.....	213	9.65	2,057	2,436	46	3,167	68.84
TOTALS	2,744	\$26.92	\$73,886	\$74,254	2,225	\$163,232	73.36



ELEVENTH ANNUAL GOLF TOURNAMENT

Union Oil Company's annual golf tournament is rapidly becoming one of the biggest events in the sports calendar of the west. This year the eleventh annual fracas was staged at the Lakewood Country Club on May 22, and two hundred rabid fans tore the fairways into shreds in a frantic effort to capture the President's Cup or, at the very least, the Triton Trophy. Class will tell, however, and Jack Muzzall, the old maestro of the mashie, easily held off all challengers with a gross of 148 for 36 holes, to capture the company championship for the fourth time. Jack was runner-up to Chuck Berdrow last year, but for three years prior held undisputed sway. This year Chuck turned in a score of 159 to share the runner-up position with Ike Messinger.

The eighteen-hole handicap and the Triton Trophy were won by Jesse Marshall of the L. A. Refinery, who walloped the pill around the course for a nifty net of 66, and L. P. Arnold, with a net score of 68, captured the Hornidge Trophy especially awarded to members of Production and Transportation Accounts.

There was a variety of events included in the schedule that almost guaranteed a prize to everybody, but the members of the committee, and while the weather wasn't conducive to the best type of golf, most of the employees don't play that type anyway, so it didn't matter. Everybody had a nice day's outing, and Frick Gibbs and his committee are to be complimented on the fine manner in which the large

Below: A few of the sod loafers chafing at the niblick in their eagerness.



Below: The champion Muzzall executes a shot from the sand-trap. 148 gross won him the student's Cup for the first time.

Right: Frank Bescos prepares to sink a long one, while Ralph Martin looks on.



Above: Howard Said (left), who managed the tournament, and mighty well, too, is wondering whether or not to let Sam Picone (right) in.

Below: Stan Wiedrick carries his clubs and confidence to the first tee.



Upper right: "Andy" Anderson looks as if he might be fixing a good score for himself.



Below and may



Above: Frick Gibbs presents L. P. Arnold with the Hornidge Trophy.



Above: Harold Keans did right well for himself, winning low gross in the 18-hole event.

Above: G. A. Collins, Redwood City; M. H. Fujii, Salinas; and J. W. Billings, Redwood City, pose for the camera man.

Right: Roy Fielding is wondering if he will ever make it.

champion — Jack
 has a nice out-
 trap. Jack's
 aim the Presi-
 dent's Cup four-
 time.



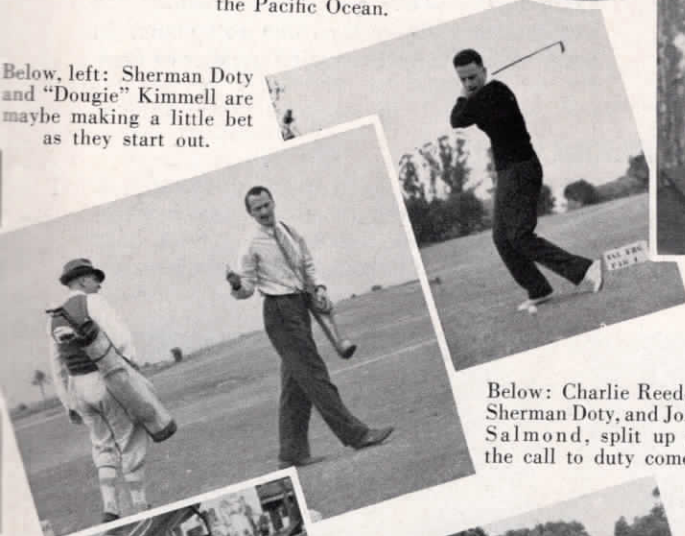
Below, right: Cash Belden prepares to drive one into the Pacific Ocean.



Above: L. V. Shepherd, A. N. "Red" Tilston, and Cec Ireland have just seen the fairway for the first time.

Left: Clarence Froome keeps his eye on the place where the ball was.

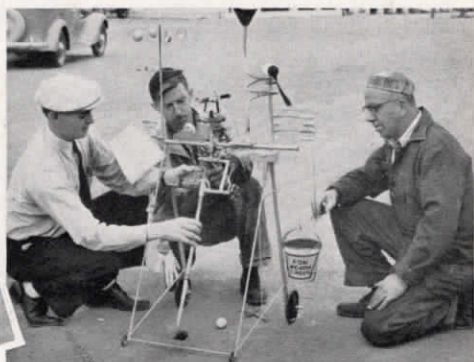
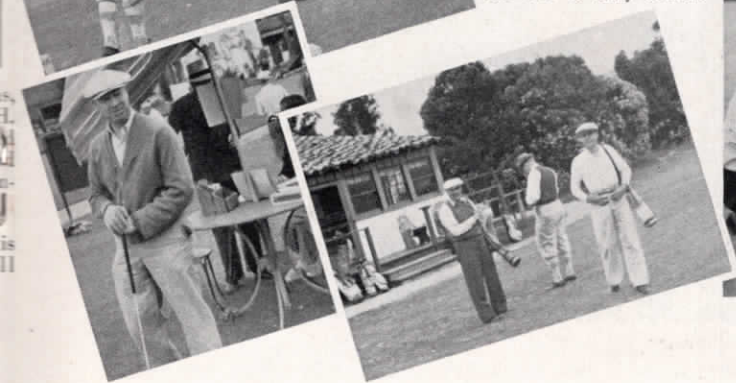
Below, left: Sherman Doty and "Dougie" Kimmell are maybe making a little bet as they start out.



Below: Charlie Reeder, Sherman Doty, and John Salmond, split up as the call to duty comes.



Above: A. C. Galbraith, Asst. Vice-President, takes the mike to present the President's Cup.



Above: Pete Erwin checks his world-famous precision putter, with Joe Bartlett and Walt McMillan, to be sure that everything is in first-class working order for the exhibition.

entry was handled, and the pretentious schedule was run off.

Among the special events were awards for highest score, longest drive, shortest drive, most accurate pitch, and a multitude of lesser accomplishments that kept the contestants keyed up to tournament pitch throughout the day. Lloyd Kinney had no trouble in retaining his laurels for high gross, and George Whaley's drive of 250 yards made early in the day was never again approached.

The contests, as usual, were followed by a dinner in the Club House, at which Frick Gibbs, acting as master of ceremonies, first introduced A. C. Galbraith, assistant vice-president, who in behalf of W. L. Stewart, Jr., presented the President's Cup to Jack Muzzall and complimented him on his fine performance and sportsmanship. Frick then attended to the balance of the presentation himself, and injected lots of humor into the proceedings, while so doing.

