

★ U N I O N   O I L   B U L L E T I N ★



*October*  
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# U N I O N O I L B U L L E T I N

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## REBUILDING THE PAST

**I**T WAS on a cold December day in 1787 that a small group of Franciscan padres and half-naked natives gathered reverently before a newly-risen group of buildings in what is now the Lompoc Valley. From their midst stepped a figure clad in the simple brown robe of the Franciscan Order—Fray-Presidente Fermín de Lasuen, under whose guidance they had seen the culmination of their labor. A few short words, and the Mission La Concepcion Purisima de Maria Santisima was dedicated forever to God and His works. Here, forty miles northwest of Mission Santa Barbara and ten miles inland from the sea was the newest of the tiny outposts of civilization erected by the Franciscans on the Trail of the Padres.

One hundred fifty years later, on September 6, 1937, another group waited expectantly before a columned building. This time they numbered 1,500—residents of the land which that very mission had fostered in ideals, architecture, and culture. They, too, looked rever-

ently upon the building before them. Another short ceremony, and the Mission of the Immaculate Conception of Mary, Most Holy, was rededicated. What had once been a beacon of civilization in a dark wilderness had become a monument to those works and deeds which it so long ago had accomplished.

Behind that rededication of Mission La Purisima is a long story. It is a century-long story of misfortunes, abandonment, neglect and decay, that holds its single note of cheer for the final chapter, in which the old mission and its associations are recognized as significant factors in the fundamental history of California.

The mission, crumbled by the elements and devastated by vandals, had almost ceased to exist when its restoration began in 1934. It had lain on its hillside without protection since its abandonment in 1845. But today it has assumed at least some of its former glory. Still incomplete, to be sure, La Purisima nevertheless is recapturing the spirit of the pioneer

days when it was a center of old world civilization in an untamed land; when it was the school of the padres, spreading among the natives of the little colony the blessedness of humanitarianism, peace, and culture.

These men from Spain and the church were not impractical dreamers. They were educators and artisans. They were architects and builders. Together with their philosophical teachings they brought to this new land a practical application of the arts and sciences, and a remarkable knowledge of the fundamentals of civics and construction. Each mission was an independent economic unit, and no mere seminary. The padres brought to California many fruits and flowers transplanted from their orchards in sunny Spain, among which the olive, orange and fig, commonly considered native to this state, are typical examples. Our characteristic architecture may be traced to the missions and their founders, and much of our social behaviour still bears the imprint of this early influence, as seen in the many "fiestas" that have become annual events in widely scattered sections of the state.

To gain a picture of the inception of La Purisima it is necessary to repeat an old but ever thrilling story—the story of the beginning of California itself. In this connection one might easily recount incidents of discovery, hardship, privation, heroism and self-sacrifice sufficient to fill a volume. Briefly, however, the story of Alta California began in 1769 when a bare handful of men under the leadership of Portola, Rivera, and Fathers Serra and Crespi came from Lower California to carry out the orders of Galvez, visitor-general from Carlos III of Spain, to "Occupy and fortify San Diego and Monterey for God and the King."

Portola and Rivera, military men, contrived efficiently to fortify San Diego and Monterey for the King. To padres Serra and Crespi fell the greater glory of occupying these two Spanish outposts for God.

Between these two small cities lay the magnificent dream of Junipero Serra. He it was who visualized a great chain of mission communities stretching from the southern Spanish post to the northern seat of government. Never impractical in his dreams, Serra set out to accomplish this task in the face of the greatest hardship and discouragement. Wherever he went he saw thousands of savages living in the rudest kind of culture; no, not savages to Padre Serra, but rather men with souls to be

saved, and men whose lot in life could be bettered through knowledge of the useful arts of civilization. He threw himself immediately into the task of making his dream come true, and, at the time of his death in 1783 his vision had become a reality. Monterey, San Luis Obispo, Santa Barbara, San Buenaventura, San Juan Capistrano, San Diego—each of these in some way traced his footsteps on the Trail of the Padres.

La Purisima, the eleventh of California's twenty-one missions and a long-desired link in the chain, was founded shortly after Father Serra's death. It fell to Father Fermin de Lasuen to carry out the plans of his predecessor; so it was that La Purisima came into being.

"Algsacupi" was the Indian name for the site of the mission. The nearby town, as well as the valley, were later called Lompoc, probably after one of the smaller Indian villages. Foredoomed to disaster, the mission nevertheless made great strides immediately after its founding, and within three years the Indians were reaping ever-increasing crops and tending fast-growing herds, in which productive pursuits they continued to prosper until 1812. Then came disaster.

The year 1812 is known in California as "el



Most of the California Missions feature the arched type columns as seen in this view of the San Fernando Mission.

ano de los temblores," or "the year of the earthquakes." On the twenty-fifth anniversary of the mission's founding the ground began to shake, and thirteen days later the earth rocked so violently for four minutes that the inmates found it almost impossible to stand. All of the adobe buildings fell, and the rains that followed soon after completed the destruction that had already been so well begun.

Another crisis arose after these disasters. The Indians were inclined to blame the padres for the upheaval, and even made threats against their lives. So, partly to pacify the angry natives, and partly in an attempt at rehabilitation, a new site was chosen across the river to the north and plans were made to rebuild the mission.

It is at this point that Padre Mariano Payeras is first brought forcibly to our attention. Under his direction the second mission rose in an incredibly short time, and he proved an able mentor through the years that followed until his death in 1823. Even when he was appointed governor of all the missions in 1815, he still stayed at La Purisima and from that mission directed the multifarious duties of his office. The new mission was even more complete than the old, and it finally served an even greater

population than its predecessor. At one time 1,500 Indians were residents and it became a community of paramount importance in the mission scheme, for at La Purisima was produced not only enough foodstuffs and produce for the mission itself, but also an excess which was sent to Santa Barbara and Santa Inez. Wheat and other grains to the extent of thousands of bushels, and cattle, sheep, and hogs numbering about ten thousand added to the prosperity of the village. But in poverty and prosperity the padres never forgot the spiritual development of their charges.

But once more disaster was to overtake the mission—this time the beginning of the death blow. It all started with the Mexican revolt from Spain in 1821, and ended in an era of general decadence and disintegration for all the missions of Alta California. The padres were reduced in number because of lack of funds; the burdens of supporting the Mexican soldiery had become unbearable, and the military were growing increasingly insolent. An outbreak was inevitable.

It came with stunning force in February of 1824, when a La Purisima neophyte was flogged at Mission Santa Inez. The revolt of the natives spread quickly, and the news was carried to La Purisima where the Indians seized the mission, although repulsed at Santa Inez and Santa Barbara. For a month the Indians remained in complete control, until a force sent by Governor Arguello finally succeeded in quelling the revolt and punishing the offenders.

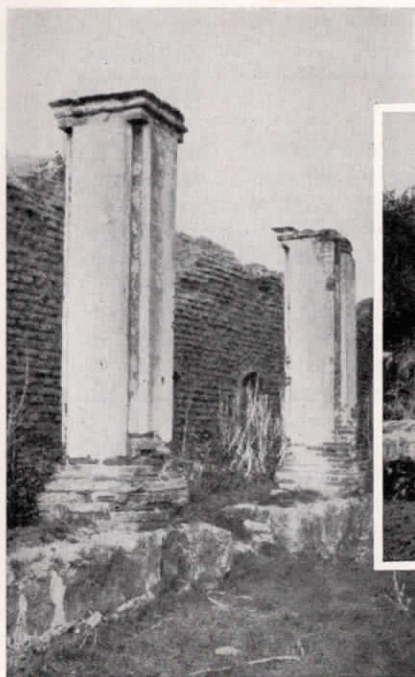
For ten more years the mission continued to function, but with growing feebleness, and in 1834 came another serious blow to its existence. Under an old law it, together with several other missions, was secularized. This accelerated the rapid decline, and in another decade it had reached the end of its usefulness. After a plague of smallpox had wiped out the last remaining inhabitants it was sold ignominiously for \$1,100 to John Temple of Los Angeles. During the seventy years that followed it passed through a succession of private ownerships, meantime becoming less and less like the mission it once was. It was used for a time as a private residence, then as a sheepfold, finally as a stable, and, pitifully neglected, it steadily wasted away until its former dignity was no longer recognizable. An occasional foundation line, some small crumbling heaps of adobe, and a few scattered tiles were all that remained of the once thriving settlement.



The straight columns at La Purisima Mission are distinctive, varying from the form used in other missions.

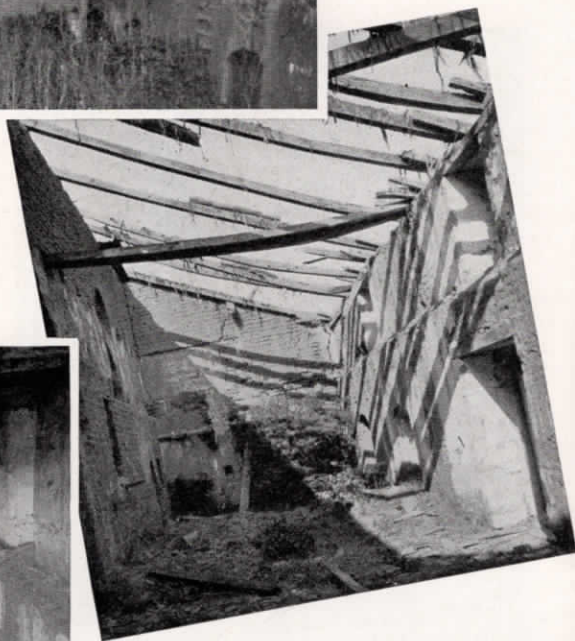
Below: All that was left of the La Purisima monastery when the restoration was begun.

Left: A close-up of the columns.



Below: The effect of exposure and vandalism may be realized by comparing this view of the monastery chapel with the one immediately to the left.

Above: The church, now in the process of reconstruction, as it was when the project was taken over by the National Park Service.



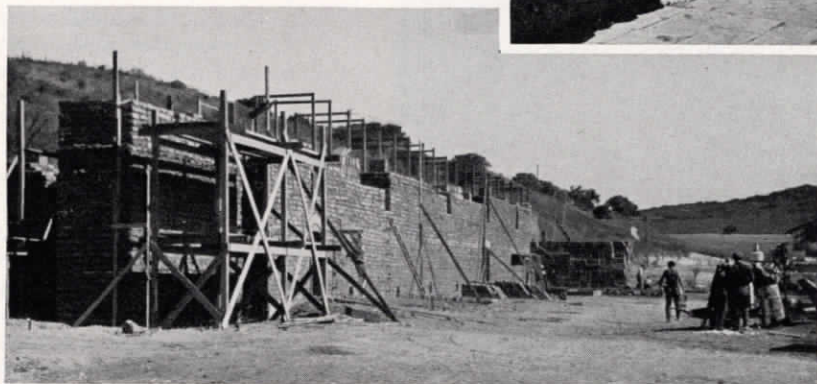
Left: The monastery chapel as it appeared in 1890.

Below: The monastery building as it stands today, a faithful replica of the original structure.

Right: Close-up of a recreated column.



Right: Work on the reconstruction of the church is going rapidly ahead. Here it may be seen almost ready for the roof beams.

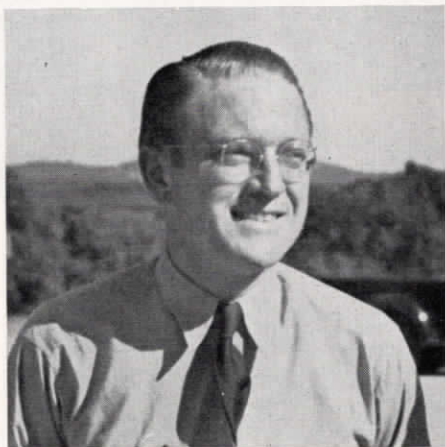


Left: The C. C. C. boys are doing a fine job of adobe brick laying, with very much the same tools as the Indians used under the guidance of the padres.

Right: Look at the old picture of the monastery chapel on page 4 and compare it with this. It is not quite complete yet, but sufficiently so to show the accuracy of the reconstruction.



Not until 1903 was any attempt made to preserve the remains of Mission La Purisima. But in that year the property came into the hands of Union Oil Company of California, and to one of its members in particular, F. F. Hill, then superintendent in that district, must go credit for the first active display of sympathetic interest in the old monument. Mr. Hill, something of a student of California's past, realized that here was a historical relic of incalculable value, a slowly diminishing fragment of the basic structure that constitutes the



F. C. Hageman  
Architect, whose researches have made possible an authentic reproduction.

history of the state. With this thought in mind he began gathering up the valuable roof tiles, lying scattered about the grounds. He erected sheeting to protect all that remained of the buildings. And thus really began the process of rehabilitation that now gives promise of consummating the most authentic reproduction of a California mission settlement.

Early attempts to restore La Purisima unfortunately fell under the same spell of ill luck as had followed the mission in its early history. Interest was aroused in the possibility of reconstruction, but there was no money immediately available. A faint ray of hope gleamed when Union Oil Company deeded the property to the California Landmarks Club on condition that the latter furnish \$1,500 to put the buildings in some semblance of their organized shape. As time went by, however, the club found it impossible to raise the necessary funds, and the land was retained by Union Oil Company. For some years after this no additional progress was made other than the steps

taken to avoid further disintegration of the ruins.

In 1934 the Company deeded the land to Santa Barbara County and coincidental with this move came attempts by the county to secure federal aid for a restoration project. For a time it again looked as though plans would fail. The government would not step in unless it had assurance that sufficient land was available for a proper site, and that funds would be supplied for the upkeep of the monument after its restoration. All the preliminary troubles were cleared away in 1935, when Santa Barbara County deeded the land to the state, and additional acreage was purchased to allow for adequate grounds. From that moment Mission La Purisima began to assume its proper significance.

Thus ends the old era and begins the new. The remainder of the story is set to a swifter tempo. It is a dramatic story, magnificent yet simple in its achievement; it is a tale of the patient restoration of a series of historic buildings in the most accurate and minute detail, exactly as they existed over a hundred years ago, with nothing on which to base the duplication but a few faded photographs and a pathetic little heap of adobe bricks.

