

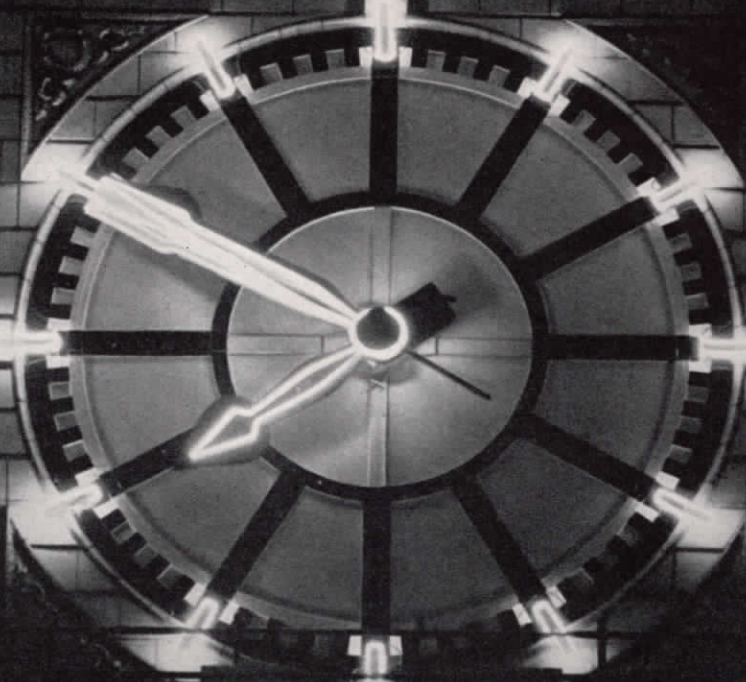
★ U N I O N O I L B U L L E T I N ★



*March*  
1938

76

*Gasoline*



# U N I O N   O I L

# B U L L E T I N

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NUMBER THREE

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## TOURING IN VANCOUVER

**T**HE city of Vancouver, British Columbia, is situated on the shores of Burrard Inlet and English Bay. It is bounded to the south by the waters of the Straits of Georgia and to the southeast by the North Arm of the Fraser River. Located in the Coast Range slope about fifteen miles due north of the International Boundary, it is approximately 150 miles by boat from the important U. S. port of Seattle. To the U. S. citizen contemplating a trip across the border to Vancouver and

vicinity, its exact geographic location may seem thoroughly unimportant and yet, because of its easy accessibility it presents a lure that footloose Americans seem to be unable to resist. Situated right in the center of Canada's famous Evergreen Playground and surrounded by unsurpassed scenic attractions, Vancouver has become an increasingly important focal point for U. S. travellers during the past ten years.

In a very broad sense Vancouver and vicin-

ity have everything. The piscatorial votary finds his fish in abundance both in the bay and in the many streams easily accessible from the city. The camera pictorialist who wants to bring home two-dimensional mementos of his trip will find inspiring material at every bend of the well-surfaced roads in the territory. The work-weary escapist who craves a rest more than anything else will find inviting beaches, superlative resort hotels and quaint English inns. The American "provincial" who wants a little broadening will discover that Vancouver is just "foreign" enough to be a pleasant experience, yet never embarrassingly so. Travel novice and world-girdling sophisticate alike find the city refreshing.

No matter what the season, Vancouver is a city of commanding beauty. Climate, geographical position and modernity combine to make it one of the healthiest cities in the world. It is protected by a network of scenic islands and fjords and the waters that lap gently upon the beaches are warmed by the Japanese current. Swimming is popular during the summer months, despite a northerly position. Cruising, too, is filled with pleasure for the vacationist for the landlocked waterways that surround the area are bordered by towering, forest-clad mountains.

Vancouver would probably have been a great city without the harbor, but it is this magnificently protected water area, 48 square miles in extent, undisturbed by wind and safe

for even the smallest craft, that has been instrumental in the development of the city. Today some fifty deep-sea steamship lines make Vancouver a regular port of call. There are 21 lines to the United Kingdom and Continental ports, 30 lines to the Orient, Australia, United States, South America, South Africa and the West Indies. Two lines operate between Vancouver and the California ports, 13 more cover ports up and down Canada's western coast.

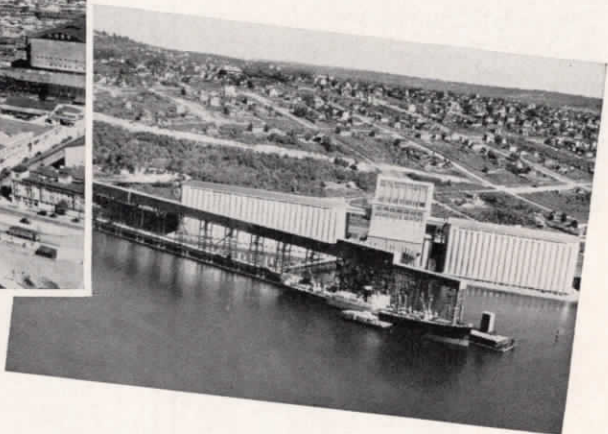
Overlooking the harbor entrance as you enter the city by boat are two towering mountain peaks suggesting couchant lions and because of this the entrance has come to be known as the "Lions Gate." From the sea, vessels enter English Bay and proceed through the First Narrows, a channel sufficiently wide and deep to accommodate the largest ships, and thence into the sheltered central part of the harbor, known as Burrard Inlet. The harbor is divided into several sections. The outer harbor lying west of First Narrows is properly known as English Bay. A central section, extending from First to Second Narrows, has approximately ten miles of shore line and is some two and a half miles from north to south shores. From Second Narrows the harbor extends east to Port Moody, a distance of over eight miles. It is along the north and south shores of the central harbor that most of Vancouver's shipping and industrial activity is concentrated. Here one finds efficient

Vancouver, largest seaport in Canada, has a harbor with ninety miles of waterfront.