One of the outstanding items on the after-dinner program was the presentation of Pete Erwin's precision putter, a complicated device that makes putting a certainty and consequently a pleasure. Pete demonstrated the unusual mechanism to the complete satisfac-

tion of the gathering, and, we understand, has already been swamped with orders for the gadget. As shown in the accompanying illustration, it is equipped with thermometers, barometers, chronometers, wind gauges, grass feelers, angle finders, abacuses, all the paraphernalia of the profound scientist, and a weeping towel if everything else should fail. It is operated by a ball-bearing and a mouse trap, and is guaranteed to cut from one to four strokes a hole off the player's score. The contraption is, we are told, the direct result of the use of another weird putter by Phil Jones in last year's tournament. Erwin, Grinnell, and Company, the west coast distributors, frankly admit that jealousy prompted the development, but they now feel very confident that they have the Jones' interests backed off the map.

To return to the tournament, however, it is generally agreed that this year's affair was decidedly the best of its kind so far sponsored by the Company, and there is no question that the consistent growth of interest in the ancient game is eventually going to necessitate the engagement of more than one golf course in order to handle the increasing number of fans.

UNIQUE CELEBRATION

For the first time in 25 years, the entire family of Mr. and Mrs. A. T. Stave of East Stanwood, Washington, gathered in one place. The occasion was the Golden Wedding Anni-

versary of the parents at their home in Stanwood recently. Mr. Stave and son, Olaf, have handled Union products exclusively for over eleven years.



Behind Mr. and Mrs. Stave (left to right): George, Leonard, Trygve, and Otto, of Los Angeles; Andrea, East Stanwood; Tom, Seattle; Larry, Cedro Wolley, Bernard, Sylvana, and Olaf, East Stanwood.

UNION 76 VARIETIES

UNDER the direction of Lou Ashe of Fanchon and Marco, the Union Oil Girls' Club presented on June 9, at the Wilshire Ebell Theatre, the most pretentious offering that has ever been attempted by the organization.

With just a few weeks for rehearsals the girls solicited the help of the finest talent available among the employees, and placed themselves at the mercy of Lou Ashe and his musical director, Gene Bren, who between them had cooked up a musical revue entitled "Union 76 Varieties" that was as snappy as a new pair of suspenders.

So assiduously did the cast apply themselves to their lines, and so outstanding was the character of the talent unearthed by the scouts, that when the big evening arrived, an audience of eleven hundred people were thrilled to thunderous applause by a show that was good enough to appear on New York's Broadway.

Act One opened with a court scene, in which Earl Evans played the judge, L. B. "Pat" Paterson officiated as defense attorney, R. Hopp took the part of prosecuting attorney, and Elmer Rogers was the stern bailiff, a jury of good-looking girls gave their decisions on such momentous questions as John Tooter's (Ralph Atherton) right to play a saxophone at night, the family squabble of the Fusspotts (L. P. Arnold and Jean Badley), the doubtful character of Joe Doakes (Robert "Smackover" Franklin), and the quality of the show itself. To some extent the judge and jury were aided in their deliberations by an automatic lie detector named R. Grosse.

This scene featured some big-time musical numbers that were handled in real professional style by the soloists and by the ensemble consisting largely of members of the Treble Clef Club. It was really a sort of appetizer for the balance of the menu, and it served the purpose fully and effectively.

Scene two, the locale of which was on a New York street furnished the setting for some fine vaudeville numbers, and short skits that were full of real humor, and exhibited many employees in hitherto unknown capac-

ities. Jack Manson and Sam Picone did a collegiate duet to which the audience would undoubtedly have tapped their feet if they hadn't wanted to listen so badly. Jack Gordon gave an impersonation of a drunk so naturally as to make the whole performance suspicious. Dorothy Landry and J. McDonald searched for an apartment with such desperation that the building business has since grown tremendously. Albena Carter, accordionist, and Mary Fitzpatrick and Hazel Herbert, violinists, played some swing numbers that had the audience rocking until the whole building swayed. There were other numbers, too, all tip-top, but we can't linger too long at this stage.

Scene three gave Nell Jacques an opportunity to spring a switchboard girl act that wouldn't have been out of place on Jack Benny's program, and scene five gave Dorothy Landry and J. McDonald a chance at an apartment by the simple expedient of disposing of Junior, the baby, which they promptly did, thus paving the way for scene six.

This was one of the highlights of the evening. Preceded by a secret meeting of Nihilists or something, under the leadership of the mad Russian, Douglas Joy, the Imperial Russian Ballet, led by Ann Pomeroy, did a dying swan number that was more graceful than the gambling of a herd of African elephants, after which the Sextette from Lucia was rendered (into small fragments) by Helen Curran, Elise Van Ness, R. Grosse, Jack Gordon, Jack Bohannon, and Hal West.

Scene seven presented Chum Nelson, Sam Malcolm, and their respective spouses, Jane Kuert and Annette Frinier, in a version of the Strange Interlude that was well done, and well received.

Scene eight was Robert Hendricks' big moment. Up to this time he had officiated as master of ceremonies with all the aplomb of a first-class professional. Now he exhibited the fine character of his singing voice in a series of vocal numbers, of which the audience couldn't seem to get enough.

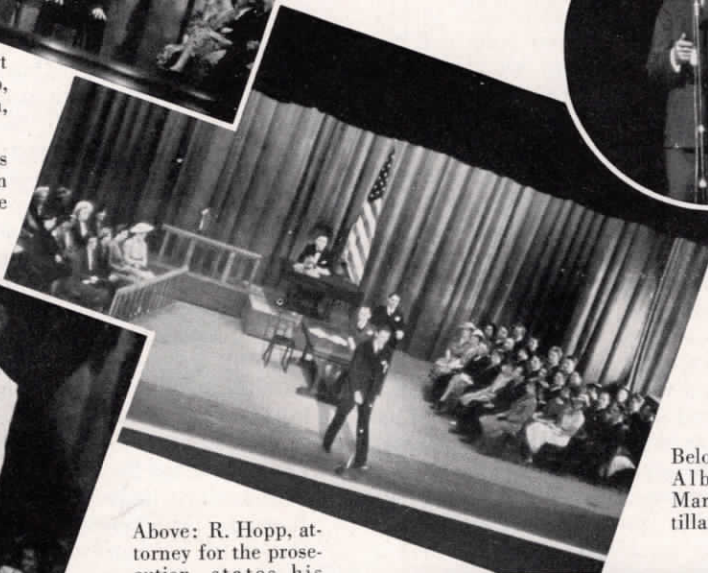
Then followed Jack Manson, burning the scandal at both ends, with a Salter Sinchill

Right: Jane Clinton and Pat Kelly strut their stuff in a trucking number.