When one thinks of the Civilian Conservation Corps the more or less common picture that comes to mind is that of a group of boys and young men in the forest, engaged noisily in such essential occupations as reforestation, road building and other similar outdoor pursuits. But here at La Purisima the boys are enjoying a unique experience, and it is remarkable how sympathetically and whole-heartedly they apply themselves to the business of restoring and perpetuating the past under the guidance of a capable group of technicians and foremen from the National Park Service.

It was in 1934 that work began on Mission La Purisima. Not actual construction; there was much to be done before even the ground could be cleared or an adobe brick molded. Months were spent in the search for pertinent information and in laying plans for the actual accomplishment. Largely because of this period of intense preparation the completed mission is expected to be one of the most accurate and authentic reproductions in the state.

To rebuild a mission which has fallen into such a state of decay as had La Purisima is no easy task. Through the years of its occupation it had been subjected to many changes of which



no records are now available, and during the period of its private ownership it had been converted time and again into different forms for varying uses. Sections were demolished, and later the buildings deteriorated almost completely until very little of the walls was left. It had been beaten and scarred by the elements and partially covered with new earth. In fact, the old adobe ruins, a few historic annotations, and a few photographs were all that the National Park Service had to guide them when they finally moved in with the CCC encampment. It wasn't much, but thanks to the genius of the architects and engineers and the application of the boys, it was enough.

Even to those engaged actively in the rebuilding of the mission it sometimes seemed a hopeless task, but by dint of the most detailed examination and study of available information, and carefully conducted research, complete plans for the restoration were eventually worked out.

As it originally existed, the mission consisted of three separate sections, the monastery at the north, the church at the south, and a group of workshops occupying the building in the intervening space. When the work of restoration was begun, the monastery building, although far gone, was in the best condition of the three. The central workshop building had completely disappeared, and all that remained of the chapel was a portion of the graveyard. The roof of the monastery was practically gone, and the walls had been torn down to such an extent that it was impossible to tell exactly where the windows had been. Additional information, however, was obtained from an ancient photograph. From this picture and the only complete column that remained the architects and historians were able to reconstruct the entire plan of the building.

The presiding genius in this work was Fred C. Hageman, architectural engineer of the project, and his methods of deduction form a very interesting study. From the single column he determined the height of the walls for the first building, the monastery. Through careful scaling and measuring of the photograph he determined the angle of the roof and the position of the windows. Meagre foundations told the story of the interior, and thus were determined the basic dimensions and specifications from which Hageman was able to reconstruct the first building.

But what about the other two structures? Here is where the few historic annotations and photographs became valuable. Together with

the foundation lines, these provided the information through which, by a system of geometric projection, the relative positions and dimensions of the other units in the general layout were determined. In this process of mathematical deduction and simple logic Mr. Hageman was ably assisted by H. R. Harwood.

With all preliminary steps taken, work was ready to start on the actual construction of La Purisima. But before any new work could be done it was necessary to clear the grounds. Drifting sand and shoveled dirt had piled up about the base of the walls, and all this had to be removed before actual construction could begin. When, months later, the loose debris



H. V. Smith  
Project Superintendent

had been cleared away, examination revealed that the existing walls had decomposed to such an extent as to be unsafe for use as bases of construction, and so the mission had to be rebuilt right from the bottom to the top.

It was at this stage that construction began. And it was here that the members of CCC Company 1951 began to play a more romantic role than they had in the mere unearthing of ruins. The preliminary period of planning had been completed, and now, at long last, the rebuilding of Mission La Purisima was to begin.

First, adobe must be secured. Tests were made to determine the composition of the old material and the neighborhood was scoured until finally a supply of identical quality was found. Here a pit was started, and the 170 members of the Purisima CCC Camp began their task of molding bricks, roof and floor tiles. For the monastery alone 110,000 adobe bricks and

42,000 roof and floor tiles were required. Molding adobes was a strange job for the CCC boys, and some of the essentials of quality manufacturing had to be learned by bitter experience. Of course they realized that winter brings rain even in California, but not enough, or so they thought, to impede the process. So in the early stages of the work 50,000 adobes were put out to bake one afternoon. At night a gentle rain began to fall. It continued the next day. But gentle as it was it had the very discouraging effect of resolving 50,000 bricks into so much thin adobe mud, and reducing 170 ordinarily happy, noisy boys into a remorse of gloomy silence.

Work progressed rapidly, however, in spite of such little drawbacks, and the laying of bricks was eventually started. Concrete members were poured to reinforce the walls, and the latter gradually rose higher and higher. Soon the roof was ready to be put on, and beams and rafters were hewed and placed. Then came the laying of the roof tiles. The first building outwardly was complete.

And not only complete but as authentic as it could possibly be. That is another of the remarkable things about this restoration project. Every vestige of work is being done largely as it was 150 years ago, and all materials being used are the same. The adobe is taken from the same pits; the roof beams, selected from trees in the redwood forests and hand-adzed in the same manner as formerly; the tiles are made of the same clay, molded and shaped by similar tools and by the same methods as in the past. All this adds infinitely to the authenticity of the reconstructed mission. The only two modern instruments on the grounds are a cement mixer and a transit. These are the sole representatives of a modern age. So completely are the old practices being adopted that special trowels were made to plaster the walls, as the modern implements left a type of stroke-mark that was not quite the same as the original. Professional plasterers were hired to do the plastering, but were unable to secure the same crude finish. Because of this the members of Company 1951 turned plasterers, and have exactly duplicated, in their inexperience, the finish that was acquired by the early Indian builders.

With the exterior of this first structure completed, H. V. Smith, project superintendent, moved his crew to the other end of the foundations to start work on the chapel, and there, in charge of Edward Negus, a group of boys are

mixing adobe mortar in typical early style, and slowly but surely are bringing back into form an exact replica of the original building. One of the first tasks that faced this group of workers was the opening of the crypt in which lay the body of Father Payeras. Without disturbing the remains, a concrete vault was built around the old grave, and the much revered padre will now rest undisturbed through the centuries. At present splendid progress is being made on the chapel, and there is every possibility that the external structure will be completed within a year or so.

No such difficulties are being experienced in the rebuilding of the chapel as were encountered in the construction of the monastery. There were no crumbling walls to be undercut and filled. No old structure to be dovetailed into the new. It was a straight building job from the ground up. In the building program pillars of cement are being inserted at intervals, in order to conform to modern conceptions of safety, but these will be concealed so that the completed building will present the exact appearance of its predecessor. Here and in the shop building, as in the monastery, methods and implements of the past are being used, as far as it is humanly possible to develop them.

As to interiors, it is impossible to find any of the original pieces of furniture. All have been broken or carried away by vandal hands. In every case, however, these items are being replaced with duplicates of the types used by the padres, examples of which are to be found in other California missions. Here is a bench from Mission San Fernando; there is a chair from Santa Barbara. Wherever possible, from remaining bits or ancient descriptions, the original designs used at La Purisima itself have been copied, and to show the adaptability of the workmen, many have been fashioned and "antiqued" right in the Purisima camp. Outstanding examples of this fine workmanship may also be found in the doors of the monastery, which were manufactured, stained, and grained by the boys under the direction of the camp foremen. When completed La Purisima will present the most comprehensive exposition of mission furniture and artifacts in the state.

Not the least interesting of the smaller pieces about the mission are the locks. These are of particularly ancient design, and done in the grand manner. Huge keys are inserted, turned, and huge hinges and bolts released. Val Goelz, the maker of the locks and by his

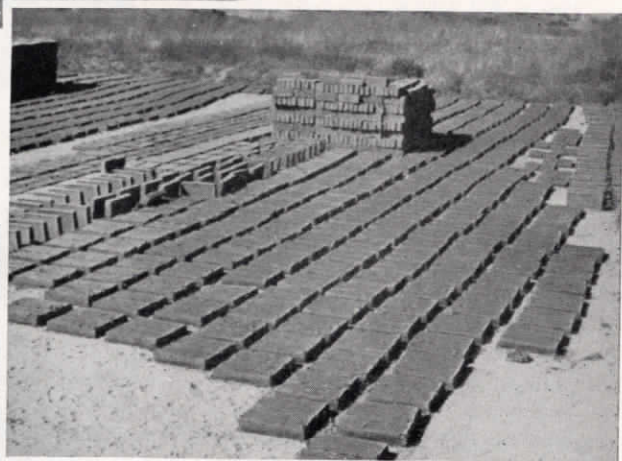


Left: The adobe pit. Here the boys go modern and use a concrete mixer to prepare adobe "mortar."



Above: Spreading adobe mortar with a shovel may not be scientific, but it's effective.

Below: Construction foremen E. Negus and W. A. Stewart, talk over the plans.



Above: Adobe bricks drying in the California sun. Occasionally they are disintegrated by the California rain.



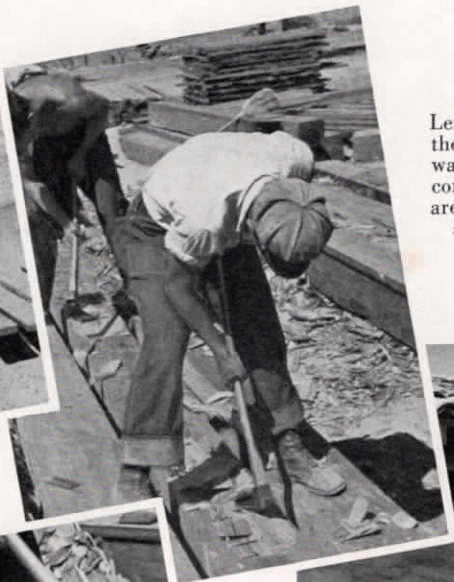
Left: The walls are reinforced with concrete columns, a form for one of which is shown here.



Right: Laying adobe brick requires an appraising eye and a steady hand.



Left: Ralph Ames, construction foreman, with one of the original roof tiles and one of the home-made duplicates. The one in the right of the picture is the old one.



Left: Adzing timbers in the good old-fashioned way. The boys soon become expert at this, and are inclined to finish the surfaces too neatly.

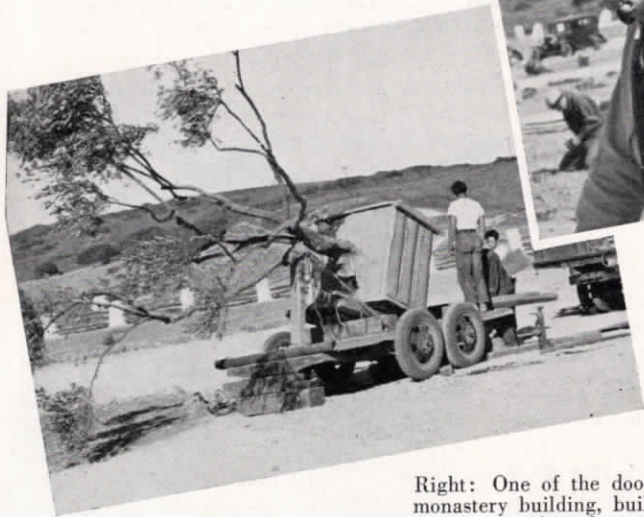


Right: A near view of the adzing operation. It's almost a lost art, but it's astonishing the number of lost arts that have been revived on this job.



Above: One of the original columns built into the new structure.

Below: Transplanting a tree from the hillside into the grounds of the mission.



Left: E. Rowe, landscape architect.

Right: One of the doors of the monastery building, built on the premises, and made to appear a hundred years old in a few hours by an ingenious process.



work known as one of the foremost iron workers in the country, values each of the creations at \$100. No two of the locks at the mission are alike.

Another classic example of the thoroughness with which the work is being prosecuted may be found in the fact that small pieces of plaster from the old walls of the monastery have been scraped and analyzed to determine the exact nature of the dyes used on their surfaces.

Set in its valley niche with the bare hills on either side, and a deep cut in the hill to the rear where the earth has been adjusted to the same contour as in the past, La Purisima, temporarily at least, is somewhat degraded by its surroundings. It is not as it once was, nestled in a setting of orchards and shrubs. Today it stands stark and alone in its simple grandeur.

But that, too, is being remedied. Under the direction of Edward Rowe, National Park Service landscape architect, 15,000 shrubs and trees are being transplanted to La Purisima's grounds or being cultivated in the mission nursery. Here, in the future, one may see grape vines from the original vineyard, transferred from the Jalama district where they are still found; pear trees, brought from the six missions nearest La Purisima; rose bushes slipped from the Castilian roses of San Antonia de Padua Mission; old-fashioned single hollyhocks, at one time the most flourishing flower of all the missions; olive trees, characteristic of the Franciscan gardens, and scores of native herbs and plants. One interesting section of the gardens will be that containing the medicinal herbs of the mission time.

Excavations revealed that the water system for the gardens, as well as for other domestic purposes, was almost as efficient and up-to-date as any modern system, and part of the general project calls for the renovation and replacement of the lines and appurtenances exactly as they formerly existed.

This water system was an ingenious arrangement of the padres whereby water for all purposes could be taken from a single well. Standing on a hillside a short distance to the north of the main buildings, the well provided drinking water at its source. From this point it was piped southward to the mission grounds where it entered a small pool used for washing clothes, and from here flowed through an irrigation system over the grounds. Excess water was then carried farther south to be used for irrigating the fields. In this way the padres had a continuous flowing system, serving all needs.

And when this great project is completed, you may ask, what about it? There are other missions. What does this give us that these others do not? The answer is simply this: La Purisima mission, when completed, will constitute the most meticulously accurate reproduction of a mission settlement in California. It will perpetuate for all time its own specific and significant period in the history of the state. Being set out in the hills away from the cramping effect of modern buildings, it can be made a complete restoration not only of the mission proper but of the entire settlement, and thus provide a visual demonstration of the economic as well as religious lives and habits of the early Californians.

And so it was that the crowd of 1,500 grew quiet as the group of small boys with their padre took their places on the porch of the monastery a few weeks ago. A short silence, and then for the first time in 100 years the walls of the mission threw back the voices of the choir boys, sending them echoing and re-echoing down the long corridors and floating out over the low, rolling hills of the Lompoc Valley. As the St. Anthony's Seminary choir concluded their song another figure mounted the steps to be introduced by Ronald M. Adam, member of the Santa Barbara Board of Supervisors. This was Clarence Ruth, who spoke feelingly and effectively on the history of the project, and the hopes and aims of the La Purisima Mission Society, of which he is president. Other speakers came forward to praise the work — J. Lee Bossemeyer, representing the National Park Service; Senora Josefa Malo de Jannssens, daughter of a former state administrator of missions; Joseph R. Knowland, chairman of the State Park Commission. All of these added their words of praise for the project, and the work thus far accomplished. But perhaps most effective in the simplicity and fervor of his remarks was the Rev. Father Augustin Hobrecht, of the Franciscan Order of Monks and head of the Santa Barbara Mission.