Above: A section of Vancouver's vast harbor, showing the "Mosquito Fleet." Power-boating, yachting and fishing are especially popular along the British Columbia coast.



Below: The grain elevator shown here is said to be the largest of its kind in the world. It is one of eight elevators at Vancouver, which have a combined capacity of 16,000,000 bushels.

railway and docking terminals, huge grain elevators, lumber mills, refrigerating storage plants, dry-docks and ship-building companies, iron foundries and manufacturing establishments. At Port Moody the Union Oil Company of Canada, Ltd., maintains a refinery and storage plant.

Because the port of Vancouver lies in the natural path of a large part of the world's international commerce, it is often referred to as "Canada's Gateway to the Pacific." It is now Canada's third city and second seaport. Open to navigation during the entire year, it has attained the distinction of being the world's greatest winter-shipping grain port.

Quite apart from its importance and future potentialities in the realm of commerce and industry, Vancouver possesses a climate and location which have earned it the justly deserved title, "Garden City of Canada." Even in the populous business districts, one has only to look out of a window to catch the beautiful coloring of the mountains, the invigorating blue of the harbor. The city, through efforts of a planning commission, has attempted to eliminate the incongruities in make-up peculiar to most large ports and hence the visitor finds districts for retail business, wholesale business, areas devoted chiefly to apartment houses, to substantial residential dwellings—even the complex industrial districts along the waterfront are comparatively

well integrated. A drive through the city is an experience in itself for, within the limits of a 45-minute automobile drive, one may throw snow-balls on the slopes of a mountain and, conversely, bask on the sandy beaches of the harbor. Throughout the city are scattered a profusion of lovely parks and sporty golf courses. The largest of Vancouver's recreational areas is Stanley Park which needs little introduction. Its primitive, unspoiled beauty, lush foliage and giant trees are famous. At its tip is scenic Brockton Point overlooking Burrard Inlet and a back-drop of snow-capped mountains. Within Stanley Park are picturesque totem-poles, large recreation grounds and at its shore popular Second Beach which nature has fringed with tall pine trees.

Across Burrard Inlet by ferry or bridge lies North Vancouver, Gleneagles Golf Course, Grouse Mountain Chalet and famed Marine Drive which skirts the shore for twenty-four miles to Horseshoe Bay. Marine Drive takes the visitor past delightful little bays and inlets where fishing is excellent, past Fisherman's Cove, West Bay, Eagle Harbour and numerous other resorts dotted with lovely summer homes.

While on the North Shore the traveller will want to explore at least a few of the better known canyons that wind into the mountains beyond North Vancouver. There is Capilano



Left: Grouse Mountain Chalet overlooks the city of Vancouver from a 4,000 foot plateau.

Below at left: Thrilling to visitors is the swaying suspension bridge that spans Capilano River.



Above: Kilties are often encountered in Vancouver. These braw laddies are gazing at the prow of the Empress of Japan.

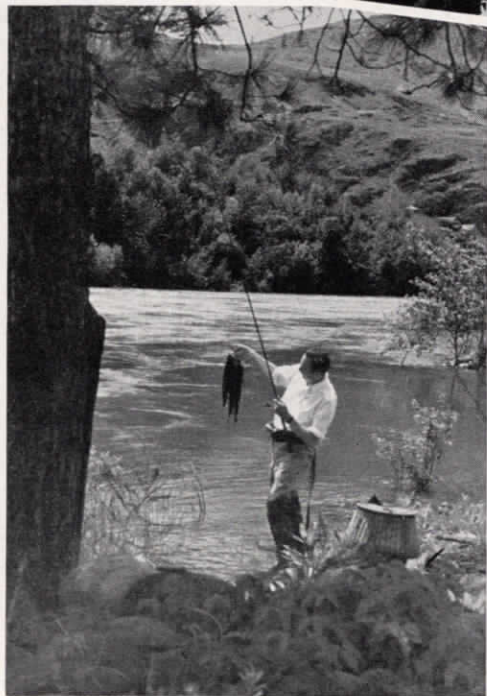


Left: One of several totem poles at Prospect Point, Stanley Park. The park is filled with Indian relics.

Right: Vancouver's extensive waterfront is dotted with sandy beaches where vacationists play.

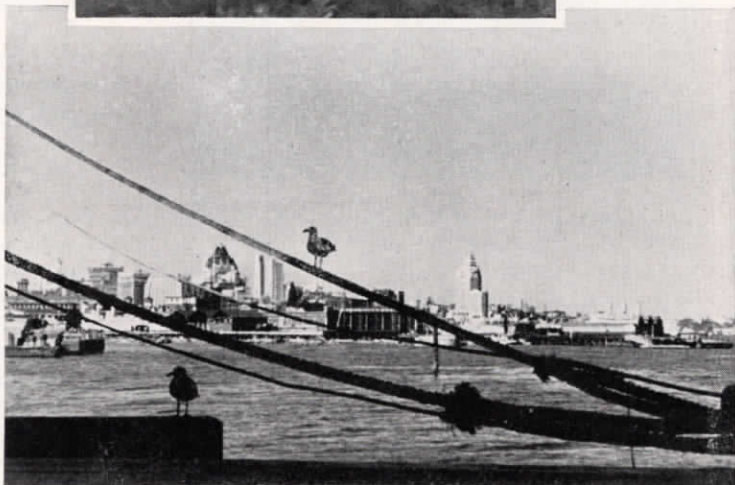


Below at right: The Thompson River is one of many streams in the vicinity that afford fine fishing.



Above: "Twin Lions," Vancouver's perennially snow-capped peaks seen from one of the scenic highways.

Right: The city of Vancouver as it looks from the opposite side of the harbor.



with its swaying suspension-bridge which spans the swift-moving Capilano River. There is the wild and rugged Grand Canyon beyond Capilano and, to the east, Lynn and Seymour Canyons. Nor is a trip to Vancouver complete without at least a brief visit to Grouse Mountain Chalet. This lodge is located on a little plateau four thousand feet above the harbor and city. It is reached by a highway that affords unequalled vistas as it winds up the mountain-side. It is possible to stay over at the Chalet or have dinner there. Grouse Mountain during the winter months is a popular snow sports arena, where ski enthusiasts foregather.