Above: Opening court scene featuring R. Hopp, Earl Evans, Pat Patterson, and Elmer Rogers.

Below: Bob Hendricks in black face explains in song why darkies were born.



Above: Master of ceremonies Bob Hendricks thrills the audience with an Irish Ballad.



Above: R. Hopp, attorney for the prosecution, states his case in the courtroom interlude.

Below: Hazel Herbert, Albena Carter, and Mary Fitzpatrick scintillate in an instrumental trio.



Earl Evans (Tambo) engages in a word battle with Interlocutor Fred Sykes.

ALL PHOTOS ON THIS AND SUCCEEDING PAGE BY BOB BYRNE.



Left: Finale of first scene, left to right, Erma Lackey, Dorothy Healy, Mary Lee Carpenter, Aziel Williams, and Idabelle Hughes.

Below: Bob "Smackover" Franklin, the Arkansas sage.



Below (center): Dorothy Landry, J. McDonald, and Junior search for an apartment in New York.



Above: Earl Evans tells the sad tale of Mr. Outside who found himself inside.



Above: Nell Jacques as the information girl.

Below: Tambo does an adagio with a dumb partner.

Right: Grand finale of the finest show ever staged by Union Oil Girls' Club.



burlesque that was a honey from start to finish.

Act Two consisted of a blackface minstrel show which was really such a fine piece of work from every angle, that we feel in naming any particular performer we might be doing injustice to the others. Every person in the large cast is to be complimented, and we do compliment them highly and sincerely. It was a fine piece of work. Fred Sykes was a real old-time interlocutor with all the suavity of the best of his predecessors, and he handled Tambo (Earl Evans), Bones (Vic Freitag), Hi Jinks (Elmer Rogers), and Jiggie (L. B. Patterson) with a dexterity and dispatch that simply couldn't be surpassed. The four cohorts played their parts perfectly to a man, and Fred handled his charges with the skill of an experienced performer.

The spirituelle renditions by the Treble Clef Girls were splendid, and director A. C. Marshall deserves the highest praise not only for the manner in which he has brought the group along, but for his own whole-hearted support of this particular show, and the fine

numbers which he himself sang and which the audience so thoroughly enjoyed.

Other items on the program which should be especially mentioned, perhaps, were the trucking number by Jane Clinton, Jerita Glaze, Mary Fitzpatrick, and their partners, Jack Manson, Ted Naly, and Patrick Kelly; the harmonica solos by Jerry Chappell; "Smitten on the Keys," a pianologue by Tony Monteleone; H. L. Hines and his musical instruments, particularly the malt horn; Robert "Smackover" Franklin's impersonation of Bob Burns, the Van Buren sage—a masterpiece; Hal West's "Old Man River," and encores—fine songs and mighty well sung; and Robert Hendricks' "Gwine to Heaven" and other numbers that make us feel very definitely Robert is destined for the airways.

We could go on indefinitely raving about this affair, but space forbids. It was just a tip-top show from the opening scene to the final curtain, and the Girls' Club has every reason to be proud of its first musical revue and minstrel show.



CRATER LAKE

A Vacationist's Paradise

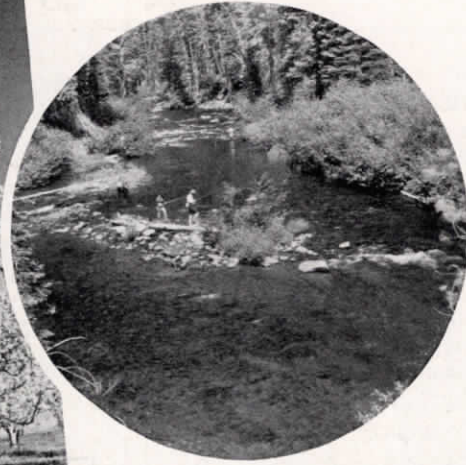
IN HISTORIC Jackson County, Oregon—in a veritable land of romance, adventure, and matchless scenic beauty—stands the city of Medford, where the vacationist, no matter what particular diversion he seeks, stands a good chance of finding the answer to his prayers.

The outstanding scenic attraction of the district, of course, is Crater Lake, nestling high in the Cascades, at an altitude of seven thousand five hundred feet, and about eighty miles by auto from the city. Often termed the eighth wonder of the world this unusual body of water defies description, and is the lure for thousands of tourists from every part of the globe, who annually visit the summit to feast their eyes on its placid beauty.

Crater Lake was discovered accidentally by Hillman in 1853, when, with a group of Indians, he climbed to the mountain crest on a reconnoitering party. Because of its inaccessibility, however, it remained obscure from the public gaze until well on in the sixties.

Since then it has been discovered again and again by thousands of enthusiastic travelers who have spread the story to the uttermost corners of the earth. Today it constitutes a portion of the national park set aside by President Theodore Roosevelt in 1902, and is one of the premier scenic attractions of the west. Six and a half miles long and four and a quarter miles wide, Crater Lake is surrounded by sheer volcanic cliffs, on one of which a thousand feet above the water's edge is situated Crater Lodge.

What really happened 14,000 years ago on the summit of Mt. Mozama will probably never be known, but scientists believe that the crest, undermined by lava flows, finally caved in, and left a natural bowl in which the blue waters have since accumulated. It is certain, however, that there is no body of water quite like it on the face of the earth. For years artists have attempted to capture its peculiar coloring on canvas, but none has yet succeeded in catching the deep blue for which it is famous. Words have proved equally ineffec-



Left: A fisherman's heaven — the Rogue River. Doesn't it make you want to get out the old fishing pole?

Left: Can you imagine hundreds of acres of pear trees dressed up in their summer finery like this? That's just one of the attractions of the Medford Area.



Above: Diamond Lake, one of the many lakes that enhance the beauty of Jackson County, Oregon.



Right: Beautiful Crater Lake. No black and white picture can do this scene justice. The deep blue of the water must be seen to be appreciated.

tive to describe the reactions it produces on one who sees it for the first time.

For the fisherman there are many lakes available in the region, but the devotees of the Izaak Walton sport are not confined to still water, for nearby the famous Rogue River offers a sports opportunity that no angler could resist. Trout and giant salmon are abundant in its waters, and the surroundings provide the atmosphere of which fisherman's dreams are composed.