"I have come to this mission to dream great dreams of the past," he said. "I can do it well here."

And as Father Hobrecht spoke one could almost visualize other members of the Franciscan Order, members of a century ago, walking along the paths or through the columns of the monastery, speaking kind words to their charges, gazing across the intervening time to the new La Purisima, and whispering, "It is well that this is being done!"

## COMPANY'S PROFITS BEST IN EIGHT YEARS EXTRA DIVIDEND DECLARED

**A**T THE regular meeting of the Board of Directors of Union Oil Company of California this month a cash dividend of 30c, plus an extra 25c, making a total cash dividend of 55c per share was declared to be distributed November 10th to stockholders of record at the close of business October 25th. Including payment of the above, the dividends paid this year amount to \$1.40 per share as compared with \$1.00 paid in 1936.

Union reports a net profit of \$8,850,000 for the nine months ended September 30th after all charges including depreciation, depletion and allowances for normal federal taxes, but before provision for surtax on undistributed profits which is not expected to be required. This is the largest since 1929, and more than double the \$4,400,000 earned during the same period last year.

The nine months earnings of this year are equivalent to \$1.90 per share on the 4,666,270 shares outstanding as compared with earnings of \$1.00 per share for the same period last year on the 4,386,070 shares outstanding at that time.

The earnings for the third quarter of 1937 also were the largest for the like period since the 1929 quarter, aggregating \$3,650,000 or 78c per share, as compared with \$3,000,000 and 64c for the second quarter of 1937 and \$2,400,000 and 55c for the corresponding period last year.

Mr. L. P. St. Clair, President, states that, "The improved earnings this year are due to stable and better prices for products, greater crude oil production and increased sales volume. Payroll as well as material costs show substantial increases over those for last year."

Profit, subject to depreciation, etc., for the nine months totaled \$15,900,000 or \$3.41 per share as compared with \$10,800,000 and \$2.46 per share for the same period of 1936. The provision for depletion and depreciation amounted to \$7,050,000 as compared with \$6,400,000, equivalent to \$1.51 per share and \$1.46 per share respectively.

Production, subject to royalty, of crude oil and natural gasoline for the nine months approximated 16,850,000 barrels, an increase of

1,700,000 barrels over the like period of 1936. This is within 500,000 barrels of the Company's peak production for the same period which occurred in 1929.

Oil inventories decreased about 2,100,000 barrels as compared with an increase of approximately 2,400,000 barrels during the first nine months of 1936. The quantity in storage at September 30, 1937, approximated 24,400,000 barrels.

Sales for the nine months amounted to \$61,100,000, an increase of \$12,900,000 and 27% over the corresponding period last year, the quantity sold increasing 5,400,000 barrels or 24% to 28,300,000 barrels. The realization per barrel in 1937 averaged \$2.16 as compared with \$2.10 in 1936. Sales of products for the third quarter were up 26% totaling 10,350,000 barrels as compared with 8,200,000 for the corresponding period of 1936.

Capital outlay approximated \$9,300,000, consisting mainly of new drilling in developed and prospective fields, expenditures in connection with the construction of a new crude distillation unit and a 12,000 barrel cracking plant at the Oleum refinery and additions and improvements to marketing facilities.

Current assets, consisting of cash resources, accounts and notes receivable, oil inventories and materials and supplies, approximated \$51,400,000, a net increase of about \$7,900,000 from December 31, 1936. The cash resources approximated \$18,200,000, an increase of about \$6,450,000. Current assets at September 30th were about 7 to 1 of current liabilities.

Current liabilities approximated \$7,700,000, an increase of about \$300,000 from December 31, 1936.

Funded debt decreased \$2,300,000, the difference between the value at par of the Fifteen-Year 3½% Debentures sold and the outstanding 4% Convertible and Serial Debentures retired during the early part of the year.

Capital stock outstanding increased 280,200 shares since December 31, 1936, as a result of the conversion of \$7,005,000 of 4% Convertible Debentures.

Earned surplus at September 30, 1937, approximated \$17,300,000, an increase of about \$5,150,000 since December 31, 1936.



EXECUTIVE COMMITTEE\* AND OFFICIALS

|                         |                            |
|-------------------------|----------------------------|
| *L. P. ST. CLAIR.....   | President                  |
| *R. D. MATTHEWS.....    | Executive Vice-President   |
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| *W. L. STEWART, JR..... | Vice-President             |
| *PAUL M. GREGG.....     | Vice-President and Counsel |
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| A. C. RUBEL.....        | Director of Production     |
| R. E. HAYLETT.....      | Director of Manufacturing  |
| V. H. KELLY.....        | Director of Sales          |
| W. M. GROUNDWATER.....  | Director of Transportation |
| *A. B. MACBETH.....     | Director                   |

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**D**O YOU really like your job? Do you get a kick out of working? Are you doing the things you always wanted to do? In other words, is your industrial association a pleasant experience or an uncomfortable necessity? Sit down some time and talk it over with yourself. Analyze your situation, and if you find that your work is really a chore to you, don't just go around muttering in your beard. Do something about it.

Maybe if you deliberate carefully and are absolutely fair in your analysis, you will discover that the job is fine, and your own attitude is at fault. Maybe you'll decide that you're doing the wrong job. In either case don't lock the discovery up in your bosom and allow it to ferment until it gives you chronic indigestion. Get it out of your system.

Your life is your own. Your capacity to work is your own. You can plan your own existence, and you can sell your own labors. You can make life worth-while, and you can make work worth-while. But not by going around with a gloomy look on your face and disappointment rankling in your mind.

Here's a little clipping from the Canadian Statesman that may help you to adjust yourself to a more satisfied existence:

"There are lives which are a succession of first laps, a regular turning over of new leaves; there are individuals who perpetually remain 'promising'; others whose careers soar with the brilliant blaze of a rocket, only to end in

the same inglorious fizzle. None of these lives are distinguished by continuity . . .

"There is rarely accomplishment without the continuous work of a lifetime. We look perhaps at the other fellow's occupation as more attractive and less exacting than our own. But we must remember that all good work demands interest backed by trained ability. That man we envy may have submitted for years to the prolonged test of apprenticeship—to appreciate the value of continuity.

"If we look to the notable lives of our generation, we will find running through the majority of them this golden thread of continuity. The great musician whose mastery we admire on the concert platform, has refined his talent through exhausting hours of practice. The great teacher or the great artist often works through years of misunderstanding, neglect, and often ridicule, yet wins through by virtue of the continuity of his purpose. The successful man, whatever his field, must work harder than others. And so he achieves continuity—the thought in youth carried out in ripened years.' It is the one unbeatable quality."

After all, there are two kinds of work; work that is done for the sole purpose of getting, and work that is performed for the joy of achievement. One is drudgery, the other is work in its true sense. One is an unpleasant expedient, the other is a lasting satisfaction. The choice is up to the individual.



A. C. Galbraith  
Assistant Vice-President



J. B. Williams  
Manager of Operations

## INDUSTRIAL RELATIONS PROGRAM OUTLINED

**E**MPLOYEES of the northwest were recently given an opportunity to learn the ramifications of Union Oil Company's industrial relations and personnel program, when A. C. Galbraith, assistant vice-president, accompanied by J. B. Williams, manager of operations, made a quick round of the northern headquarters, and addressed large meetings at Seattle, Vancouver, and Portland. The Seattle and Portland meetings were presided over by Ole Berg, northern division manager, and the Vancouver meeting was in charge of R. J. Kenmuir, division manager of Canada.

At each of these meetings after the introductory remarks of the division managers, which, by the way, were highly complimentary to their respective staffs, the chair was released to Mr. Williams, who, as master of ceremonies, presented many interesting episodes of other days in the northwest. Portland's one-way streets were apparently the means by which "J. B." enlarged and extended his acquaintance among the constabulary of the Rose City during some of his earlier visits, and an unusual avidity for a specific type of Canadian Trappist cheese with more strength than grace, had the effect of balancing up the situation by driving off as many friends as he had gained. In any case, these and similarly embarrassing experiences formed the basis of some good-natured banter that effectively broke down the reserve, if any, and developed the feeling of friendliness that assures the success of any meeting.

The master of ceremonies concluded his part of the program by introducing Mr. Galbraith, whose interesting exposition of the fundamentals of industrial relationship, and their prac-

tical application, made a profound impression on his hearers. Mr. Galbraith presented a very complete picture not only of the basic principles involved in a general consideration of the employer-worker relationship, but of important steps being taken by Union Oil Company to develop the mutual understanding and respect that is essential to industrial progress.

The responsibilities of management and employees were each frankly and clearly outlined, and the whole subject was treated in a simple, logical manner that was thoroughly understood and appreciated by all. The actual industrial relations plan of Union Oil Company, its present status, and future aims, were followed with keen interest, and many of the employees at the conclusion of the meetings voluntarily expressed their appreciation of the opportunity to learn the basic facts concerning a highly important endeavor, and to pledge their cooperation and whole-hearted support in its continuation.

Opportunity was provided through these gatherings to introduce a number of newly appointed district sales managers, and to discuss various matters of local as well as general import.

The weather man was on his best behavior during the entire period of the trip so that the tourists were able to enjoy the beauties of the Northwest to the full.

From every angle the meetings were highly successful. The attitude of speakers and audience alike indicated once more, and it can't be indicated too often, that here in Union Oil Company we have a real family relationship that makes our association a valuable and thoroughly enjoyable experience.



## SPEEDING SERVICE

**T**HE story of the successive steps by which the old-time corner filling station with its one lone pump and attendant shack has been transformed into the highly efficient and usually very pleasing architectural array we now designate as a modern service station constitutes a most interesting chapter in the history of merchandising.

It is a long time since oil marketers first decided that the corner lot was the ideal location for a filling station, but there is ample evidence today that at some time in the dim past they were thoroughly and enthusiastically sold on the idea, for corner lots without gasoline pumps are now as rare as razor blades in Russia. In these early days the big concern of the marketer was over as soon as he had secured a good location at a nominal rental. Thereafter it was only necessary to install a tank and pump, throw up a doghouse, and the institution was open for business. And what a business! Gasoline, crank-case oil, and greases comprised the stock in trade of the corner lot purveyor. The gasoline and oil he would deign to deliver into their respective containers, but the grease was a commodity that the patient customer must tuck under his arm, carry home, and later, in the confines of



One of the most strikingly modern of all coast service stations is this model establishment at Gayley and Lindbrook, Westwood.

—Photo by "Dick" Whittington.

his own garage inject with a squirt gun until half of the contents of the can were on the garage floor and half of the remainder in his hair.

Gradually, however, the value of the corner lot increased, the rental did likewise, and the



A. C. Stewart  
Manager, Union Service Stations

filling station operator began to look for new sources of income with which to appease an avaricious landlord. The first step in this direction was the development of a lubrication service, and with a commendable regard for his back, our operator dug a pit behind his shack, thus beginning a new era of development. The motorist was obviously tickled to be relieved of the decidedly unpleasant duty, and very quickly the grease pit and rack became a national institution.

The operator was all swelled up over the customer's relish and the success of his new effort. As might be expected, this intoxication just made him the more venturesome, and very shortly the activities of the corner lot were extended to embrace battery service, tire service, washing, polishing, and all manner of incidental attentions. These innovations, of course, necessitated the addition of various structures and extra equipment to the premises, and the speed of development precluded any high degree of orderliness in the arrangement. The filling station by this time had become a service station, and as progress continued other incidental interests were acquired by the operator; competition became a pertinent factor in the business, and it was now essential to give some consideration to the efficiency of his methods, and the availability and convenience of his apparatus.

The growth of the marketing system naturally was co-incidental with developments in the automotive industry. As the automobile

graduated from a luxury to a necessity, a demand was created for a wide diversity of service, and the specialization of this service automatically became the responsibility of the service station operator. Where once with a squirt gun and a can of cup grease he could perform almost a complete lubrication job, now he must familiarize himself with the findings of technicians and know and use the recommended type or grade of oil for each specific purpose. This commanded more and more specialized knowledge, and more and more specialized equipment, and to further involve the affairs of the operator, there came high speed and high compression motors with their attendant need for anti-knock gasolines, and new and improved lubricants.

By this time the service station had begun another period of development, and was rapidly assuming the character of a retail merchandising unit. This stage of growth commenced in a rather unusual manner. Ordinarily the commodity is sold first and service facilities are instituted later, but in this case the servicing came prior to the marketing. The customer had learned to look to the service station for the care of his tires, batteries, headlights, and other incidentals, and it was quite logical that eventually he would expect to be able to secure replacements at the same place, thus saving himself considerable time and inconvenience. From this beginning, the merchandising activity continued to extend and expand: One by one, an imposing and ever-increasing array of petroleum products were added to the list of sales commodities, until now the service station occupies the same status and is just as essential to the comfortable existence of its clientele as the grocery store or the drug store.

As these changes have taken place, the method of merchandising has been the subject of a highly technical study, and in later years a great deal of consideration has been devoted to the architectural design and landscaping of the stations.

We have already indicated that the rapidity with which developments took place precluded the possibility of any extensive degree of orderliness in arrangement of new structures and added equipment. This is quite true, but it must not be inferred from the statement that the matter of convenient and efficient arrangement was entirely ignored. On the contrary, it quickly became obvious that the haphazard construction of storage rooms, wash racks, lubrication pits, tire shops, etc.,



Left: Early Union Oil Co. service station at Sixth and Mateo. Compare this with the picture on page 15 to get some idea of progress in design.

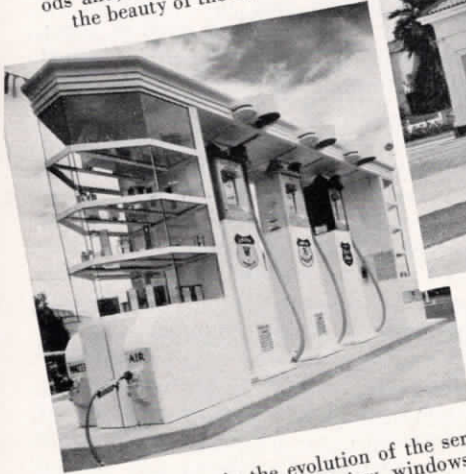


Above: Attendant guides motorist aboard pneumatic lift.