And as to fish—the fjords and tumbling streams around Vancouver probably offer a greater variety of fish than can be found in any other single area of like size. It may be Tye Salmon in mid-summer or the great Steelhead Trout runs of winter that lure the



Lac le Juene, high above the city, is filled with two and three pounders such as these shown above.

sportsman. Coastal streams are at their best in spring when trout are biting, while in the fall fly fishing for Coho Salmon provides real sport. In the higher streams and lakes, fish are abundant during the summer months. Wild game, too, is within easy reach of Vancouver. Often, within sight of the city's skyline, sportsmen get their limit of waterfowl,



The yacht basin is full of sailboats, for the land-locked waters of Vancouver are ideal for cruising.

upland game and deer. And further afield, up the glamorous Cariboo Highway and through Fraser Canyon, the hunter finds moose, bear, sheep, goat and caribou. The Cariboo area affords the bird shooter an unspoiled hunting ground, overflowing with prairie chicken, ruffed grouse, and waterfowl.

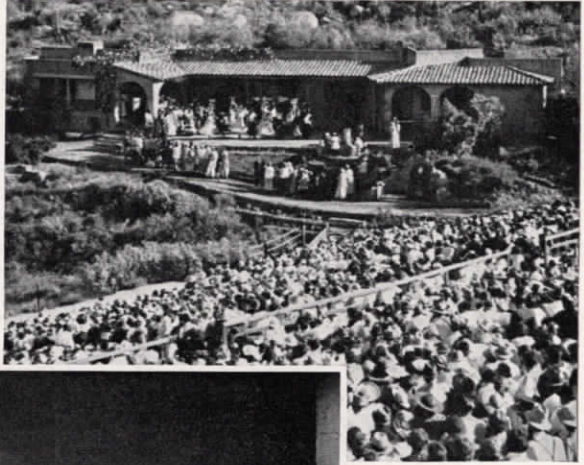
It should be apparent by this time that the thousands who visit Vancouver each year from the U. S. find little lacking to make their vacation complete. More often than not visitors return again, just to see and do things skipped for lack of time on the initial trip.

### Unsung Heroes

Service station men are coming to be known as the "coast guard" of the highways, for many a motorist finds them friends both in need and indeed. Troubles, mechanical or otherwise, have a way of disappearing, or at least of becoming insignificant, when the service station boys get busy. Air goes back into flat tires. Misfiring motors smooth out. Tangled routes unscramble. The average customer leaves with a smile, evidence that the operator isn't satisfied with doing just one good deed every day.



The Ramona Bowl, shown at right, is an open air playhouse within sight of snow-covered Mt. San Jacinto. The building near top of picture is a permanent reproduction of the original Rancho Camulos, scene of the story.



These pretty young ladies from Hemet and San Jacinto are part of the cast of Ramona Pageant.

## RAMONA PAGEANT

**P**EOPLE of Hemet and San Jacinto in Riverside County, California, are once again setting the stage for "Ramona," the spectacular outdoor play of early California, based on Helen Hunt Jackson's novel of the same name. Each year, under the banner of the Ramona Pageant Association, citizens of the neighboring towns prepare and produce this famed play, which will soon enter its fifteenth season.

Months before the play is given, residents of the two towns begin feverish preparations to assure perfection in the final product. School children start intensive rehearsals on the colorful dances of the fiesta scenes. The town lawyer and medico learn their lines

between cases—may even recite some passage while pleading a case or setting an arm. A farmer of the region may read his script to refresh a temporarily dimmed memory and meanwhile forget to furrow the south field. Although most of the roles in the cast of 250 are played by non-professionals drawn from the citizenry of the two towns, the caliber of the acting has reached a surprisingly high standard. Many of the amateurs taking part in the production have, through the years, become seasoned performers. Ramona and Alessandro, leading roles in the play, are portrayed by professional actors and a professional stage director supervises the production.

Victor Jory, long identified with the play,



Victor Jory again assumes the role of Alessandro, ill-fated hero of Helen Hunt Jackson's novel, Ramona.

is the ill-fated Alessandro of the drama. Jean Inness plays opposite him as Ramona. Both have had a wide professional experience on stage and screen.

It is significant that the people of Hemet and San Jacinto should choose to produce "Ramona," for Mrs. Jackson spent many months in that district more than half a century ago. While there, she took a keen interest in the lot of the Indian and was commissioned by the United States Government to study conditions among them and report findings to Washington. During this time she became fascinated with that part of the country and its colorful history. Most of the people delineated in her novel were drawn from life, she later claimed, and existing records of old San Jacinto seemingly bear her out. Her story of the ill-fated Indian lovers became one of the most popular novels of all time. Library records show that it still ranks well up on the list of perennial favorites.

It was in the early twenties that city fathers of Hemet and San Jacinto, while casting about for some means to publicize and perpetuate the early history of the region, first hit upon the idea of presenting Mrs. Jackson's book in the form of a pageant. The idea quickly captured their imaginations and the Ramona Pageant Association, a non-profit venture, was organized. A site which nature had carved into a natural playhouse, set in the semi-desert country within sight of snow-capped Mt. San Jacinto, was selected by the Association and subsequently paid for by receipts from the play.

At first the play was presented in a rather humble fashion, the audience being obliged to sit on improvised seats on the rugged hillside. Today the seats are set in a concrete base and a permanent reproduction of Camulos Rancho, where much of the action takes place, has been erected. The stage itself, it is claimed, is the largest in the world. Two towering hills on either side form an inspiring proscenium. The seating arrange-

ments and acoustics of the Ramona Bowl are as nearly perfect as man and nature could contrive. Spectators are able to see the entire sweep of pageantry and drama without difficulty.