In early April, Jackson County presents a

wonderful picture, for the pear blossoms are then in full bloom, and the whole area seems to be in gala attire. Center of the pear raising industry, the territory around Medford carries hundreds of acres of trees which, clothed in their gorgeous white foliage, make the spring scene one of indescribable beauty.

Truly a vacationist's paradise, one might search long and assiduously without finding another spot that lends itself to diversity and relaxation so completely and so satisfyingly.



BAKERSFIELD EMPLOYEES STEP OUT

Two hundred Union Oil Company employees from the sales, pipeline, gas, and field department in the Bakersfield-Taft area tripped the light fantastic toe at Derby Acres on Saturday night, April 24, until the six-piece orchestra engaged for the occasion was reduced to a state of utter exhaustion. The fandango was held under the auspices of the local employees' association, headed by W. A. Bley, and was staged for the specific purpose of financing soft ball activities during the

coming year. It was a complete success from every angle, as may be gathered from the fact that the dancers continued to strut for a full hour after the scheduled closing time, and the additional fact that the post mortem discussion is still going on. The San Joaquin Valley boys are really stepping out socially these days, and are building up the type of community interest that makes life thoroughly enjoyable for any group of citizens in any old locality.



MORE CANDIDS



Left: Bill St. Clair, dispatcher, Producers Pipe Line, at San Luis Obispo.

Below: Rudy Hartman, district production foreman, Coast Division, Santa Maria.

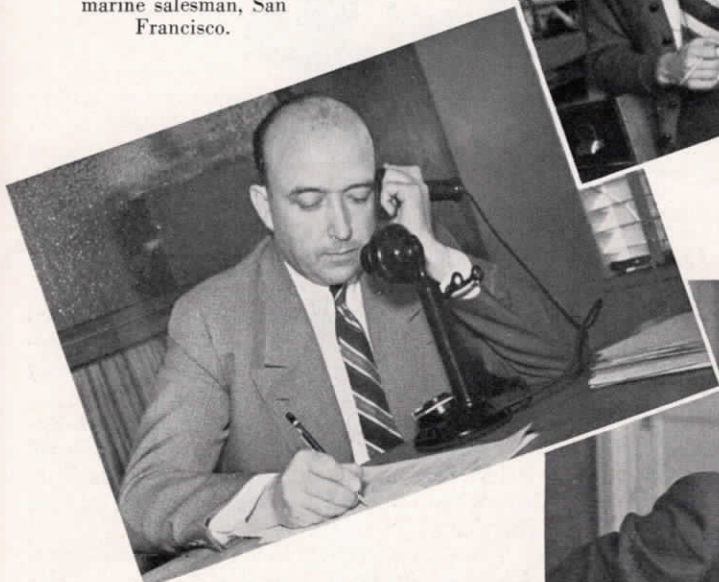


Above: Elmer McLaughlin, marine salesman, San Francisco.



Above: Erson Scott and Bob Dalbeck, Comptroller's Dept., San Luis Obispo.

Below: Joe Dearborn, chief dispatcher, Producers Pipe Line, San Luis Obispo.



Above: E. G. Ragatz, process engineer, Development Department, Los Angeles.





Above: Oakland District Triton Picnic at Marsh Creek Springs on eastern slope of Mt. Diablo.



Left: Tug-of-war. City Slickers vs. Country Cousins.



Above: Start of the 10-mile marathon won by Miss Triton, second from the left.



Above: Picnic committee. Left to right: Hub Anderson, Ernie Mangini, Joe Hyams, Con Deasy, and George Peters.



Above: Joe Gallagher presents district gift to P. C. Weston, District Sales Manager.

OAKLAND PICNIC

PICTURESQUE Marsh Creek Springs on the eastern slope of Mount Diablo was the scene of the Annual Triton Picnic of the Oakland district sales staff on Sunday, May 23, when more than three hundred Union Oil Company employees of the Oakland territory, with members of their families, gathered together to settle all the sports' arguments that had developed during the preceding year, and to spend a day of relaxation and entertainment out on the greensward.

The committee in charge, composed of Hub

Anderson, Ernie Mangini, Joe Hyams, Con Deasy and George Peters arranged a full program for the picnickers that was thoroughly enjoyed by everybody.

Not the least important item on the list was a baseball game between the "Tank Truck Salesmen" and the "Agent Salesmen," in which the latter were nosed out by the narrow margin of 18 to 10.

After an excellent lunch, a series of races for very attractive prizes were run off and the feature event—the Ten-Mile Marathon—

was annexed without much trouble by Miss Triton, showing again that for the long pull you can't beat her. The races were followed by the inevitable tug-of-war, in which event the "City Slickers" almost pulled the "Country Cousins" back into their native haunts.

During the afternoon's festivities, P. C. Weston, district sales manager, was made the

surprised but pleased recipient of a beautiful fraternal ring, the gift of the Oakland district employees.

The event was a huge success from every aspect, and the committee feels highly elated over the fact that three hundred employees and friends unanimously and heartily declare they really had the time of their lives.

A. W. MILFORD PASSES ON



A. W. Milford
Asst. Secretary

Employees of Union Oil Company were shocked to learn of the passing on June 4 of A. W. Milford, assistant secretary of the company for over eight years. Mr. Milford had been stricken by a heart attack some time before, but his friends had hoped that some easing of his activities might enable him to rally and finally regain his health. It was not to be, however, and a further attack, following several weeks' confinement to his home, eventually proved fatal.

Of Irish parentage, Milford was born in Cromer, Norfolkshire, England, forty-six years ago. He completed his education in that country, and then served as an apprentice in the office of a large shipping concern. He came to Los Angeles in 1909, and entered the employ of the Title Guarantee and Trust Company, serving for nine years in the tax and escrow field. In 1914 he completed a course of study at the law school of The University of Southern California, where he was a member of Phi Alpha Delta legal fraternity.

He resigned his post of escrow auditor for the trust company in 1918, to join Union Oil Company as assistant tax agent. He was later made tax agent, then manager of taxes, and in 1929 was elected to the position of assistant

secretary, the office he held until the time of his death. Although designated as assistant secretary of the company, Milford devoted the major portion of his time to managing the property tax department. Modern business trends, together with new departures in tax procedure, caused a general growth in that department.

Recognized as an authority on tax matters affecting the petroleum industry on the Pacific Coast, Milford had for many years been intensely active in tax organizations. He was for years a director and member of the California Taxpayers' Association and also served as a member of the Tax Committee of the California State Chamber of Commerce.

An exceptional athlete in his younger days, Milford at one time captained the Los Angeles Athletic Club soccer team, and was prominent as a member of the board of athletic governors of the club at the time of his death. He was also an ardent football fan, and a commissioner for the California Football Association.