Below: A display case on the pump island demonstrates modern merchandising methods and, incidentally, adds to the beauty of the station.



Above: An intermediate stage of development in construction. This type of structure even today provides excellent service at certain locations.

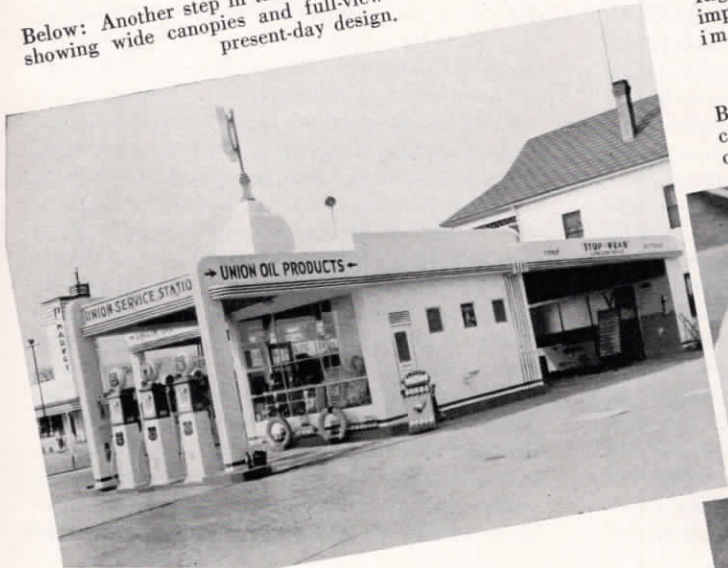


Below: Another step in the evolution of the service station, showing wide canopies and full-view windows, typical of present-day design.



Right: Along with improved design go improved service and improved products.

Below: The final check. Everything's okay. Take 'er away.



necessitated much lost motion on the part of the operator, with a corresponding loss of time and money. Accordingly, the efficiency engineers were brought into the picture, and armed with slide rules and graphs, they proceeded to reconstruct and revamp existing stations, and build new ones, in such a manner as to permit the maximum performance with the minimum effort. Nor did they lose sight of the all important customer in this study. The problem of the service station operator is to furnish the customer with all his momentary needs—service and commodity—in a complete and satisfying manner, and in the shortest possible time. How this has been contrived by Union Oil Company of California is briefly outlined in the next few paragraphs and accompanying illustrations demonstrate the changes that were necessary to bring it about.

If we are to accomplish anything in the shortest possible time, it is obvious that there must be no delay in starting our project. It is, therefore, highly essential that the operator be aware instantly of the arrival of his customer. This contingency is admirably cared for in the Union Oil Company type of construction by the erection of canopies, salesrooms and adjoining service shops with clear visibility in all directions. From the various compartments in the structure, exits are provided through which the operator can step out promptly to any service unit. The service units themselves are so arranged that no back tracking is necessary, and all types of service are available in one continuous sweep.

The old grease pit is gone, and in its stead an up-to-date hoist room now stands, covered for the protection of the customer and his car, and spotted in the most accessible location. A portable oil well receives the drainage from the crank case, and reduces the operator's cleaning bill. Disappearing air hoses are attached to the base of the pump stand, so that the tires may be inflated while the gas tank is being filled. Built-in battery chargers, spark plug testers, and a dozen and one other gadgets such as tire removers and vulcanizers have been installed where they can be reached with the least delay. More attention is now devoted to the customer who is required to wait more than the usual few minutes, and ladies' and gentlemen's rest rooms are as clean, sanitary, and up-to-date as a bathroom in Beverly Hills. Union Oil Company especially recognizes the feminine influence in the

general merchandising scheme, and has just embarked on a program calling for the expenditure of \$100,000 for the decoration and improvement of ladies' rest rooms. The work, now under way, involves the laying of tile floor, the installation of chromium plated fixtures, mirror, racks, and all the intimate little facilities that are so essential in the lives of the fairer sex.

A very important consideration in the Union Oil Company plan is the display angle. With the extension of specialty lines, prominent and attractive display becomes a very necessary feature of merchandising method, and in all modern stations it may quickly be noted that the glassed salesroom offers a splendid medium for this departure. The customer can't avoid it, and since customers are after all just people, they often have to see things in order to realize their need of them, and are quite prone to forget the glass cleaner or fly spray their wives have asked them to bring home, unless a little reminder of this sort is around to stimulate their memories.

The structural design of the Union Oil Company station is a species of tower type architecture along modernistic Spanish lines. It is finished in white and landscaped in characteristic California fashion, so that it blends very harmoniously and very attractively into the scenic beauty of the surroundings. The standard structure is built in replaceable and removable units that may be fitted together in almost any combination and adapted to any style of frontage. This adaptation can be made without any sacrifice of visibility, and without disturbing the relationship of the service units to each other. The interchangeable principle permits a degree of standardization that is at once efficient and economical.

Existing stations, so far as possible, have been adapted to conform to the general design. It has not been possible in every case to carry out the architectural theme, but the horizontal roof beams on the older buildings have been extended to provide a canopied pump island, and the other buildings and incidental equipment have been rearranged in the most convenient locations, and generally brought completely up to date. The old gravel yards are gradually being covered over with solid asphalt—concrete floors. Driveways are being enlarged and redirected to allow easy access and exit, and all buildings are of the same standard color design, so that Union Oil stations are rapidly becoming noted not only for

the splendid service and merchandise they offer but for the artistry and attractiveness they contribute to the regions in which they are located.

During the past decade, so keen has been the competition in this business of satisfying the service station customer, and so keen in consequence has been the effort spent in improving products, premises, and personnel, that it seems almost as if there were nothing left to do. That, however, is a situation that no salesman dares to recognize. There is no limit to progress, and there is no rest for the competitor who aspires to leadership in this highly competitive field. Products are constantly subject to improvement; new products are continually forthcoming; premises never are and never can be completely adequate; and anything so variable as human behavior precludes the possibility of perfection with respect to personnel.

There are momentary lapses when it appears that the whole process has become stabilized, then, suddenly, there blossoms forth a "76," a "Triton" or a "Union Glass

Cleaner" to demonstrate that although the water is quiet on the surface there is still lots of life underneath. In the middle of some quiescent interval an active mind formulates a new idea for expediting operations by a rearrangement of service station buildings or equipment, and again the system is changed. Every new development in product or premises requires a corresponding adjustment in the routine of personnel, and so the upheavals continue, some little and some big, at more or less irregular intervals, but as certain as death and taxes.

There can be no standing still in this service station business. We are engaged in a tremendous contest that has been going on for years. The winner is the person or concern that can serve the customer to his greatest satisfaction in the shortest possible space of time.

There is no surer way to lose a customer than to keep him late for an appointment, and there is no more certain method of building up patronage than to serve customers pleasantly, completely, and quickly.

## THE STORY OF PAPER

**"TIMBER-R-R-R-R!"** A drawn-out cry of warning echoes and re-echoes through the forest. Men look swiftly skyward and then dash to places of safety. Almost before the echoes die away there comes a swishing and crackling of branches as the giant of the woods topples toward the ground. Then, with a mighty crash, it strikes the earth.

Axes flash in the few shafts of sunlight that filter through the branches above, as the trimmers begin laying bare the huge trunk for its journey down the river. Tractors draw near, drag the massive log to the top of the chute, then, with a fading swo-o-o-osh! it sweeps into the water, raising a white spume of spray as it smacks against the surface.

Another forest monarch has begun its journey to the plant of the Hawley Pulp & Paper Company, where its massive solidity will soon be converted into a seemingly endless roll of smooth paper.

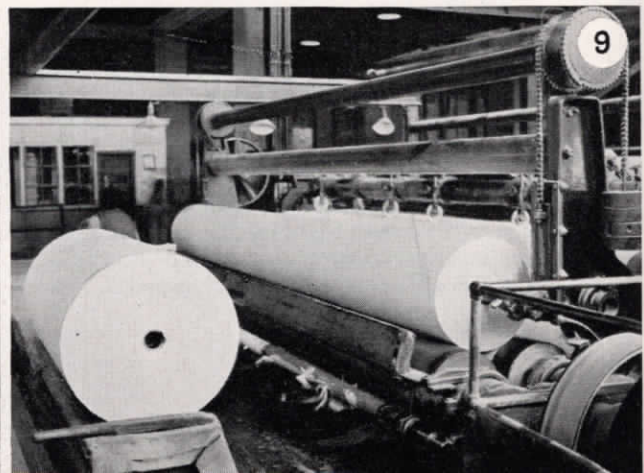
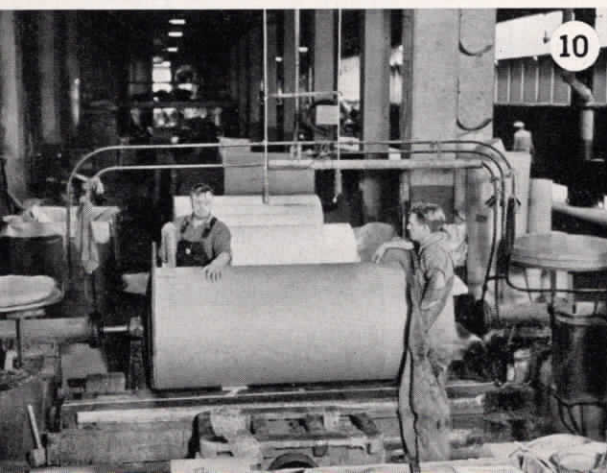
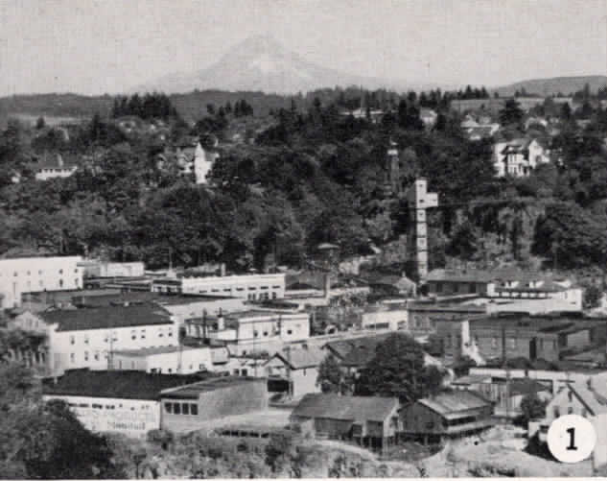
Thus is acquired the raw material from which is manufactured one of the most useful commodities in modern life. Paper today, is perhaps the most widely used product in existence and despite the multiplicity of its applications is still constantly being turned to new

uses. To make this essential of everyday life available there are huge manufacturing plants throughout the continent busy day and night turning out sheet after sheet and roll after roll of paper, and among these, one of the most modern mills in America, is the Hawley Pulp & Paper Company.

Founded in 1908 by W. P. Hawley, and having at that time a capacity of eighteen tons of paper daily, with a staff of forty men, this plant, now ranking at the top of independent production establishments, today turns out 250 tons of paper daily and employs 700 men.

W. P. Hawley is one of the pioneers of the paper-making industry. Before founding his own business he had spent over a quarter-century in paper-making, first in the East, later at Stockton, California, and finally in the Crown Mills at Oregon City. It was while he was affiliated with this latter company that he decided to establish his own concern, and so, shortly after the turn of the century, Hawley Pulp & Paper Company came into existence.

But what of our log, which is now floating down the Willamette River on its way to Hawley's mill? Following the bends and twists of the river it finally arrives at the plant where,



## THE PICTURE-STORY

1. A view of Oregon City, Oregon, where the Hawley Pulp & Paper Company, one of the most modern papermaking plants in America, is located.
2. A close-up view of the paper mill, where our story of paper begins. The Willamette River is in the background.
3. A log is pulled from the river into the plant by means of a cog lift. This log will emerge from the mill as a roll of paper.
4. The splitting machine, where the log is quartered, and perhaps broken into even smaller pieces. It is further reduced in the grinders, where these pieces are rubbed by stone wheels to break it down into wet fibers.
5. The beating and coloring machine. Here the wetted fibers are flailed into a pulpy mass, and coloring material, if any is desired, is added.
6. Leaving the beaters, the pulp is spread out on vibrating wire screens, and smoothed into a thin sheet of wet wood fiber.



3



4

## ORY OF PAPER

7. At the end of the wire screen the soggy sheet is fed into the presses, where much of the excess moisture is squeezed out and it continues to the driers.

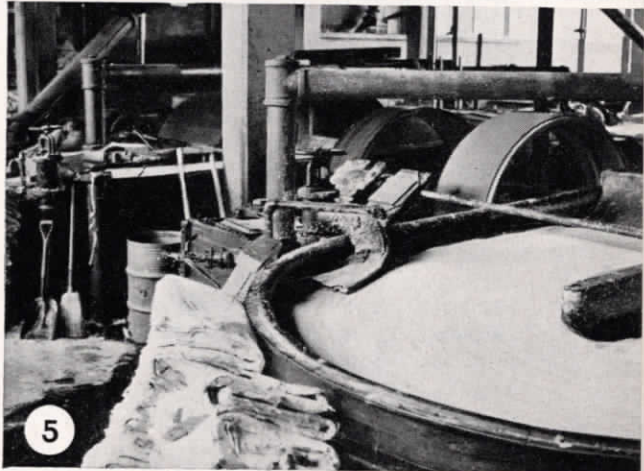
8. Coming from the driers the paper is "ironed" to smooth out the ripply surface and is wound on reels. It is now ready for commercial use.

9. Trimmed by knives as it passes to its complete form, the roll of paper is rewound from the reel ready for the final mechanical process.

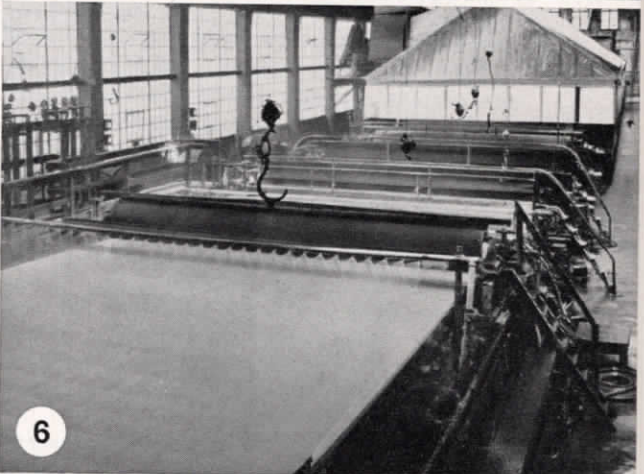
10. The huge roll is wrapped in heavy paper to await shipment. This machine turns the massive cylinder as the wrapping paper is applied.