The pageant, incidentally, is a labor of love on the part of more than 250 people who receive no money for acting, shifting props and organizing the affair each year. Everyone, it would seem, dons a costume and daubs grease-paint for the sheer joy of it. It has become an institution quite as thrilling to local participants as to the throngs that swarm in from surrounding country each year to witness it.

This year the play will be given Saturday and Sunday afternoons, April 23, 24 and 30; May 1, 7 and 8.

### Employees Honored



Ole Berg, Jr., pins 20-year Service Emblem on H. C. LaRue as J. G. MacWilliams looks on.

One hundred and thirty employees of the Union Oil Company gathered at the Edmond Meany Hotel, Seattle, Washington, on Thursday, February 17, for a general sales meeting. Honor guests at the gathering were H. C. LaRue, Seattle plant superintendent, and J. G. MacWilliams, Ballard agent. The occasion marked completion of 20 years' service for LaRue and 15 for MacWilliams. Ole Berg, Jr., division manager, presented service pins to both men. In behalf of plant employees, Tom Sheehan also presented to LaRue a brand new Philco car radio. Presiding at the meeting was J. Federspiel, district sales manager for Seattle.



It's an old Spanish custom, streamlined to the tempo of 1938. Southern California's new hospitality service, the All-Year Club's Free Tourist Information Bureau in Los Angeles, provides a central headquarters where tourists may go for complete and authentic answers to questions on this vacationland. Twenty-six free services make the tourist's visit more enjoyable.

## HOSPITALITY—AND THE “WELCOMETTES”

**S**OUTHERN CALIFORNIA hospitality, first immortalized by the Spanish grandees who went so far as to press gold and the gift of a fresh horse upon strangers who stopped at their haciendas, is perpetuated today in a manner more in keeping with the 20th century circumstance of the Southland, and more in keeping with the needs of the 1,741,603 strangers who come here annually as tourists.

The modern hospitality formula, executed by the All-Year Club at its Free Tourist Information Bureau, 505 West Sixth Street, Los Angeles, includes no offer of bags of gold, or spirited horses to carry visitors from point to point of interest—but it does include 26 free services that definitely help to make the stranger's visit here as exciting and interesting in realization as it loomed in his homeland dreams while he was still contemplating the trip.

The modern hospitality center is staffed by five attractive young women, costumed a la

early California, but schooled to the letter on all phases of sightseeing and vacationing in the Southland today.

In order to wear the blue pin designating them Official Welcomettes for the Southland, these girls must be virtually walking encyclopedias. In addition to answering tourists' questions ranging from what is correct apparel for the night clubs to when do the grunion run on the Southland shores, the Welcomettes will outline a complete vacation itinerary through the Southland, woven about the tourist's individual tastes and hobbies, and with full consideration to his or her time and money budget.

If the visitor is interested in art or literature, reservations are made for him to see the famous collection of 18th century British paintings and other art treasures in the Huntington Art Galleries, or the vast collection of old books and rare manuscripts on exhibit at the Huntington Library.

If his hobby runs to sports, he is given

guest cards to beach and angling clubs, and free tickets to see the motion picture stars playing polo.

Radio stations and program sponsors are cooperating with the bureau by making tickets available for tourists to see a national broadcast while in this new radio center, and it is needless to say how much this gesture is appreciated by the tourist guests.

Perhaps the visitor's interest runs to unusual industries, and the All-Year Club opens the door to an inspection tour of a winery, an avocado packing plant, citrus packing plant, chinchilla raising farm, wholesale flower market—or what he chooses.

No stone is left unturned to make the new Tourist Information Bureau a genuine hospitality center reflecting the traditional hospitality for which the Southland has so long been famous.

To help visitors orient themselves in what often proves to be the largest city they've ever been in, the All-Year Club has created a pictorial sightseeing map of Los Angeles city and county. Auxiliary to the "road" map, this unique piece of literature not only cites locations of such things as movie studios, radio broadcast stations, museums, art galleries, libraries, auditoriums, stadiums, parks and playgrounds where various sports may be enjoyed; it also charts a tour past the homes of more than a hundred movie and radio celebrities.

Residents need not blush because the visiting hours at the various museums have slipped their mind, if they can't remember which missions are extinct and which extant, if they confuse the days for visiting the fleet with those of the Kellogg Arabian Horse exhibits. No one but a "professional" tourist information clerk could possibly hold the vast store of facts tourists need to make their vacation complete.

Today every man and woman in the Southland can take advantage of this new tourist information service not only for himself, but for his tourist guests, and may bow with a proud flourish as he tells his tourist friends that Southern California thinks so much of her tourist guests she provides "professional" sightseeing assistance that doesn't cost them a penny.

Times have changed a great deal since Southern California was ruled by landed dons whose only occupation was riding their horses

across the vast ranchos given them by the King of Spain, and whose principal diversion came from the fiestas and entertainments marking the arrival of a stranger. In those days the stranger paid his way chiefly by charming acceptance of the gifts proffered him, and by telling the news of the other parts of the country as he sipped the grandee's wine.

Modern miracles of communication have surplanted the tourist as a bringer of news, but modern economics recognizes him as a "bringer of gold." Instead of we, the hosts, offering the tourist a bag of gold, we find it is the stranger within our gates who brings the community its second largest source of primary income—a bag of tourist gold which last year contained \$216,713,817. But we must also accept the responsibility of making available to him the information necessary to his vacation happiness.

Every day the All-Year Club receives evidence showing how its new bureau is causing visitors to extend their vacations here, or how, because of this service, they plan to make another trip to Southern California next year. The goal, of course, is to make every visitor linger here longer; and while proof of extended stays already includes many who remained one week to four months longer because of the community's new expression of hospitality, the effort will be well worth while if even one extra day is added to the stay of each vacationist. Even that would add nine million dollars a year to the tourist profits the Southland already enjoys.