In the death of A. W. Milford, Union Oil Company loses a faithful and trusted employee, and to the members of his immediate family and relatives, extends sincerest sympathy in their immeasurably greater loss.

OLEUM BASEBALL

Right: Sam Chapman at bat in opening game of Refinery League between Crockett C. & H. and Oleum Refinery.



Above: Union 76 team in white and Crockett C. & H. in dark uniforms, line up for photographer.



Left, circle: Mr. Bell, Personnel Manager of C. & H. Sugar Co., Crockett, J. N. Holden, Oleum Refinery Engineer, and N. F. Myers, Oleum Refinery Manager.



Above: Wm. "Butch" Simas, catcher and playing manager of the Union 76 team.



Above: Pinole Municipal Band. Most of the players work at Oleum Refinery.

Right: A general view of the playing field.



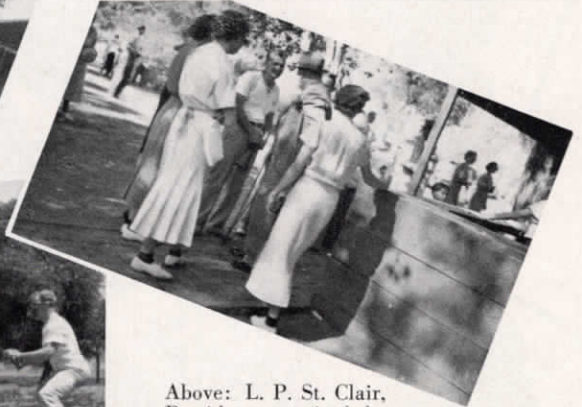


Left: These folks up in the Valley don't see each other every day, and one of the great enjoyments of a picnic is the opportunity it provides for a chat over old times.

Right: Relaxing under the shade of the trees at the river's edge is fine medicine.



Above: The cooks are here preparing to take care of some pretty healthy appetites.



Above: L. P. St. Clair, President, surprised the picnickers and had a good time doing it.

Right: If that ball wasn't knocked into Kings County we miss our guess.



MORE BAKERSFIELD FESTIVITIES

The fortunate beings who were able to attend the Bakersfield employees' annual picnic on May 15, are still raving about the lusciousness of Al Bley's barbecued meat. Seven hundred pounds of prime beef were required to satisfy the appetites of the epicures who journeyed out to Shell Park, and the vote unanimously declares it was the finest tasting meat ever served to a hungry gathering. (We hope Pete Conner doesn't see this.)

Five hundred employees and friends assembled for the big affair, and the local lads were particularly pleased when L. P. St. Clair, A. C. Galbraith, W. K. Hopkins, and Irving Hancock dropped in as emissaries from the south. The program of events included every-

thing in the sports category from horse shoe pitching to cracker eating, and handsome prizes were awarded for prowess in the various departments.

Paul Lade, the major domo of the show, is being given a great deal of credit for its success. Paul not only took charge of the financial end of the business, but capably supervised the commissary department, and anyone who has ever attempted to cater to the voracious appetites of five hundred hungry picnickers knows it is no small man's job.

A soft ball game, Bakersfield vs. Taft, was one of the big events of the day, but it settled nothing, as it ended in a 1 to 1 tie.



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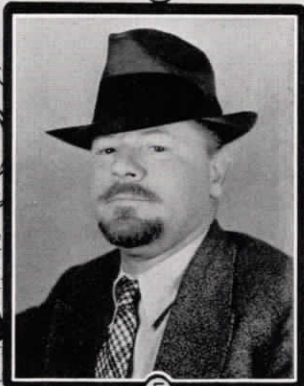
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9



10

THE FAMILY ALBUM

1. Harold Keans, Gas Dept.
2. Hugh Multer, Gas Dept.
3. Tom Gill, Gas Dept.
4. Pete Conner, Field Dept.
5. Henry Brett, Field Dept.
6. Jesse McClocklin, Field Dept.
7. Charlie Perkins, Purchs. Dept.
8. Leo Jones, Comptroller's Dept.
9. S. R. McClelland, Field Dept.
10. A. Cluster, Telephones.
11. Bob Bultman, Gas Dept.



11

25

Years



W. J. O'Neill
Mfg., Oleum



J. B. Bradley
Sales, Cent. Div.



R. Annand
Mfg., Oleum



F. Ruddock
Sales, Vancouver

Service Emblem Awards

A circular emblem with a crown on top. Inside the circle, it says "UNION OIL CO." at the top, "CALIF. DIV." on the left, and "SERVICE" on the right. The center of the emblem features a shield with vertical stripes.

This is the month of the June bride, and of course for every June bride there must be a June bridegroom. Since the new benedict follows the time-honored custom, and promises to keep his newly-acquired spouse in the manner to which she has been accustomed, it is necessary that in many instances he go out and hustle a job, because it takes money to keep ladies in the manner to which they have been accustomed. All of which involves a great deal of repetition, but perhaps explains why the employment rate rises in the month of June.

In any case, eighty Union Oil Company employees became eligible for service awards during the month of June, 1937. Of this group, one became the recipient of a thirty-year emblem, four celebrated the completion of twenty-five years, and eight are now proudly displaying twenty-year pins.

CHARLES DRAKE

In the coast division field department, Charles Drake, head well puller for Union Oil Company at Orcutt, California, is the lone recipient of the thirty-year pin this month. First engaged June 1, 1907, as roustabout

foreman in the Orcutt field, Charles has continued to live and work in the same district for the entire period of his service. Prior to his affiliation with Union Oil Company, he had gained wide experience in the oil fields of Pennsylvania and West Virginia, where he had been active for nearly twenty-five years. His record discloses a total of fifty-five years in the petroleum industry, all of which have been spent in close contact with field operations. Following his initial appointment as roustabout foreman, Charles was promoted to the position of lease foreman and later became head well puller, the latter, as we have already intimated, his present responsibility on the Orcutt leases. During his three decades in the coast area, he has played an active part in the extensive development of various phases of production, and has always exhibited an intense application to and interest in his work that have made him a valuable member of the northern field group.

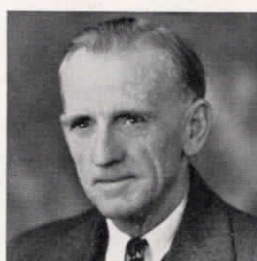
He has in a marked degree the qualities that enable him to work co-operatively and understandingly with his fellow workers, and thus he not only makes life very pleasant for



C. A. Brundige
Mfg., Oleum



R. Lemmon
Gas, So. Div.



C. B. Turner
Field, So. Div.



J. N. Adams
Sales, No. Div.



F. G. Faria
Mfg., Oleum



H. Alger
Field, So. Div.

himself, but also for those with whom he is associated. His main interest, apart from his Union Oil Company duties, is in the preservation of the game and wild life of the district, and specific evidence of his love for nature's children may be found around his home, where his little attentions have almost made household pets of the many species of birds that frequent the neighborhood.