11. The rolls are stored in this room, awaiting shipment to newspaper plants throughout the nation.

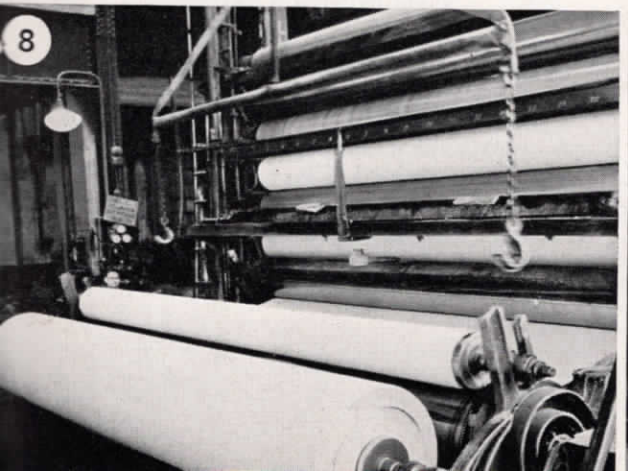
12. And Hawley Pulp & Paper Company awaits another shipment of logs, that the entire process may be continuous. Two hundred tons of paper leave this plant daily.



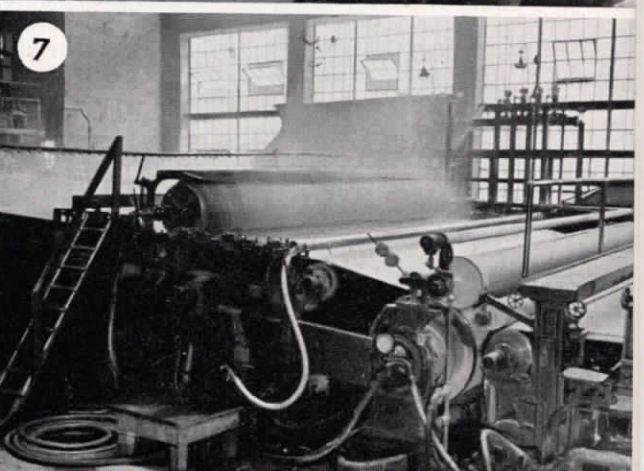
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by means of a spiked cog-lift, it is drawn up from the surface of the water into the mill itself. Here it is subjected to the first of the processes that will finally transform it into a smooth white sheet of paper.

Sawed into short lengths, the huge tree trunk is ready for splitting. Essentially, the making of paper consists of reducing a large, solid piece of wood to its component fibres, spreading, compressing and drying these fibres until all excess moisture has been removed, and a thin, even, ribbon of paper results.

On arriving at the splitting machine the short lengths of the log are split into four parts by a pneumatic, punch-like drilling machine. If the log is a large one, these quarters may have to be further reduced in size before they are ready for the grinding and pulping operation.

Entering the grinder the wood is wetted and then passes into a series of grinding operations during which it is torn to shreds between two revolving stones. Kept continually wet, and constantly being crushed to finer and finer particles, the wood emerges from the grinders as pulp, mashed and churned to the consistency of a soggy breakfast cereal. This is one grade of pulp called ground wood.

In another form it is cooked by a chemical process, using sulphite liquor. The cooking process strengthens the fibres.

Flailing and churning the pulp for a time, the beating and coloring machine gradually works the two kinds of pulp in their proper proportion and consistency and spreads it out on a rotating base. It is at this stage that the color desired for the finished product is introduced and the mixing then continues until the pigment has been thoroughly and uniformly impregnated in the mass. After this process the wet fibre is fed onto a flat wire vibrating screen, where it is spread in a uniform layer, relieved of a large proportion of its water content, and carried on the next stage of the journey.

Passing from the flat wire bed the still soggy fibre is fed into the presses, where the excess moisture is squeezed out under heavy pressure, and the fibres pressed firmly together. In just one more operation the giant of the forest will be entitled to the name, paper.

It achieves this distinction when it is carried further along to the driers, where most of the dampness is removed and from which it emerges as a sheet of paper.

But an "unfinished" paper. There are still rough spots on the surface and ragged edges that must be smoothed. It is bumpy and un-

even, and does not have the sleek surface that is necessary before it will take ink evenly. And so the endless belt of paper is carried to the "stacks," to be given the final touches. Here it is ironed, in approximately the same manner as an electric ironer performs the task in an ordinary household. The ripples in the sheet vanish, and the roughness caused by the fibres fuzzing at the surface is smoothed out. Now our sheet of paper is suitable for commercial use, and only the trimming and sizing remain.

It is, however, a trifle unwieldy yet as it stretches backward in its various forms to the beaters, so it is next wound on a reel. The huge roll so formed, however, has only a temporary existence. It is later rewound on a second reel, and trimmed to the correct width as it flows from one roll to the other. This is accomplished by simply passing the huge ribbon over a set of trimming knives. Following this procedure the paper is ready for the market.

Only one more mechanical process remains. The rolls are wrapped in heavy paper to await shipment. The great tree, slumbering in the heart of the forest, has been torn from its solitude, converted into a modern necessity, and now stands ready to take up a new function in the service of mankind.

The 200-ton per day output of the Hawley plant marks the ultimate in paper production. There was a time when it was impossible to speed the yield beyond 52 feet per minute, but that was before W. P. Hawley began his career. Through careful study of then existing conditions and thorough understanding of the mechanics of manufacture he first managed to speed up the flow of the sheet to sixty feet per minute. The paper-making trade gasped at his audacity. It couldn't last. It would wreck the machinery. It was impossible.

But today paper is being wound on the last reels of the Hawley plant at the rate of 1,200 feet per minute!

### This Month's Cover

The cover design for this month's Bulletin, in keeping with the leading article in the magazine, depicts Mission La Purisima. The front and back cover show the monastery building of the mission as it is today, completely restored from the crumbled pile of adobe bricks into which it had deteriorated.

The inside front cover shows a member of Civilian Conservation Corps company 1951 at work on the restoration of the church.



## Earle W. Brewster Dies



Earle W. Brewster

A resident of Arizona for a quarter-century and associated with the Union Oil Company in that state for the past 24 years, Earle W. Brewster, district sales manager at Phoenix, died suddenly September 25.

Brewster had just returned from a business trip to Tucson with a number of company officials from the head office. On his return he told one of his friends that he believed he was a very sick man. He died the next morning.

Beginning his career with the company in 1914 as a marketing station agent at Phoenix, Brewster was promoted in December of that same year to the position of drum and barrels clerk, and in 1916 became agent at Kingman. He returned to Phoenix in 1917 as a salesman, and in 1921 was appointed assistant district sales manager there. His next promotion, in 1925, brought him the position of sales manager at Phoenix, and in 1933 he became district sales manager.

Widely known in city and state business circles and a pioneer among those who helped develop aviation in Arizona, Brewster was affiliated with the Phoenix Chamber of Commerce, the Merchants and Manufacturers Association, the Phoenix Community Chest, the Arizona Club and the Kiwanis Club. His passing brings a deep sense of loss to all his friends and associates.

## Horses Win at State Fair

Jack Gordinier, of the Union Oil Company pipeline department at Brea carried off three prizes at the California State Fair at Pomona last month when his horses, Myshow and Figueroa, captured a first and second place and a second place, respectively.

## OLEUM NEWS

Members of Oleum Refinery's Thirty Year Club welcomed Michael L. Del Monte to their organization September 16 with a dinner party held at the Hotel Durant in Berkeley. R. E. Haylett, director of manufacturing, was guest speaker at the affair, and presented Del Monte with his pin.

"Mike" thus becomes the fifth member of the Thirty Year Club, others being W. F. Coggins, Peter Miller, Clyde Peterman, and E. J. Brown.

The evening was spent in discussing the progress of Oleum refinery from its inception to the present. Others present at the dinner were N. F. Myers, manager of the refinery, J. N. Holden, C. F. Adam, T. F. Ott, C. H. Stamm, W. F. Coggins, Peter Miller, Clyde Peterman, E. J. Brown, and William Simas.

The Oleum "76" baseball team held its annual baseball party at the home of N. F. Myers, Oleum refinery manager, late last month. Thirty members were present, with cards and ping-pong providing the entertainment of the evening.

Clint Evans, freshman football and Varsity baseball coach at the University of California, was guest speaker.

## Groundwater Honored

William Groundwater, director of transportation of Union Oil Company, and an outstanding figure in marine transportation circles



William Groundwater  
Director of Transportation

on the Pacific Coast, was elected president of the Pacific American Tankship Association. Directors of the group recently met in his office to adopt changes in the association's by-laws.



Above: The entire group at lunch, the most entertaining pastime of the day, where miraculous feats of endurance were performed.

Right: Ruth Luke is engrossed in an especially big bite while Ethel Paulicheck, Delores Philips, Vera Forman and Mabel Carnody study the procedure.



Below: Evelyn Ulin and Genevieve Ferguson perform in a semi-marionette show.



### Trepuensa Club Holds Picnic

Seventy members of the Trepuensa Club, Union Oil Company girls' organization at the San Francisco offices, met recently for their annual picnic and get-together at the home of Mr. and Mrs. Stanley W. Morshead at Woodside.

Arriving in a large sightseeing bus, the occupants immediately fell upon the lunch which had already been prepared by the members of the committee. Salads, hamburger sandwiches, coffee, ice cream and cake were soon demolished by the party and the afternoon events got under way. An amateur comic strip

and movie actor impersonation tableau began the program, and numerous specialty numbers added to the enjoyment. Swimming and tennis made up the sports part of the day, which was climaxed by a watermelon banquet in the early evening.

Lenore Mordoff and Madeline Baisinger were in charge of preparations for the annual outing, which marked another demonstration of the kindness of Mr. Morshead, who, for the past several years, has been host to the girls. His invitation to return next year was readily accepted.

## LARGEST FREIGHT SHIPMENT REACHES OLEUM

**T**HE largest piece of freight ever shipped west, a titanic evaporator tower for the \$2,000,000 petroleum "cracking" plant Union Oil Company is building at its Oleum, Calif., refinery, has just arrived safely at its destination on the eastern shore of San Pablo Bay after a land and water journey of thousands of miles . . . and the score of officials involved in its transportation are enjoying the first good night's sleep they've had in many weeks.

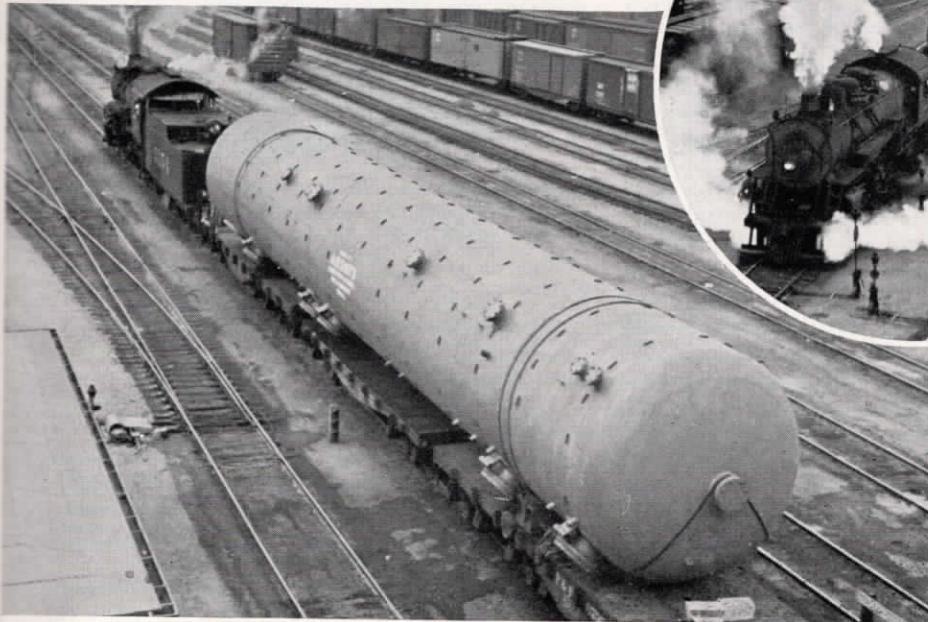
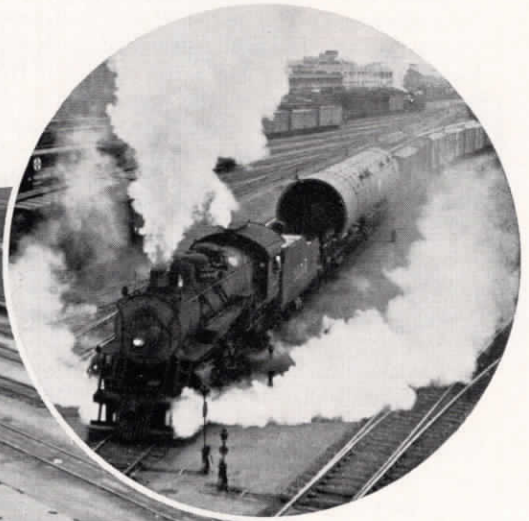
The huge steel vessel is 93 feet long, 12 feet and 10 inches in diameter, weighs 151 tons and is valued at \$75,000. It consists of two steel units, a lining of high chrome steel welded on to an outer shell of regular steel, and is so designed to withstand the tremendous heat and pressures necessary to crack apart the hydrogen and carbon molecules of petroleum and rearrange them into gasoline and other products of superior quality. It was insured by three companies during its journey, as no

one company wanted to assume the full risk for the many hazards involved in its transportation to the Pacific Coast from Milwaukee, where it was fabricated.

This evaporator tower is so large that it required three special flat-cars to carry it on its rail journey, including the only two flat-cars made that are capable of carrying 200 tons each. Figuring out a way to ship it gave Union Oil Company's traffic men gray hairs. It couldn't be shipped all the way by rail as it is too long to negotiate tunnels. No barge big enough could be found to take it from Milwaukee through the Great Lakes and the Erie Canal to an ocean steamship at New York. Shipping it by rail to New Orleans and thence by steamer was ruled out by fear of hurricanes. Finally, it was routed on two rail lines to Los Angeles for trans-shipment there to Oleum. It took a month and a day for the vessel, traveling only by daylight, to reach Los Angeles.