### Last Round-Up

The old-time cowboy is riding to his last round-up. Automobiles will replace horses on the Federal ranges this spring. With the arrival of gasoline on the range there are more cattlemen seen in garages nowadays than in stables. Stock gets to market faster in a truck.

Speedy, low-cost transportation is bringing many ranchers and farmers within profit distance of market. Villages are rapidly growing into towns. Nearly 50,000 of them in the United States now depend upon highway transportation.

Every one of them would be cut off from the conveniences and comforts of modern living were it not for motor vehicles—and the filling station.



EXECUTIVE COMMITTEE\* AND OFFICIALS

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- \*R. D. MATTHEWS.....Executive Vice-President
- \*W. W. ORCUTT.....Vice-President
- \*W. L. STEWART, JR.....Vice-President
- \*PAUL M. GREGG.....Vice-President and Counsel
- A. C. GALBRAITH.....Vice-President
- GEORGE H. FORSTER.....Comptroller
- J. M. RUST.....Treasurer
- W. R. EDWARDS.....Secretary
- \*V. H. KELLY.....Director of Sales
- \*R. E. HAYLETT.....Director of Manufacturing
- \*A. C. RUBEL.....Director of Production
- W. M. GROUNDWATER.....Director of Transportation
- \*A. B. MACBETH.....Director

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**A**N INVETERATE newspaper reader finds it difficult to maintain an optimistic outlook in these days. Practically everybody is fighting somebody else about something and we are told that things are going to pot generally. War in Europe impends, war in Spain and in the Orient are frightful realities, dictatorships are springing up in Central and South America, while something called recession lowers morale here in the U. S. It all sounds pretty bleak when you see it printed on the front page of your daily newspaper.

It is passing strange, however, that a warm spring day can crowd such morbid thoughts from mind. There is always something reassuring about spring. Impulses long dormant push their way into one's head—impulses as useless and irrepressable as the dandelions that pop up on neatly groomed lawns. The world of baseball suddenly becomes more important than balancing the budget. The tennis enthusiast can almost hear the solid pong of well-timed strokes. The "never again" guy, who hid his clubs away last fall, looks out the window and envisions a 250-yard drive, straight down the fairway. Yet, for some obscure reason, business improves despite apparent neglect.

And, of course, spring is the time of year when people start planning summer vacations. Out come the travel booklets, maps, folders boasting the attractions of mountain and beach resorts. Itineraries for the still distant vacation are planned by the dozen. After seemingly endless debate, it is passably certain that the average family will go somewhere. Perhaps

it's going to be an ocean voyage or a trip to Mexico this year. Or maybe just a short trip to nearby stream or lake.

It is more than probable, at any rate, that the family car will see plenty of service during the summer months to come. A comparatively small per cent will go by boat, train, or plane. Most of us will, as usual, tune up the car and take to more or less open roads.

Perusing figures released recently by the All-Year Club of Southern California, one discovers vacationing is big business. Winter visitors spent \$57,949,425 in Southern California alone during a three-month period, according to the All-Year Club. An analysis of January motor arrivals shows that they outnumber those of any previous January by more than 20 per cent. As far as Southern California is concerned, the tourist influx directly contradicts pessimistic reports of the business recession. It is safe to assume that, if people are coming to Southern California, they are also going to Vancouver, Yosemite, Yellowstone, ad infinitum. Let's put it this way: If visitors spent nearly \$58,000,000 in Southern California in a short three months, it is reasonable to believe that travel has not ceased in the U. S.

An economist might draw startling conclusions from such figures, but to editorial writers they simply confirm a suspicion that the American public likes to go places. Just about the last thing they are willing to forego is their automobile, their week-end jaunts, and their vacation trips.



V. H. Kelly



R. E. Haylett



A. C. Rubel

## 48TH ANNUAL STOCKHOLDERS MEETING

**A**T THE 48th annual meeting of the stockholders of Union Oil Company of California, held in Los Angeles, March 1, the Board of Directors was increased from 13 to 16 members to include three operating directors, Messrs. V. H. Kelly, director of sales; R. E. Haylett, director of manufacturing; and A. C. Rubel, director of production.

The meeting was opened by L. P. St. Clair, president, who, immediately following the election of the new members of the Board, called upon R. D. Matthews, executive vice-president, for a resume of the past year's business, and some idea of prospects for the immediate future.

Mr. Matthews stated that so far as Union Oil Company was concerned, the results for 1938 should be about as good as 1937, provided crude oil production can be kept in balance with demand, and Pacific Coast foreign shipments are maintained. To heavy off-shore shipments during the past year he attributed the stability of the industry generally, pointing out that the resulting drafts on stocks well into the latter part of the year had largely offset an overproduction of crude oil in the last quarter.

Discussing the marketing situation, Mr. Matthews stated that Union Oil Company sales invariably showed an increase when a stable market prevailed, and the year 1937 was no exception. Domestic gasoline sales increased 9 per cent during the year; fuel oil sales 38 per cent (which included an additional 2½ million barrels to the United States Navy); crude oil sales 64 per cent; and gas oil and Diesel engine fuel sales 20 per cent. The increase in gasoline sales was the second highest for any

of the major marketing companies on the coast.

Developments in the Orient, he indicated, were responsible for an increased volume of business in the Pacific foreign market, of which Union Oil Company received a substantial share. During 1937, the California industry shipped into this market, which includes China, Japan, British Columbia and Australia, 55,000,000 barrels of petroleum products, an increase of 15,000,000 barrels over 1936. Off-shore shipments by the Company for the same period amounted to 15,000,000 barrels, of which 13,000,000 went to the Pacific foreign market. The increase in domestic sales, and the excellent off-shore business, left the company in a satisfactory economic condition at the end of the year with respect to inventories of both raw materials and refined products.