WILLIAM J. O'NEILL

Leading the twenty-five-year contingent for the month of June is William J. O'Neill, who was first employed June 3, 1912, at the Oleum refinery in San Francisco. During the initial months of his service, he was assigned to various duties about the refinery, and then was transferred to the power plant as a boiler fireman. After a period of two years at the power plant, Bill was transferred to the re-run stills where, for the balance of his employment, he has acted in the capacity of first-class stillman. An occasional fishing trip and frequent sessions in his home garden furnish him most of his diversion during off-duty time, but he has also won quite a reputation locally as a swimmer. Some time ago, he swam from the Oleum wharf to the Rodeo wharf, and then further proved his aquatic ability a little later by covering the distance

from the refinery wharf to Mare Island. These trips are each about a mile in length through dangerous currents, and are only negotiated by the most expert swimmers.

JOHN B. BRADLEY

John B. Bradley came to Union Oil Company June 8, 1912, as a fuel oil salesman in San Francisco. In that bygone era the well-equipped oil salesman used a four-mule team and tank wagon for delivery purposes, and it was not unusual to see as many as eight mules pulling a loaded tank wagon up the steep cobblestone streets of the Bay City. John is still engaged in fuel oil sales, but the methods, of course, are now distinctly different. It took him some time to break over, however, and the story goes that even after the change to motor equipment was quite old, he still had to fight an inclination to stop his truck at every watering trough. His early experiences have imbued him with a great love for good horses, and he is indeed reported to be one of the finest riders in the Bay district. His fine general characteristics and unusual sense of humor have won and kept him a host of friends during his long association with Union Oil Company.

ROBERT ANNAND

Robert Annand has the distinction of being

the second employee to begin his career in Union Oil Company's marine department at Vancouver, B. C. He was employed at that location June 12, 1912, and for three years thereafter was engaged in fuel oil loading operations at the Vancouver dock. He joined the Canadian army at the outbreak of the war, saw service overseas, and on his return was reinstated at Vancouver station. In 1924, however, he was transferred to the asphalt department of the Oleum refinery, in which he is now engaged as stillman. Bob is very active in lodge affairs, and spends much of his spare time in that work, but his most enjoyable outdoor pastime is exploring the nearby beaches in company with his Scotch terrier.

FRED RUDDOCK

The first time we met Fred Ruddock up in the Canadian Northwest, we thought the Union Oil Company of Canada was his. Not that he made any such claims, but his pride in the organizations was as tangible and expressive as the pride of a father in an accomplished son. He convoyed us over the properties and almost patted the equipment as we went along, and he had no trouble at all in infecting us with his own enthusiasm. Mr. Ruddock first became associated with the Canadian company in June, 1912, as engineer at the Vancouver fuel oil plant, to which he came from the locomotive shops of the Canadian Pacific Railway. When first employed the staff consisted of three men, himself and two assistants. Since then the fuel oil department has continued to grow in keeping with other phases of Canadian activity, and Mr. Ruddock's knowledge of the business has coincidentally grown, until now he is supervisor of fuel oil sales at Vancouver, B. C.

CHARLES A. BRUNDIGE

First of the twenty-year group is Charles A. Brundige, who joined the ranks of Union Oil Company employees June 1, 1917, as a member of the laboratory staff at the Oleum refinery. Charles has spent the entire period of his service in that phase of refinery operations. He started as an apprentice in the laboratory, and has since risen through all the various grades of chemical inspection work to his present classification of shift foreman, the post he has held for approximately fifteen years. Like many other Union Oil Company employees, Charles takes a great deal of interest in his garden. His special hobby, however, is deer hunting, although it doesn't take much persuasion to lure him out to some obscure mountain stream for a spell of trout fishing.

ROY LEMMON

Roy Lemmon, mechanic for Union Oil Company at the Richfield absorption and compressor plant, celebrates the completion of twenty years with Union Oil Company this month. One of the many long-service employees who had their preliminary training in the old Pinal Dome Oil Company, Roy was first employed by that organization in the year 1914, but left after two years to complete his education in Iowa. On returning to California he resumed his place in Pinal Dome and became an employee of Union Oil Company after it absorbed the Pinal group some years later. During the war, Roy spent two years in the Navy, stationed on a repair ship near Gibraltar. In 1919 he was honorably discharged from active duty, and returned to his post at Union Oil Company's Pinal plant, where he served for about a year prior to his transfer to the Newlove plant on Orcutt hill. With the completion of the Stearns compressor and absorption plant at Brea, Roy was moved to the southern division as plant mechanic, and some time later moved from Brea to Richfield in the same capacity. He has an intense interest in all things mechanical, and his favorite pastime is examining new and old engineering devices to determine how they operate and why.

FRANK G. FARIA

Frank G. Faria was first employed by Union Oil Company June 7, 1917, as a billing clerk in the shipping department at the Oleum refinery. He later served as assistant foreman in the same department, and for the past seven years has been engaged in various clerical capacities in the production accounting department. Frank is one of the original organizers of the Oleum "76" baseball team, was one of its first regular players, and acted as its manager for a period of two years. He has always taken a live interest in the refinery baseball nine, and is now the official scorekeeper at all games. Frank's sporting proclivities find an outlet in the strenuous game of tennis, and he has so perfected the art that he was a doubles runner-up in a recent local tournament.

CHARLES B. TURNER

Charles B. Turner spent his boyhood in the famous oil town of Bakersfield, California, where early contacts brought an unusual familiarity with certain phases of oil operation. In 1917 he came to Los Angeles and was employed by Union Oil Company June 16 of that year as a member of the production department on the G. & L. lease at Brea. For

several years he was occupied as a pumper at Dominguez, and later as compressor operator at the same place. He is at the present time engaged as pumper on the company's new El Segundo lease. In the old Bakersfield days, Charles had an educated pitching arm that was known to every baseball enthusiast in the San Joaquin Valley, but he now confines his sport activities to exercises such as deep-sea fishing, that only exert a strain on the arms when the really big ones are biting.