Officials planned to transport the 151-ton

Right: When 151 tons of evaporator tower is added to a train it takes a lot of power to get it moving, as witness the huge cloud of steam thrown out by this engine.



Left: It took three ordinary sized flat cars to carry the huge cylinder.

tower to Oleum on the world's largest highway trailer, a 34-wheel job drawn by a 200-horsepower Diesel tractor, but the state highway department refused to let this much weight traverse highway bridges. So it was decided to move the vessel to the harbor and take it to Oleum by boat.

At Los Angeles Harbor, more difficulties arose. No crane could lift the huge mass of steel and the weight was held too great for the piers there. So the vessel was transferred to Long Beach and gently rolled off its flat-cars over a skidway of huge timbers onto the only barge capable of handling it. This barge had to have its deckhouse removed to accommodate

the evaporator and when the load hit its deck, the barge settled 30 inches in the water, twice as much as anticipated. It was the largest single towing job in the history of the port.

Altogether, twelve large pressure vessels of special design and construction have been shipped from the celebrated A. O. Smith Corporation fabricating plant at Milwaukee to Oleum. Two other hefty units that required two flat-cars each for their transportation were the 54-ton stabilizer column and the 63-ton fractionating column.

It is planned to have the new "cracking" plant completed by March 1, 1938.

## THE STORY OF RICHARDSON SPRINGS

**T**O SPEAK of the early California Indians and omit the story of the mineral springs on the banks of Nepheline Creek, now called Mud Creek, is to leave out much of the early history of those aborigines.

While most of the Indians were peaceful there were two tribes, the Nozi and the Kombo, who were very war-like. Legend holds that the Nozi had traveled many miles overland from the east and settled in the mountains on the western slopes of the Sierra Nevada Mountains. Major Redding believes that they were the descendants of King Phillip's tribe of New England. Once an old muzzle loading gun was found in their camp that could have come from no other place but one of the New England colonies.

These two tribes controlled the land around Richardson Springs and used the waters for the purpose of healing cuts, bruises, wounds, scrofula and skin diseases. Many of the old camp grounds are still here, and the rocks that they used to grind corn in are found in the hills even today. In the bluffs above the hotel there are many such rocks. Because of this early Indian history Richardson Springs used the Indian, drinking from the springs, as their symbol or trade mark.

The mineral springs were first discovered by white men in either 1862 or 1863. Solomon Gore, while hunting the hills northeast of Chico, was the first man to see these famous mineral springs. A little later Dr. French and another man explored the canyon and named many of the points of interest, such as the "Pool of Oblivion," below the great falls. Now there is

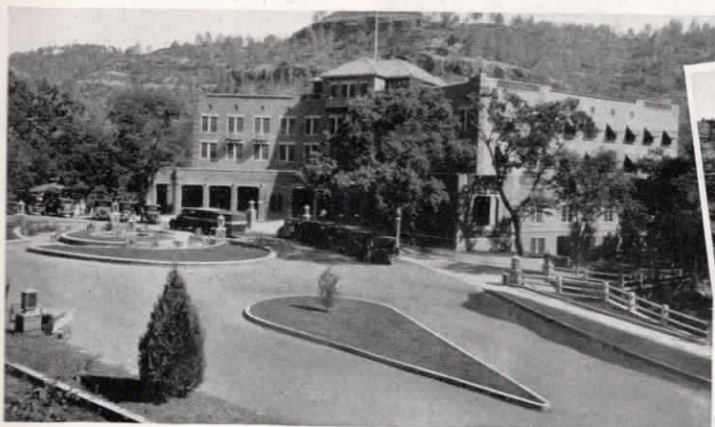
a large swinging bridge over the pool and the falls so that visitors today can easily enjoy their natural beauty. Farther up the canyon the falls of the "Wampum Belt" form a dashing cataract. During this time and for years afterwards these springs were called Nepheline Springs, and were known far and wide in northern California as an infallible remedy for rheumatism, arthritis, and kidney disorders.

In 1869 the six Richardson brothers took up this land from the Government to use as a cattle ranch. From time to time additions were made, but most of it is on the original deed from the Government. For the next 29 years the land was used as the headquarters for cattle ranching under the L. T. Brand, one of the oldest registered cattle brands in the state.

Because of an ever-increasing number of people that came to use the waters the first hotel was built in 1898 and the resort was started under the name of Richardson Springs. In 1903 Lee Richardson, son of one of the founders, returned to his native state from the east to take over the management and build Richardson Springs into its now important place among the health resorts of California.

During the early years the hotel and the camp grounds, with their mineral waters and baths, became more popular. By 1917, besides the main hotel, there were three annex buildings, fifteen hotel cottages and twenty housekeeping cottages. Then the demand for hotel cottages began to grow as that for housekeeping cottages diminished.

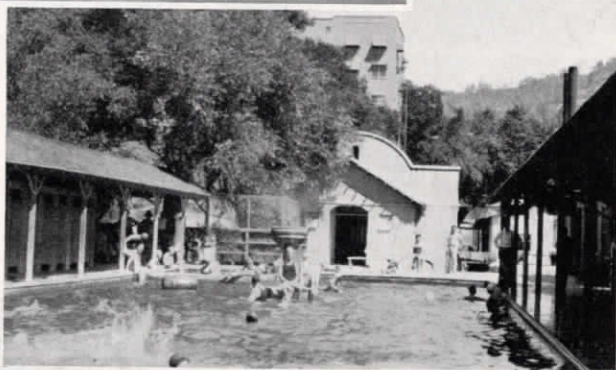
In 1922 the main hotel and two of the annex buildings were remodeled and made up to the



Above: The hotel at Richardson Springs resort provides a homelike atmosphere in which to enjoy the beneficial warm baths.

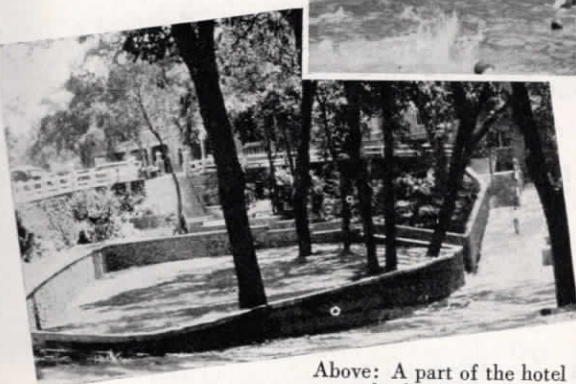


Above: No, it's not a tightrope act; it's a suspension bridge near Richardson Springs.



Right: A group of bathers disport in the medicinal waters.

Below: The group of cottages which house the seekers after health and relaxation at the resort.



Above: A part of the hotel grounds showing the beautiful landscaping.



minute, and more sleeping cottages were added. Just as the work was nearing completion the main hotel and two of the annex buildings were destroyed by fire. This marked the beginning of the complete reconstruction of Richardson Springs.

The new hotel of 200 rooms is made of brick and tile and is thoroughly fireproof. Most people have a great fear of fire and this protection is most important today. The grounds were done over, and 18 one-room

sleeping cottages were added. When air-conditioning arrived Richardson Springs again led the way. To the best of our knowledge this was the first hotel in the northern part of the state to be air-conditioned throughout—the lobby, dining-room and the rooms.

Facilities for the comfort and enjoyment of guests are complete to the last detail. Catering to almost every type of guest—from campers to hotel guests—Richardson Springs finds it not only necessary but profitable to maintain almost every accommodation.

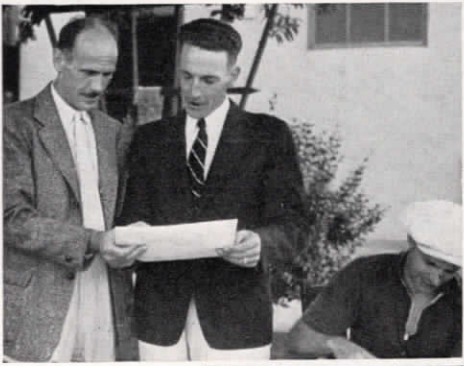
Right: Bill Hulings, L. A. Refinery golf champ, prepares to launch one out into space.



Below: Phil Jones must have won this hole if expression is any indication.



Below: Norman Blaney and Carl Madsen sing a duet.



Right: This is just an informal meeting of the handicap committee to study some chip shots.



Below: "Mac" McCreary shows the form that carried him to victory in his first time up.



Left: Norm Blaney, Sid Morgan, John Hales, and Jess Marshall start for the nineteenth hole.



Right: George Baumgartner is listening to the crabapples fall, hence the strained expression.



Left: B. C. Greer, runner-up in the low gross event and winner of the trophy for the longest drive. "B.C." incidentally, is showing what the well dressed young man will wear during the next depression.



## L. A. REFINERY HOLDS TOURNAMENT

**N**EVER since the institution of the Rio Hondo Golf Club has such a galaxy of luminaries assembled in the approximate vicinity of the fairways, as were gathered on August 28 to decide the Union Oil Company Los Angeles Refinery sod lifting championship. On that auspicious occasion fifty, more or less, of the refinery's best divoteers struggled gallantly in a contest that was without question one of the outstanding events in the Company's sports program.

The game was somewhat marred by the fact that the crabapple trees on the course were shedding their fruit, and several slightly myopic contestants finished the last few holes with crabapples instead of golf balls. Others with the same affliction reversed the situation, however, by eating golf balls in mistake for crabapples so that in the long run the whole thing was evened up.

Despite the distraction caused by the crabapples excellent scores were turned in, and Bill Hulings had to exhibit some mighty fine golf to capture the Low Gross trophy, donated by L. J. "Jake" Jacobson. Runner-up, and winner of the cup donated by Ray Bray, was B. C. Greer. Other prize-winners in this event were Carl Madsen, Sid Morgan and Phil Jones.

In the low net contest Phil Huemmer carried off the John Salmond trophy, and C. L. "Mac" McCreary distinguished himself in his very first game of golf by taking home the Charlie Reeder cup. John Hales, L. A. Smith and Owen Hodge were also awarded prizes in this contest for meritorious performance.

The longest drive of the day was hammered out by B. C. Greer, the highest score was won, coasting, by Dugie Kimmell, and Dr. F. B. Clarke and Ray Bray beat all opponents in the doctors' and foremen's events, respectively. There were more foursome winners and prizes than we have ever seen, and there was even a special trophy manufactured and donated by the tinshop for the player with the best golf vocabulary. This was won easily by John Salmond.

When the smoke had all cleared away the contestants gathered around the festive board in the club house, and showed definitely that their prowess was not entirely confined to the

golf course. Carl Madsen presided at this stage, and having disposed of the formalities, turned the meeting over to master of ceremonies W. K. Hopkins, manager of industrial relations and personnel. Bill first read a wire from Mr. Galbraith expressing regret at his inability to be present, and thenceforth devoted the evening to the presentation of trophies and good-humored verbiage. This he did to such good effect that even the losers had a grand time.

In toto it was a real day of relaxation and amusement for the refinery boys, and the committee in charge is, as usual, to be highly commended for the entertaining and efficient manner in which this great annual event was conducted.



## Credit Manager Honored

C. H. Mann, southern division credit manager, this month was elected a director of the Los Angeles Board of Trade for the fourth consecutive year and a few days later, at the



C. H. Mann  
Southern Division Credit Manager

first meeting of the board of directors, was chosen vice-president of the institution for the coming year.

Mann has long been numbered among the outstanding credit men of Southern California, and his recent election attests to the high esteem in which he is held by his business associates.

### Sales Department Changes

Three major changes in sales department personnel were made this month when V. H. Kelly, director of sales, announced the following appointments: K. W. Tower, district sales



K. W. Tower  
District Sales Manager, Phoenix

manager at Phoenix; J. D. Nesbitt, district sales manager at Santa Barbara; and W. A. Cole, district sales manager at San Diego. All appointments were effective as of October 1.

Tower comes to his new post from Santa Barbara where he held the position of district sales manager, and succeeds Earle W. Brewster, who died last month. Tower has been with



W. A. Cole  
District Sales Manager, San Diego

the company since 1926, when he was employed as a tank truck salesman, progressing through the positions of salesman, agent and special agent to his present post.

Nesbitt, formerly district sales manager at San Diego, will take over the Santa Barbara field, succeeding Tower. Employed in 1914 as an order clerk, he has held the positions of agent, salesman, clerk, assistant district sales manager, and district sales manager.

Cole, formerly agent for San Diego, remains in the same territory as district sales manager, the latest step of a career which began in 1921 when he was employed as truck salesman, and



J. D. Nesbitt  
District Sales Manager, Santa Barbara

subsequently as salesman, assistant special agent, and agent.

### Dean Named to New Post



Henry B. Dean  
Sales Personnel Supervisor

**A**FTER spending eighteen months with Industrial Relations Counsellors, Inc., as part of its research staff, Henry B. Dean last month returned to Union Oil Company as supervisor of sales department personnel.

He began his career with the company in 1929 when he was employed as a clerk in the technical relations and aviation department. Next, in 1930, he was transferred to the fuel oil department as an office clerk, and in 1931 was named to assist in the development of liquid gas sales. In 1933 he entered personnel work as supervisor at the Los Angeles Refinery, and in 1934 was transferred to the head office in the same capacity.

It was in 1936 that he was drafted to Industrial Relations Counsellors, Inc., and spent 18 months there studying personnel methods in numerous organizations and industries.

Through his association with this organization Dean brings a sound technical knowledge of the field to his new post, in which he will supervise personnel matters embracing both wholesale and retail divisions of the sales department.



## SERVICE STATION CHANGES



Dean Hook  
Superintendent  
Field No. 201



J. S. Winn  
Superintendent  
Field No. 6



R. E. Okerstrom  
Personnel Supervisor  
Central Region



J. G. Severtson  
Superintendent  
Field No. 109



R. M. Miller  
School Instructor  
Northern Region



A. P. Williams  
Dept. of Maintenance  
and Equipment

The following changes in the organization of Union Service Stations were announced by A. C. Stewart, manager of Union Service Stations, last month. All changes are effective as of October 1.