Continuing, Mr. Matthews expressed the hope that efforts toward curtailment might succeed in reducing a serious crude oil overproduction trend that prevailed — principally in Long Beach and Wilmington areas. "Meantime," he stated, "Union Oil Company is doing its part, its production today being down almost to the allowable set by the umpire." The discovery of the Rio Bravo field, the extension of Santa Maria Valley, and the exploitation of lower producing zones at Rosecrans, Mr. Matthews indicated, had added substantially to the company's estimated proven reserves.

In answer to a stockholder's request on the subject of reserves below ground, Mr. Matthews stated that on the basis of the latest estimated figures, the country's known reserves were sufficient to supply the estimated demand for about 12½ years. At the same time he added that Union's reserves were sufficient to supply its

production needs for an even longer period. Commenting on reserve estimates of past years, he pointed out that inaccuracy was evident in the necessity for constant revision, but voiced his personal belief that improved methods of discovery, development, and production technique, and the opening of hitherto unproductive territories, would undoubtedly provide the industry's requirements of crude oil for a long time to come.

On the subject of taxes, Mr. Matthews said the total amount paid by the company in taxes during 1937 was  $2\frac{1}{2}$  times the amount paid in dividends during the same period, and equalled 90 per cent of the entire payroll. The Social Security taxes for the year alone amounted to \$500,000, and would be approximately \$750,000 in 1938.

Following Mr. Matthews' review of the company's activities, Mr. St. Clair called on W. W. Orcutt, vice-president in charge of production, to tell the stockholders of Union's field operations.

Mr. Orcutt reported that the company had drilled 75 new wells during 1937 at a cost of \$5,261,000, and that these wells during the year had produced 3,311,000 barrels of oil.

"Drilling costs," he added, "were reduced to \$14.26 per foot. This was due to improved drilling technique, better tools and materials, and increased engineering skill."

Commenting on the Rio Bravo field, discovered last year by Union, he said the company's discovery well, drilled to a depth of 11,302 feet, was the deepest producing well in the world. On a  $\frac{1}{4}$ -inch bean, he said, the well produced 2,600 barrels of 39° gravity oil per day.

Union's extension of the Santa Maria Valley field two and one-half miles to the west during the past year makes it look as though this is going to develop into a major field, he said, adding that the company's present proven acreage in the field totaled between 2,000 and 2,500 acres.

Building of the new 15,000 barrel distillation unit at Oleum has resulted in the modernization of the refinery, W. L. Stewart, Jr., vice-president in charge of refinery operations, told the stockholders. This, together with the new cracking plant there, now nearing completion, will make the company's refining operations more flexible and result in lowering the cost of producing gasoline.

In research, he said the company's most notable achievement for the year was the development of a new Diesel tractor lubricating oil

that was finer than any Diesel engine lubricant so far manufactured. Mr. Stewart added that the company had inaugurated a program for the rejuvenation of its tanker fleet. So far this has resulted in authorizing the building of one new tanker, now under construction in the east.

"Union Oil Company can only prosper as the industry prospers," Mr. St. Clair told the stockholders in closing the meeting. "We suffer as the industry suffers. We are not immune to any condition that might arise."

"Mr. Matthews has told you," he continued, "that we are producing more oil in California than our market demands. This has given us some concern, but the industry is working very hard at the present time to bring production and consumption more in balance. If we are successful in doing that, it is going to take away a lot of uncertainty regarding this year's operations."

"Then again, if you list the legislation contemplated at Washington, there's one or a dozen different things that could happen that would have a bearing on the future and our profits for the ensuing year."

Mr. St. Clair listed among legislation now being considered that would be detrimental to the industry, the chain store tax and tax on fuel oil.

"But we are always fearing the things that probably never happen," he concluded. "We are rather hopeful that we will be able to do as well this year as last, and even hope to do better."



A. C. Galbraith

At the organization meeting of the Board of Directors following the annual meeting, the executive committee was increased from 6 to 9 members to include the 3 newly elected directors, and A. C. Galbraith, formerly assistant vice-president, was elected a vice-president of the Company. All other officers were re-elected.



Front row, left to right: Ernest Christensen, W. L. Stewart, Jr., G. C. Christensen, A. C. Stewart, Howard B. Christensen. At rear: Donald Loughery, J. B. Williams, M. W. McAfee, E. G. Swailies, H. F. Armour.

## 76 DEALER CELEBRATES 76TH

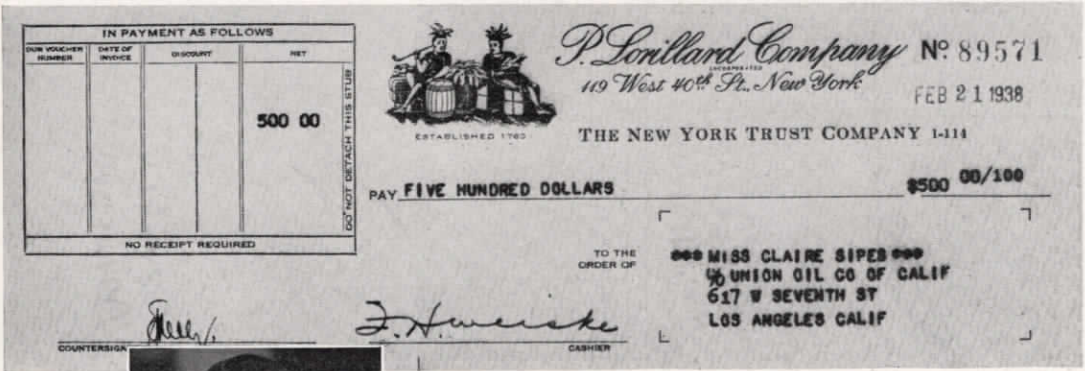
WHEN G. C. Christensen started the Penn Oil and Supply Company in March, 1908, the city of Pasadena boasted few automobiles and even fewer service stations. Most profitable part of his business at that time was the sale of kerosene or coal-oil to Pasadena residents. This was delivered to the customer's door in horse-drawn wagons during the company's early years. The first motor-truck purchased by Mr. Christensen was a 1912 Alco, which was finally disposed of only two years ago after it had traveled more than 1,000,000 miles. In 1908, automobiles were a pretty sporting and rather uncertain proposition. Gasoline was carried from the station in five-gallon tins and strained through a chamois skin before being put into the customer's gas tank. Purity, even then, was a by-word with the Penn Oil and Supply Company. A few years later Christensen ordered his first Bowser Pump from Milwaukee and thereupon opened one of Pasadena's first full-fledged motor service