HARRY ALGER

Harry Alger came to California from his home state of New York in 1912, and for the ensuing five years was employed by a large Pacific Coast lumber company. He left and went to Arizona, but after two months there, returned to California and was immediately adopted by Union Oil Company as a member of the production department at the Stearns lease. That was on June 27, 1917. During the war he served in France for eighteen months with the 264th Infantry, 91st Division, and when released from active duty returned to Union Oil Company, and except for a brief period in the drilling department, has continued as a member of the production staff at Brea ever since. Harry lived at the Stearns camp for five years, but eventually built a home on the lease, in which he still resides. Bowling, deep-sea fishing, and gardening constitute his favorite forms of diversion, and he rolls strikes, catches barracuda, or plants obscure botanical specimens all in their respective seasons, and all with the same expertness and facility.

ANNA Z. JOHNSTON

Anna Z. Johnston this month celebrates the completion of twenty years' affiliation with Union Oil Company. She is a graduate of the University of Utah, and was employed in legal, mining and bond brokerage enterprises prior to joining the field department of this organization on June 27, 1917. During the course of her service, she has been variously employed in the crude oil, refined oil, station accounts and disbursements divisions. On August 20, 1919, she was transferred to the tax department, and at the present time is in charge of the company's official files, a responsibility she has discharged capably and graciously for several years under the supervision of the secretary of the company. Miss Johnston is a devout lover of good literature, and also stimulates an unusually active mind by keeping thoroughly informed on current social and economical movements.

JESSE N. ADAMS

Jesse N. Adams first entered the employ of Union Oil Company June 30, 1917, as a member of the sales department at Tacoma, Washington, and for a period of eight months drove a "hay burner" in the northern city. At that time the Tacoma sales department operated one package truck, two tank trucks and three horse-drawn tank wagons, and Jesse was in charge of one of the latter vehicles. Early in 1918, the tank wagons were replaced with modern motor trucks, one of which he drove until 1928. In that year he was transferred to the sales force, where the precision and regularity of his procedure became so noted that it is said many Union Oil Company customers set their clocks by his calls. In 1931, he was made agent at Puyallup, Washington, where he has remained for the past six years. The northwestern state is noted as a paradise for fishermen and huntsmen, and Jesse, being both, has not failed to take advantage of the opportunity to indulge his two great weaknesses.

The complete service emblem list follows:

Thirty Years—June, 1937

Drake, C., Field, Coast-Orcutt.

Twenty-five Years—June, 1937

Annand, R., Mfg., Oleum Refy.
Bradley, J. B., Sales, Cent. Div.
O'Neill, W. J., Mfg., Oleum Refy.
Ruddock, F., Sales, Vancouver.

Twenty Years—June, 1937

Adams, J. N., Sales, No. Div.
Alger, H., Field, So. Div.
Brundige, C. A., Mfg., Oleum Refy.
Faria, F. G., Mfg., Oleum Refy.
Johnston, A. Z., Tax, Head Office.
Lemmon, R., Gas, So. Div.
Turner, C. B., Field, So. Div.

Fifteen Years—June, 1937

Anderson, M., Sales, So. Div.
Bartholomew, H. L., Whse., So. Div.
Blanchard, B. F., Jr., Gas, Valley-Bakersfield.
Bonner, J. C., Sales, No. Div.
Brock, J., Sect., Head Office.
Buniowski, J. A., Mfg., L. A. Refy.
Burroughs, E. H., Mfg., Research.
Cherry, H. C., Mfg., Oleum Refy.
Colton, L. F., Sales, Cent. Div.
Conner, C. A., USS, So. Region
Craig, D. N., Sales, Cent. Div.
Dearborn, J. E., Transp., LAPL.

Dumont, A. P., Sales, Cent. Div.
 Edwards, R. E., Field, So. Div.
 Fahey, P., Mfg., Oleum Refy.
 Harbaugh, G. L., Sales, No. Div.
 Harvey, S., Purch., Head Office.
 Irwin, E. H., Mfg., L. A. Refy.
 Karr, W. C., Sales, So. Div.
 McBride, G. B., Mfg., L. A. Refy.
 McLucas, S. A., Field, Valley-Bakersfield.
 Maloney, F. J., Cashier's, Head Office.
 Merriken, S. A., Sales, So. Div.
 Percival, D. V., Sales, Cent. Div.
 Pollock, Charles E., Mfg., L. A. Refy.
 Seeley, H. D., Sales, Head Office.
 Shell, M. W., Mfg., L. A. Refy.
 Silva, F. M., Mfg., Oleum Refy.
 Stukel, E. C., Sales, No. Div.
 Swanson, J. S., Sales, So. Div.
 Swenson, A. J., Mfg., Oleum Refy.
 Wilson, H. V., Mfg., Oleum Refy.

Ten Years—June, 1937

Aita, R., Mfg., Oleum Refy.
 Barss, S. C., Sales, Cent. Div.
 Carty, W. E., Sales, No. Div.
 Christopher, E. H., Field, So. Div.
 Cline, N. R., Mfg., L. A. Refy.
 Crostic, O., Mfg., L. A. Refy.
 Deasy, C. J., Jr., Sales, Cent. Div.
 Eberly, S. R., Sales, So. Div.
 Gimblin, B. H., Sales, Cent. Div.
 Harrier, H. P., Sales, No. Div.
 Hendricks, E. A., Mfg., L. A. Refy.
 Hughes, H. B., Field, Coast-Orcutt.
 Jay, G., Mfg., L. A. Refy.
 Jones, R. M., Sales, So. Div.
 Leinbach, O., Sales, So. Div.
 Lewis, L. C., Field, So. Div.
 Soper, G. E. M., Auto., No. Div. Garage.
 Ludlow, W. J., Sales, So. Div.
 McMillan, W. D., USS, So. Region.
 Maderos, F., Mfg., Oleum Refy.
 Martin, N., Mfg., Oleum Refy.
 Mock, S. N., Auto., So. Div. Garage
 Morlock, M. G., Mfg., Research.
 Murray, L. D., Sales, No. Div.
 Nelson, L. E., Mfg., L. A. Refy.
 Park, H. M., Sales, Head Office.
 Saxton, W. W., Mfg., L. A. Refy.
 Slaton, C. W., Sales, So. Div.
 Smart, Alfred T., Sales, Vancouver.
 Steward, I. W., Sales, Cent. Div.
 Stutting, J. T., Mfg., L. A. Refy.
 Torkilsen, E., Sales, No. Div.
 Warren, R. A., Mfg., L. A. Refy.
 Weiss, H. J., Sales, Cent. Div.
 Whippo, C. C., Mfg., L. A. Refy.

Correction, Please!