A. P. Williams, in addition to his present assignment on safety activities, will direct activities of the department on maintenance and equipment, reporting to R. G. Kenson.

J. G. Severtson, district superintendent of field No. 6, Portland, is transferred as district superintendent of field No. 109, San Jose.

J. S. Winn, district superintendent of field No. 201, Santa Barbara, is transferred as district superintendent of field No. 6 at Portland.

Dean Hook, district superintendent of field No. 109, San Jose, is transferred as district superintendent of field No. 201, Santa Barbara.

R. E. Okerstrom, school instructor in the central region, transferred to regional personnel supervisor of that region.

R. M. Miller, school instructor, southern region, transferred as school instructor, northern region.

## TWO DANCES SCHEDULED

The Head Office Girls' Club will hold a football dance at the Riviera Country Club Friday, December 3, as a peaceful prelude to the storm and upheaval of the U. C. L. A.-U. S. C. game scheduled for the next day.

Under the chairmanship of Dorothy Landry, vice-president of the club, the arrangements committee will carry out a gridiron motif in all respects. All members of Union Oil Company and their friends are invited to attend.

Lakewood Country Club in Long Beach will be the place and November 12 the date when members of the L. A. Refinery Girls' Social Club gather for their annual fall dance. Dancing will begin at 9 p.m.

Tickets for the affair may be obtained at the personnel office, the telephone office, from all foremen, or from officers of the club at fifty cents each. A five-dollar door prize will be a feature of the dance.

Right: Wendy Barrie, picture star, surveys the majesty of the desert at Palm Springs before going for a swim.



Below: Snow-capped mountain peaks form a striking background for the sand-dunes of the desert.



Right: Movie Stars Henry Hunter, Polly Rowles, Wendy Barrie and Jack Dunn lunch on the Desert Inn's patio.



Above: The entrance to the Desert Inn, with Mt. San Jacinto in the background, points the way to a delightful oasis in the lovely desert country.

## PALM SPRINGS

Possibly because it is so convenient to town and yet so completely away from it, Palm Springs has become the favorite winter headquarters for a discriminating colony. Certain it is that they find city cares drop from their shoulders like magic as they pass through verdant groves and farms, then enter the bright new world that lies just beyond the protective "gateway" of Mt. San Jacinto.

Those who know, annually congregate at

the Desert Inn, widely known as America's foremost desert resort. This pioneer hotel, which started the now-popular vogue of the desert, is entering its twenty-ninth season of desert hospitality. Its aims are to provide comfort and luxury for the discriminating guests who find their place in the sun at the Desert Inn . . . carefree planning for their carefree pleasure is the watchword of service at this hotel.

## Thirty Years



A. B. Bowie  
So. Div. Field



F. M. Woodard  
So. Div. Field

## Service Emblem Awards



**N**ATURAL growth is one of the most intriguing processes in life. To watch either a person or thing unfold toward a specific purpose provides a distinctive thrill that can be secured in no other way. Thus it is that we view with particular interest the growth of the Union Oil Company of California.

Where the useful span of a human life, however, is limited to a certain space of time, a company may go on and on, spanning several human generations in its career. So it has been with our own company, although even it is comparatively youthful.

Each of those human generations has contributed something to the growth of the company. This is no less true now than in the past. Those who are presented here each month have helped within our own time to bring this company to its enviable position in the petroleum industry.

The vitality of any company during its growth depends upon the knowledge, efficiency, and loyalty of its employees, for it is only through them that the construction of the concern may progress. And so this month we

place on parade before you fifty-seven of the builders that have helped to make the company what it is today. With their experience and faithful service for periods of from ten to thirty years both Union Oil Company and they themselves have gained.

Leaders among these builders this month are two men with thirty years of service to their credit, A. B. Bowie and F. M. Woodard, both located at Santa Fe Springs and both members of the production department.

But the parallel doesn't halt there. They both came from the same town in West Virginia. They both worked for the South Penn Oil Company in the East. They both joined the Union Oil Company of California at approximately the same time. And Bowie married Woodard's sister. It's an amazing intertwining of careers, and there is no way to separate them adequately. Incorporation seems the only solution. And so the service emblem list begins with:

### BOWIE AND WOODARD

Arriving in California in the same month, but on different days, and going to work for

## Twenty-Five Years



E. A. Whitten  
Gas, S. F. Springs

the same company, but in different places, Bowie and Woodard have finally ended up in the same department and in the same location.

Bowie came to this state October 10, 1907, and after a few days of looking around decided he'd like to work for Union Oil Company. So, at \$75 per month, he became a pumper under Clarence Piatt in the Brea-Olinda district. Meantime, Woodard had arrived from the East, and on October 25 he, too, decided that there was nothing wrong with Union Oil Company, so he went to work on the Stearns lease. Oh, yes, Fred Woodard soon got in touch with A. B. through his sister, Bowie's wife.

Bowie and Woodard were old friends from away back. Both came from the same part of West Virginia. Woodard's father owned the hotel at Cooney Island there, and Fred was working in a livery stable when A. B., then employed by the South Penn Oil Company, met the popular young lady who was Woodard's sister. Consequently the two young men saw much of each other, as Bowie, it is understood, spent a good deal of time at the hotel until he married the then Miss Woodard.

Fred soon decided that he wasn't going to get rich trading horses so he, too, joined the South Penn Oil Company. He stayed with this concern until 1907, when he took the train for California, close on the heels of his brother-in-law, who had left a few days before.

Safely ensconced in their new positions, let us take up their careers from that point on. Bowie has spent his efficient career in the same place in which he was first employed, Brea. Except for the nine-months' period in which he worked as a pumper at Orcutt when the fields were opened there, he has been in the same location. All of his thirty years have been in the production department. The most noticeable characteristic of the passing years, to

both Bowie and Woodard, has been the steady reduction in number of hours and the steady increase in the number of dollars pay for those hours. It has been said that Bowie can tell you the size of the sills under all the houses in Brea, and, although there is no way of checking the rumor, it is quite possible, for when A. B. moved to Brea there was only one building in the town, a schoolhouse. After the thirty years which he has spent with one company, Bowie says he has never regretted his decision to work for Union.

Fred Woodard, on the other hand, has spent his three decades in various locations. He has worked at Santa Maria, Orcutt, Huntington Beach, Richfield, and Stearns fields, and held the jobs of pumper, well-puller, and tool-dresser before coming to the production department at Brea in 1930. Here the experience gained in these jobs is standing him in good stead, and besides, he now has the opportunity to talk to A. B. about fox-hunting.

For some unknown reason, whenever two Southerners, or, to be more specific, West Virginians, get together, they sooner or later turn to an ever-engrossing topic, fox-hunting. Or as a corollary to this easily demonstrable theory, they talk of dogs. One day, after one of these periods of reminiscence, Bowie decided that it was time that he had him a dog—a real fox-hunting dog. So he bought a dog. It was a fine dog, except for the fact that its left eye was missing. Not thinking this much of a handicap, however, Bowie took the dog coyote hunting, and discovered two things:

1. If the game circles to the right it gets to be an exciting chase, with the dog showing up well in all departments.

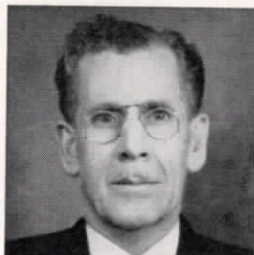
2. If the game circles to the left, it is time to call the dog back and go on home.

Bowie's real hobby, however, is baseball,

## Twenty Years



H. W. Brown  
Purch., Head Office



E. D. Tuthill  
Mfg., Oleum



J. F. Till  
So. Div. Field

and he is a rabid supporter of his home team in any contest and at any time. Woodard, on the other hand, believes in a perhaps more productive hobby, and his small dairy keeps him busy. When he isn't busy milking his cows or bottling the product he is surveying the feed situation carefully. One claim only he makes for his milk: It is so good that, like Triton, the customers come back for more.

Thus ends the story of Bowie and Woodard, each with thirty years of Union Oil Company experience behind him, and, as they receive the fourth ruby for their service emblems, they are both looking forward eagerly to many more years of pleasant association with Union Oil Company and with each other.

### EUGENE A. WHITTEN

Three rubies this month will be set in Eugene A. Whitten's service emblem as he completes 25 years of service with Union Oil Company. And, incidentally, he is the only employee to be thus honored for a quarter-century employment this month.

Gene was first employed by the company in 1912 as a tool-dresser on the old International lease, in what is now our Valley Division. In 1916 he became driller, and served successively until 1922 as driller, head driller and district foreman in the Maricopa field.

In 1922 Whitten came to Santa Fe Springs as assistant superintendent of the field department, and served in this capacity until 1927. In that year he was named superintendent of the department, and spent several years in that capacity, later transferring to the gas department, where he is still identified with operations in the Santa Fe Springs field.

Mechanical contrivances hold an intense allure for Gene, and, aside from the time out which he takes for occasional hunting and fishing trips, he may always be found in his well-

equipped workshop at his home. Of late a new interest in this connection has arisen to intrigue Whitten, and he has been devoting a great deal of his time to the development of a boon to humanity: a generator type of smokeless orchard heater which he hopes to perfect in the very near future, and make available for use in the citrus groves of this section of the state. He is now automatically a member of the Gas Department's somewhat exclusive 25-Year Club.

### HARRY W. BROWN

While Union Oil Company at Los Angeles was still in the Bartlett Building back in 1917, Harry W. Brown came to the head office purchasing department. This month, twenty years later, he can view with pride the progress of his department as he receives a second ruby for his service emblem.

Minor office duties were assigned Harry when he first began his career here, and during the years he has slowly progressed through the intricacies of the department until today he handles much of the detail work. Throughout the years he has increased his efficiency and, coincidentally, the efficiency of the entire department.

Rabidly enthusiastic about "getting out into the open," Brown frequently takes trips into the surrounding mountains with his two sons, who, like him, enjoy outdoor life. As if this weren't enough company, he frequently gathers up many of the youngsters of the entire neighborhood and goes off on a trip. When he finds such exploits impossible, Harry turns to nearer fields, and devotes himself to horticulture. The appearance of his home garden is a testimony to his pride and proficiency in this pursuit.

### LUTHER M. CARIKER

First employed by Union Oil Company in 1916 on the G. & L. lease, Luther M. Cariker

## Twenty Years



D. DeLuca  
Gas, Bakersfield



P. Kuhn  
Transp., N. P. L.



W. N. Miller  
Mfg., Oleum

spent 17 months digging sumpholes, quit, and returned in late 1917 to remain with the company until the present time, and receive his third award for service, his twenty-year pin, this month.

When Luther began his continuous service record in 1917 he was stationed at Montebello as a rotary helper, and, with the exception of one year, part of 1919 and part of 1920, which he spent in the production department, has been associated with the drilling department for the entire twenty years.

In the last big drilling boom of 1928 to 1930, Cariker served as drilling foreman at Santa Fe Springs, and following that held the same position for some years. He is, at present, driller and relief drilling foreman.

Luther has lived in Fullerton for the past 16 years, and takes an active part in community affairs there. Camping is his eternal delight, and he frequently takes long trips in the open, pitches his tent, and wanders over the hills or through the forests, communing with nature, after which he seems to be perfectly contented to return to the derrick forests of the Los Angeles basin.

### DOMENICA DELUCA

Emigrating to the United States from Italy at the age of 23, and spending ten years in other pursuits in California before coming to the Union Oil Company, Domenica DeLuca was first employed at Orcutt in 1917, thus becoming eligible for his twenty-year service emblem this month.

DeLuca's first job at Orcutt was on the road gang as a utility man. After some time at this work he became a pumper, and spent sixteen years at Orcutt in this position. Four years ago he was transferred to the Coalinga field in the same position, and in his new location has carried on with the same ability that marked his work in his former field.

One of his outstanding memories of the past twenty years, he says, concerns the period when the company changed from horse-and-wagon transportation to motorized delivery, and the giant auction of equipment that followed the decision. Formerly known as an outstanding gardener, his home in Orcutt is the envy of all his neighbors. DeLuca has recently turned his energies to aiding his wife and youngest son in the operation of a dairy in Modesto, and may be found here during his time off.

### ALDEN O. GRAGG

First employed as a chemist in the Avila Refinery in 1917, Alden O. Gragg, now a member of the gas department at Santa Fe Springs, this month receives his twenty-year service emblem.

During the first part of his employment career, Gragg seems to have taken deliberate upward steps at three-year intervals, for after three years at his Avila post he transferred to the drilling department. Spending another three years in this department he came to the gas department in October, 1923, just six years after he was first employed.

Since that last transfer Alden has stayed in the gas division, and for the past fourteen years has been steadily advancing, holding such posts as chemist, gas tester and gas inspector.

Ask Gragg concerning his activities during his spare time and the first answer will be that "I have no spare time," but, starting a long way back, one finds that Alden once was a first-string pitcher with the Stanford 'Varsity, and, in that position, toured the Orient. Later he played excellent ball with the Union Oil Company league, and is still an ardent roofer. Lately, however, in the "no spare time" period Alden has gone in for golf and bowling, and at present is having a trying time to keep his scores separated.

## Twenty Years



L. M. Cariker  
So. Div. Field



A. R. Kelley  
So. Div. Field



J. E. Walton  
No. Div. Sales

### B. L. JOHNSTON

When B. L. Johnston began work with the Union Oil Company at the Oleum laboratory in 1917, he spent just two months over the test tubes before he joined the 20th Engineers to help make the world safe for democracy. But all that was two decades ago, and this year Johnston receives his twenty-year service emblem.

In June, 1919, when he received his discharge from the army, Johnston returned to his old position at Oleum, and in 1920 was transferred from his post there to the Maltha Refinery as laboratory inspector, which position he held for eight years. In 1928 he was promoted to foreman of the refinery at Maltha, the position he now holds.

Very attentive to his work, Johnston nevertheless gets a lot of enjoyment from his two major hobbies, hunting and fishing, and one minor one, card-playing. An outstanding performer with rod and reel, gun, or a deck of pasteboards, every season is open season for him, and he usually manages to get his limit in any of the sports, using flies, bullets, or just plain aces to fill his game bag.

### ARTHUR R. KELLEY

A Nebraskan who migrated to California, Arthur R. Kelley went to work for Union Oil Company in 1917 driving two to six-horse teams hauling materials for building roads. Today the teams have gone the way of the past, but Kelley, maintaining his abilities throughout the years, this month receives his award for twenty years' service.