January 26th was G. C. Christensen's 76th birthday. For nearly 30 years his company has distributed Union Oil Products and Firestone Tires to a large and faithful Pasadena clientele. It therefore was no more than fitting that Union executives and prominent citizens of his city should celebrate the occasion. Attending the banquet, held in Pasadena's American Legion clubhouse, were Deputy District Attorney David O'Leary; George Eaton and Mr. Herman, telephone company execu-

tives; Howard and Ernest Christensen, sons of the honor guest; Ed Nohe, who has been employed by the Penn Oil and Supply Company since its earliest inception; and also the following Union Oil Company men: William L. Stewart, Jr., Arthur C. Stewart, J. B. Williams, M. W. McAfee, E. G. Swailies, Donald Loughery, and H. F. Armour. Missing, unfortunately, was son Roy Christensen, manager of the station, who was incapacitated by flu at the time.

Speakers at the banquet naturally recounted many incidents and events that occurred during the 30 years of Mr. Christensen's association with Union Oil Company. Brought out was the fact that the Penn Oil and Supply Company had actually grown up with Union Oil Company. Today it is one of the largest automotive service houses in the Crown City. Started in a small building just above Union Street on the west side of Delacey Avenue, the company remained there until 1930, when it moved into a spacious new building on the southwest corner of Delacey and Union. The original place of business has since fallen into disuse, but for Mr. Christensen it is still filled with memories. He likes to take visitors through these old quarters and point out the horse-stables long ago relegated. Tucked away in one corner of the old shop is a 1916 Packard tank-truck, which was especially built for the company, and for which Mr. Christensen still has an affectionate regard.





**\$500 IN OLD GOLD**

Pictured above is evidence that Old Gold is worth money even though it is only written on paper. Such is the opinion of Claire Sipes, of the comptroller's department, head office. Last month she received a letter of congratulation from the P. Lorillard Company of New York, to which was attached a check for \$500. Needless to say, she was thrilled over her sudden rise to wealth and fame.

Some months ago, the Lorillard Company launched a nation-wide contest for Old Gold cigarettes. Results of the publicity campaign were tremendous. Hundreds of thousands of entrants, in quest of a share of "Old Gold," sent their solutions to the company's New York headquarters. The contest was a hard fought battle and there were hundreds of ties. So many entries were received that several "play offs" were necessary to determine the winners. Miss Sipes, with determination to finish "in the money," supplied the missing verse on each occasion and emerged victorious. Now she possesses five hundred dollars in Old Gold, not only for following through once she entered the contest, but for supplying the correct answer to each puzzle.

**BREA'S BIRTHDAY PARTY**

By THE EDITOR

**W**ELL, folks, we picked another winner! The Brea "Coming of age" party, held on Wednesday, February 23, completely vindicated our judgment, and fulfilled the wildest promise of its sponsors. About two hundred and fifty Breans and erstwhile Breans, gathered in the Women's Club House on the appointed evening and availed themselves of a grand opportunity to further enhance the old brotherhood that makes life in the community a glad song.

Starting off with the disposal of a plenitude and diversity of home-cooked dainties that would have satisfied the appetite of the most exacting epicure, the party gradually slumped back comfortably to listen, learn, and laugh. This was the cue for Ralph Barnes, president of the Junior Chamber of Commerce, to open the oratorical orders with an explanation of

the significance of the occasion, following which he called upon Mayor W. D. Shaffer to present the address of welcome.

The Mayor responded nobly, recalling in a highly entertaining manner interesting and amusing episodes in the history of Brea, and pointing out some of the plans that are now in progress for future development.

Then came Russell Sage to thank the committee of which he was chairman, the clubs and organizations they represented, and all and sundry who had helped in any way in the preparations for the big celebration.

At this stage the proceedings were turned over to Ed Peterkin, the perennial master of ceremonies, who first introduced the old-timers, among them W. W. "Bill" Hay. In behalf of the ex-residents, "Bill" extolled the virtues of his old stamping ground, and expounded with



Right: Mrs. Mark Sarchet (left) and Mrs. C. Woodruff enjoy renewed friendship.

## BREA CELEBRATES

Celebrating Brea's birthday present Brea's attendees attended a banquet in honor of the event. Above: people seated around the banquet table. Harry Ray (left), Ed. Peterkin, Elmer Weaver. Below, right: Mrs. Frances McMechan, Mary Montgo, Dorothy Weiss, Erma Matiga.



Above: Bob Phelps (left), Brea city engineer and Mike Hogue, postmaster, swap yarns on the future of Brea.



Circle: Mrs. Ruth Weaver's smile is indicative of the party's success.



Left: Mrs. E. H. Peterkin (left) and Mr. and Mrs. John Oxarart enjoy an informal chat.





# CELEBRATION

party, a group of 250 prominent guests gathered for a banquet at the Women's Club. The above picture shows the happy atmosphere at the banquet table. Below, left: Mr. Frankin, m. c. for the event, and right: from left to right—Frankin, Winifred Pendleton, Montgomery, J. A. Vertson, and Ella May Moseley.



Below: Harry Ray (left), C. Woodruff, and W. W. "Bill" Hay get together.



Above: (left to right) Elmer Guy, Joe Royer, F. C. Campbell and J. A. Vertson.



Left: W. D. Shaffer, mayor of Brea, Mrs. Shaffer and her mother, Mrs. M. J. Underwood.



Below: Mrs. Dan Kerns (left), and Mrs. Verne Russell.