Last month in a moment of temporary aberration we credited southern division field department with being the stamping ground of Joe Faria. To Oleum refinery we abjectly apologize for this unwitting transfer of one of her favorite sons. Joe is a dyed-in-the-wool Oleumite, and wants the world to know it. We hope, therefore, that the world is listening while we shout this candid confession of an atrocious blunder. We'll never do it again, Joe!



San Francisco Employee Honored



Kay Braman

At a recent meeting of the Credit Women's Breakfast Club of San Francisco, Miss Kay Braman, a member of Union Oil Company's central division credit department, was elected one of two delegates from the Bay City to represent the organization at the National Retail Credit convention to be held in Spokane, Washington, June 15-18.

Prior to her transfer to the central division, Miss Braman was employed in Union's credit department in Portland, Oregon, where she assisted in the formation of the Portland unit of the Women's Credit Club and served as vice-president. Upon her transfer to San Francisco, she immediately became interested in forming another branch of the organization, and her efforts met with a high degree of success. During the initial year of its existence, Miss Braman acted as secretary to the club, and again this year is serving in the same capacity.

ANOTHER FISH STORY



Here's an enjoyable way to get your breakfast. Just get in touch with Mort Paige, district sales manager, at Kamloops, B. C., Canada, and arrange a fishing trip to Lake Knouff. The picture shows the result of an expedition by J. G. Mackie of the Los Angeles sales department, and A. P. "Pat" Bennett.



THE GOLDEN GATE TWINS

Almost at the exact moment of the opening of the Golden Gate Bridge in San Francisco, Mr. and Mrs. W. S. Christopher became the proud parents of twin girls, named by the nurses at Mt. Zion Hospital "Fiesta" and "Siesta," in honor of the epochal event that coincided with their birth. Mr. Christopher is a member of the sales department staff at central division head office in San Francisco, and is not only proud of his new family, but feels somewhat chesty over the fact that the story of his break into the ranks of parenthood shared the front page with the biggest engineering achievement of modern times.

L. A. REFINERY NEWS

In a seven-team intercompany tennis league, the schedule of which has just been completed, the Union Oil Company refinery racketeers emerged victors by a narrow margin over their nearest competitors—Shell office and General Petroleum. Going into the last day of play on June 12 the league was all sewed up in a three-cornered tie with the three teams already mentioned heading the list, but in a play-off of postponed games with Standard Oil office, "Andy" Anderson and "Doc" Cameron kicked through with a single and doubles win to capture the bacon. A meeting of contestants and their wives or sweethearts is to be held soon, when the trophy will be duly presented to the winning team.

On the occasion of her resignation as secretary to John Salmond, refinery manager, Mrs. Thelma Miller was the guest of honor recently at a very enjoyable dinner in the home of Irma Spurbeck. Mrs. Miller was presented with a beautiful modernistic cocktail table as a farewell gift from her many friends at the refinery.

During the 1937 baseball season approximately 125 employees of the Los Angeles refinery will play ball each week.



COVER DESIGN

The cover design for this month's Bulletin is reproduced from an unusual infra-red photograph by Tom Gill of the gas department at Santa Fe Springs. It depicts a desert scene, and shows the fantastic effect produced by infra-red rays. The shrubs and bushes have the appearance of some strange marine vegetation, and the dark sky with the snow caps looming in the background render the entire composition unusually interesting. Tom Gill is an enthusiastic adventurer in the photographic field, and these results prove that it is worth while to skip the beaten track occasionally. On the inside front cover is a sample of the fine work of E. C. Ward, Jr., agent at Riverside. Taken in the Mammoth Lake region in the High Sierras, the picture shows a portion of Lake George, with the stately trees and the high mountains reflected in the mirror-like surface.

REFINED AND CRUDE

By Richard Sneddon

An old edition of Morse's geography declares that "Albany has four hundred dwelling houses and twenty-four hundred inhabitants, all standing with their gable-ends to the street."

And a newspaper account of a disastrous shipwreck states: "The vessel sank with all aboard except one lady passenger, she was insured for a large sum and loaded with pig iron."

Then there was the business firm that decorated its billheads with a small cluster of forget-me-nots.

And the indignant radio salesman who announced to the customer that he was asking for the first payment for the last time.

Did we ever tell you, by the way, about the small boy who chopped off the chicken's head, and frightened it to death?

Or about the other youngster who described a peacock as a "Chicken in bloom?"

"You can lead a horse to water, but you can't make him drink," said the old toper, "and I guess I've got as much sense as a horse."

Reminding us of the lad who exclaimed, "Why, Bill was so spificated last night he let me fall three times on the way home."

"And," says the motor cop as he pulled out his book and pencil, "Don't you know this is a one-way street?" "Well," expostulated the victim, "I'm only going one way."

One of the important functions of a personnel department is to find the right job for every individual, which explains why a local firm recently took one of their salesmen off the road and placed him in the electrical department—he was always wiring the house.

"You are not only fired," said the publisher of a small town daily, "but I am going to show you up in my paper." "Go ahead and show me up," said the pressman, "I can walk outside of your circulation in five minutes."

And the necessity of getting out this column always reminds us of one interesting fact: A turkey is never stuffed with chestnuts until it is dead.

However, we would claim the same consideration as the organist in the little western church, who had posted above the instrument a large sign, reading, "Don't shoot—he's doing the best he knows how."

The gentleman at the Union Oil Speakers' Club was apparently not quite prepared, at least for what followed. "This is an imposition," he said, "I came here with the distinct understanding that I was not to be called upon." From the floor came a voice, "I've been betrayed, too, brother. That's the only thing that got me to come."

We are pleased now to be able to report that the employee who was missing for four days last week has returned home. It seems that he was just waiting his turn at a municipal golf course.

And we might explain here again in the manner of Colonel Stoopnagle and Budd, that a score card is what you make 120 at the golf course and mark 95 on.

Sometimes when we get low on material for the Refined and Crude page, we find that a browse through the advertising columns of the daily papers is productive of some highly entertaining stuff. For instance: "Babies taken and finished in ten minutes. Shutter and Speed, photographers."

And this from the lost and found column: Lost a cameo brooch representing Venus and Adonis on North Main Street about 10 o'clock on Saturday night."

Home-made signs can also provide a laugh, as witness this exhibit by a local landed proprietor. "No plane base Boll on these Primaces."

Another classic reads: "All persons are forbidden to throw ashes on this lot under penalty of the law or any other garbage."

All of which has helped to fill up the space very nicely, and brings us right down to the "in conclusion" part. So, in conclusion remember that what some people describe as a mansion to their friends is merely a shanty to the tax assessor.

And bad spells of business are not all developed by stenographers.