Art worked with the teams for five years, then graduated to the first of the vehicles that characterized the company's motorized age. After spending some time in this field he transferred to a pipeline tank farm, where he spent two years. In 1928 Kelley became a member of the

drilling department, and at present is located at Santa Fe Springs as a boiler fireman.

Gardening is Art's favorite hobby, and he spends long hours with a trowel or hoe to gain the reward of a productive plot of ground. It used to be fishing that took up all his spare time, but for some reason he grew just a trifle disgusted with the sport. He still feels the urge, however, and spends a part of his time plumb-ing the depths of the streams, but his enjoyment of the sport lasts just so long as he catches something. If the day is unproductive Kelley returns to his garden. Maybe it's to get more worms!

### PHIL KUHN

Phil Kuhn first started work with the company in April of 1915, leaving his job after 11 months. He returned to the company in 1916 as a roustabout, and again left. But the third time was a charm. Employed as engineer at the Escolle Station in 1917 he has since maintained a continuous employment record, and this month becomes eligible for his twenty-year service emblem.

Following his service at the Escolle Station, "Dutch," as he is known to his friends, worked as engineer at Purisima, Hill, and Eefson stations until 1922, when the latter field was shut down. Then he became a roustabout in the Orcutt pipeline gang, and spent some time as fireman at Santa Margarita Station. In 1926 he was named to his present job, engineer at the Orcutt Station.

All of his spare time is spent on his thirty-acre farm just east of Orcutt, which he bought a few years ago. Here his main occupation is taking care of the chickens and turkeys which he raises and in which he takes great pride.

### WILLIAM N. MILLER

Oleum has been the home of William Miller during his entire career with the Union Oil

## Twenty Years



R. Nendel  
Field, Orcutt



B. L. Johnston  
Mfg., Maltha

Company, a career that this month finds him the recipient of his twenty-year service emblem, and in charge of the preparation of payrolls at the Oleum Refinery.

Starting as a production clerk at the refinery in 1917, Bill spent only a year in that phase of refinery work when he was transferred to the payroll department. Since 1919 he has been keeping close tab on the preparation of payrolls at the straits city, and, until this year, was employment supervisor and personnel representative.

In addition to the ordinary duties of his job, Miller has been exceedingly active in all types of activity at the refinery. He has been one of the administrators and the treasurer of the Oleum Relief Fund, organized in 1925, every year since its inception.

Bill claims to have no particular hobby, but evidence is to the contrary. It might be proved that he is interested in cabinet-making, and does a fine job at it, too. You see, Miller has two patented, folding, built-in fixtures for apartment house kitchens on the market, but we haven't been able to find out just how they work as yet. However, watch *The Bulletin* for further developments.

### RAYMOND NENDEL

Raymond Nendel began his employment with Union Oil Company working on a unit that has since been dismantled and moved away—the Pinal Dome compressor plant at Orcutt. This month he receives his second ruby for his service emblem, marking twenty years of consecutive service to Union Oil Company.

Beginning his work in 1917, Nendel stayed at Pinal Dome until 1921, the year that the dismantling of the plant occurred. At this time he requested transfer to the field department and began work with a rod gang. After some time here he became a well-puller and

has continued in that capacity since, now being well-puller and relief head well-puller in the Orcutt field.

"Buddy," by which sobriquet he is known, spends his off-duty time in the development of his apiary—bee farm to you—and has built it up from nothing until he can be sure of a sting any day he so desires. This seldom happens to Nendel, for he knows his bees, but woe betide the inexperienced who venture too near. In addition to this, Buddy has a well-equipped shop where he can turn out homes for the bees, and some classy pieces for his own home have come from this workroom. Oh, yes, he is also a horologist—another good one; this means watch repairer—and spends a part of his time going over fellow workers' timepieces and putting them in shape.

### JOHN P. SHULTZ

Starting to work with the company in 1917 as a boilerwasher at Creston Station, John P. Shultz, now senior engineer at Antelope Station, this month receives his twenty-year service emblem.

During the two years which he spent at Creston, John advanced to fireman and engineer, and in the latter position was transferred in 1919 to Tar Canyon. In 1920 he went to Kern in the same position, and later transferred to Middewater as senior engineer, where he remained until 1929.

In that year he took over his present job at Antelope.

Shultz, it is said, likes to live well, and may always be counted on to attend barbecues and all the other social functions sponsored by company employees. His real hobbies, however, are hunting and fishing, at which pursuits he passes a goodly proportion of his time. Of course, it might be pointed out that these practices are remotely allied to barbecues and



## Twenty Years



A. O. Gragg  
Gas, So. Div.



J. P. Shultz  
Transp., N. P. L.

such—at least if they are successful, so that his hobbies altogether constitute a well-organized system of economics.

### JAMES F. TILL

After working in three or four other fields of endeavor for some years, James F. Till came to the Union Oil Company in 1917 as a roustabout at Brea, and evidently was well satisfied with his final change, for this month he receives his pin emblem of twenty years' service to the company.

Just about a week after he was first employed a helper was needed in the electric gang, and Jim grabbed the job. Since that time he has been continuously in this work, and is now stationed at Santa Fe Springs as an electric trouble-shooter.

Things are different now in this field from what they were at the time that Till first became associated with the company. He began just at the period when the gas lights in the rigs and shops were being replaced with electricity, and was forced to drive in a horse and buggy throughout the Orange district and as far as Montebello to make the necessary changes. And that was some driving in those days.

With his sons active members of the Boy Scouts in Whittier, Jim serves as a merit badge counsellor for the group in electricity. But in his spare time, whenever it can possibly be arranged, he and his family may be seen piling into the car to head for the mountains, where they may indulge in the sport they all enjoy, trout fishing.

### ELMER D. TUTHILL

In spite of an unfortunate accident which left him partially paralyzed at the age of three months, Elmer D. Tuthill has nevertheless achieved distinction in many lines of endeavor and this month receives his twenty-year service

emblem in partial recognition of his career with Union Oil Company.

Coming to the company in 1917 as a telephone switchboard operator he has rapidly advanced through the clerical department to his present position, senior clerk at the Oleum refinery.

Earning his own living since he was twelve years old, Tuthill spent ten years as librarian in New York State. He has operated, designed and built boats of all kinds and holds a U. S. Government license to operate power boats carrying passengers for hire.

He is an accomplished musician, and has played the cornet, clarinet, violin and piano in bands and orchestras in this state and in the East, and has taught violin and piano.

As he still retains his interest in all of these things, there is no need to enumerate his hobbies. With his love for books, boats and music, Elmer has his spare time pretty well filled.

### JOSEPH E. WALTON

From the days of team-drawn wagons to the powerful trucks in use today, transportation has been the field of Joseph E. Walton's twenty years of service with Union Oil Company, signaled this month by the presentation of his second ruby for his service pin.

Since he was first employed by the company in 1917, Joe has worked in the Seattle district, where he was the last team driver employed before motor vehicles were installed. With the exception of one year when he worked in the company garage, Joe has delivered Union products to dealers in the Northwest, and it is a well-known fact in that area that he can find the fill-spouts even though they are buried under an eight-inch snow because he has used them so often.

His recreation follows very closely his chosen work, because his main interest is in

studying automobile construction and design. Golf and other perhaps more frivolous hobbies have no appeal to Joe. He is happy if only there is an automobile at hand with which he can tinker.

As dependable as the products he delivers in his truck—meaning, of course, 76, Triton, etc.—Joe is looking forward to another two decades of happy association with the company.

#### Thirty Years—October, 1937

Bowie, A. B., Field, So. Div. Field.  
Woodard, F. M., Field, So. Div. Field.

#### Twenty-five Years—October, 1937

Whitten, E. A., Gas, Santa Fe Springs.

#### Twenty Years—October, 1937

Brown, H. W., Purch., Head Office.  
Cariker, L. M., Field, So. Div.  
DeLuca, D., Field, Bakersfield.  
Gragg, A. O., Gas, So. Div.  
Johnston, B. L., Mfg., Maltha Refy.  
Kelley, A. R., Field, So. Div.  
Kuhn, P., Transp., No. P. L.  
Miller, W. N., Mfg., Oleum Refy.  
Nendel, R., Field, Orcutt.  
Shultz, J. P., Transp., No. P. L.  
Till, J. F., Field, So. Div.  
Tuthill, E. D. Mfg., Oleum Refy.  
Walton, J. E., Sales, No. Div.

#### Fifteen Years—October, 1937

Allen, S. A., Gas, So. Div.  
Baxter, P. H., Sales, Cent. Div.  
Brett, H. A., Field, So. Div. (H. O.)  
Cole, H. M., Transp., No. P. L.  
Davis, G. H., Transp., No. P. L.  
Doty, E., Transp., So. P. L.  
Goldsmith, R. W., Field, So. Div.  
Gresham, G. A., Mfg., Oleum Refy.  
Griffith, A. B., Field, So. Div.  
Gwin, G. C., Field, So. Div.  
Huhn, A., USS, Cent. Region.  
Johnson, L. C., Gas, So. Div. (Conf.)  
McDowell, W. V., Gas, So. Div.  
Margaroli, J., Transp., No. P. L.  
Marston, L., Transp., No. P. L.  
Martens, L. B., Sales, No. Div.  
Morlan, W. E. Transp., So. Div. P. L.  
Pedersen, C. E., Mfg., Oleum Refy.  
Pennell, M. L., Constr., No. Sales.  
Pickrell, R. D., Field, So. Div.  
Price, A. A., Field, So. Div.  
Soderstrom, O. A., Constr., No. Sales  
Souza, J., Transp., No. P. L.  
Stratton, F. D., Field, So. Div.  
Throop, F. E., Field, So. Div.  
Todd, L., Field, So. Div.

#### Ten Years—October, 1937

Bernhardt, C. S., Mfg., Los Angeles Refy.  
Brant, C. H., Field, So. Div.  
Dahlgren, J. V., Mfg., Oleum Refy.  
Dearing, S. O., Sales, Foreign.  
Hansen, T. P., Sales, No. Div.  
McLean, W., Transp., No. P. L.  
Morley, J. D., Garage, Cent. Div.  
Palmer, M. W., Sales, No. Div.  
Shutt, S. F., Field, So. Div.  
Silva, L. J., Mfg., Oleum Refy.  
Smith, A., Compt., Head Office.  
Taylor, J., Mfg., Los Angeles Refy.  
Winchel, H., Field, So. Div.  
Wittig, W. W., Const., Cent. Sales.  
Wise, C. C., Mfg., Oleum Refy.

#### Jeffries Wins, and Wins

Seemingly possessed of a photographic mind which can be converted to crystal gazing propensities, Cec Jeffries of head office sales department snapped this picture on his vacation this summer while looking skyward at the Lincoln Memorial at Springfield, Illinois,



and thereby won for himself some praise as an amateur photographer.

On his return he focused on an entirely different field, and his camera-eye that sees all has won for him laurels in a new endeavor. For Jeffries has picked 'em—he won two tickets to the U. S. C.-Washington game, and two tickets to the U. S. C.-Ohio State football game for his skill as a prognosticator.

# REFINED AND CRUDE

By Richard Sneddon

An entomologist declares that certain insects eat twenty times their own weight. Yeah, and not only that—we know some that holler their heads off if it isn't on the table the minute they get home from the office.

*And with the opening of Santa Anita we would remind our readers that the horse is only man's best friend when man hasn't placed a bet on his nose.*

**Which reminds us of a friend who went out to the track last Christmas, and came home with the jubilant announcement that he was just eight dollars shy of having won twenty cents.**

Personally we never had much luck in this racing business. Every time we bet on a horse the owner scratches him, and the only time we ever bet on a dog he stopped half way down the track and scratched himself.

*And we know a poor bird who thinks a steam turbine is something they put around your head in a Turkish bath.*

**An elderly couple were comfortably seated in their rocking chairs on the front porch of a local residence on a Sunday evening not long ago. Says the old lady, "Isn't the music of the church bells beautiful?" Says the old gentleman, "Whatcha say? I can't catch a word for the noise of them church bells."**

Merely showing, of course, that it is all in the point of view. The circus was so crowded, for instance, the last time Junior went, that he couldn't see a thing until he stood on his tiptoes. After that he could see just as well as if he were inside.

*Then there was the aging but conceited individual who gazed at himself in the glass for a few minutes, stroked his chin and remarked, "They sure don't make them mirrors as good as they used to."*

**Incidentally, it has nothing to do with the subject under discussion, but we have decided to keep our car for two more collisions and then sell it to a high school boy.**

It might also interest those who have followed Junior's peregrinations to know that he is now at college studying how to get fifteen freshmen in a Ford coupe.

*And his little sister, when met with a proposal from one of her buddies to play college, says, "Okay, you get dad's pipe and I'll get his check-book."*

**Now to diverge briefly, it is apparent that the present status of business is no new thing. They had no taxes in Nero's time, but we were just reading the other day that lions ate up all the prophets.**

So that despite the pessimism of the economists, there is a distinct possibility that we may yet be able to bring disorder out of chaos.

*"Have I made myself plain?" asked the sales manager, and a small voice from the rear of the meeting room replies, "Don't know. But somebody certainly did."*

**Which for no reason recalls the case of the busybody who approached a local resident and announced, "We are holding an indignation meeting tonight in the City Hall, will you join us?" "Sure," answered the prospect, "what are you indignant about?"**

And W. H. Chandler informs us that in many cases gratitude is merely a lively anticipation of future favors.

*Did we ever tell you, by the way, about the inebriate who put a nickel in the telephone, looked up at the clock and said, "For the love of Mike! I've lost fourteen pounds!"*

**Or the reformer who organized a society for the suppression of bad language, and suggested for its opening effort a campaign to change the name of two Dutch towns to Rotterdash and Amsterblank?**

Then there was the lad who was obliged to sell his car because he couldn't buy it any longer.

*And when we are dashing around the house in the morning trying to shave, dress, and eat in a trifle over two minutes, we often think what a time our ancestors must have had in the old armor days when they had to put on their clothes with a monkey wrench.*

**And, speaking of clothes, you can keep your pants from becoming baggy at the knees by walking backwards.**

In conclusion we would announce that our operation has been postponed again. The doctor is afraid to administer an anesthetic because he would have no way of knowing when he had become unconscious.

*Also we have just looked up a book of omens and signs and find, just as we thought, that our birthstone is the grindstone.*