Left: The Brea school band, attired in natty new uniforms was a feature of the party and gave an exhibition of musical prowess. At the extreme left is Miss Phyllis Inge, who presented a musical monologue. At right is Leland Auer, versatile leader of the band.



unquestionable sincerity the basis of his still unabated affection.

For the remainder of the evening Master of Ceremonies Peterkin presented in succession a variety program of home talent that was another convincing indication of the fact that Brea is really alive. Particularly demonstrative in this regard was the performance of the Brea school band. Resplendent in natty new uniforms this aggregation of talented youngsters gave an exhibition of musical prowess that was simply astounding, especially when it is realized that they were only organized about seven months ago. Leland Auer, the versatile leader who is responsible for this really worth-while community enterprise, deserves, and received high commendation for his efforts. And are the kids proud of themselves? It is almost as amusing to see them as it is enjoyable to hear them. There is nothing half-hearted about their efforts, and the result is apparent in the quality of their offerings. The enthusiasm that goes in the mouthpiece must come out the big end. And they really provide a musical treat that would be worthy of long experienced performers.

Then there was Phyllis Inge, a dainty miss, who presented a whole sketch in inimitable fashion all by herself, and later staged, with the aid of the band, a musical monologue, "Uncle Tom's Cabin," that was a classic of histrionic art, and a fine piece of instrumental interpretation all in one.

A smart group of community players next took the stage and, under the direction of A. E. Stuelke, disclosed exactly what happens when an antique dealer gets tied up with a modernistic wife. This skit was full of hilarious situations and dialogue that kept the audience in fine humor. The players handled their parts excellently, and were roundly applauded at the conclusion of their performance.

And the fun wasn't over yet. For the remainder of the evening, to the seductive strains of the Junior Chamber of Commerce orchestra, led by Frank Holly, the entire assembly danced and cavorted until they were too tired to take another step. At intervals Miss June Massey thrilled the terpsichoreans with her fine rendition of blue numbers, and one amusing interlude that should not be omitted was the presentation of a pair of garden shears to Mike Hogue. The Junior Chamber delegate, Frank Holly, in turning over the gift voiced the relief of the organization in finally freeing itself of a long standing obligation.

The whole party was a grand success, and

was a distinct credit to the town. It marked the renewing of old friendships, the institution of new ones, and the strengthening of that community bond and fellowship that makes Brea, in spite of its limited dimensions, a swell town in which to live.

## HAPPY DAYS, BILL!

By W. E. GRIFFITH



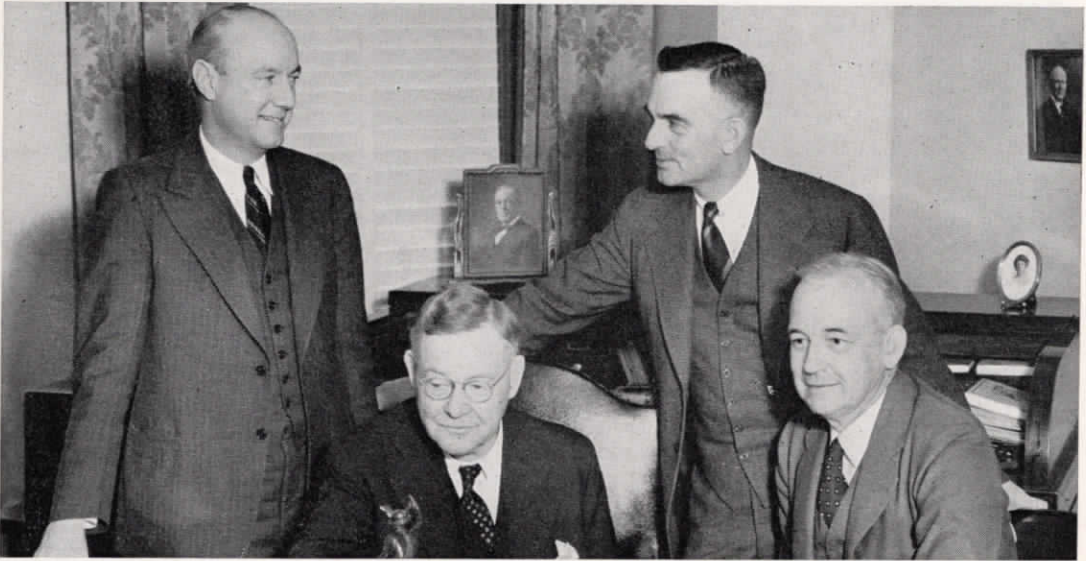
W. E. Fearon

On the last night in February, forty men of the Richfield and Stearns Production turned out in stormy weather to pay tribute to W. E. (Bill) Fearon, who was given a surprise turkey dinner at "Bit O' Scandia" in Fullerton. That afternoon Bill had hung up a total of 42 years in the oil fields of America—18 of which were spent with the Union Oil Company. During this time Bill has won a place in the esteem of fellow workers that is accorded to few.

At an informal program following dinner, Miss Evelyn Myracle entertained with clever readings; Stanley Berkey, accompanied at the piano by Mrs. B., sang "The End of the Road," "All God's Chillun Got Shoes," and "Old Man River." John Steele, on behalf of Bill's many friends, presented to the guest a handsome, engraved pen and pencil set.

M.C. for the evening was C. E. (Charlie) Miller, who brought forth a couple of dialect numbers, inherited from a great, great grandfather. When the affair broke up, a card carrying the following sentiment, in addition to signatures of all present, went home with the honor guest:

It's tough the news we're hearin'.  
That tonight we lose Bill Fearon.  
Though we're glad to know Bill's heavy  
toil is over,  
From the heart each man is cheerin'  
Happy days to you, Bill Fearon,  
May your health and luck be gay as  
pigs in clover.



Seated at his desk is W. W. Orcutt, Vice-President of Union Oil Company; standing behind Mr. Orcutt at right is C. R. McCollom, now engaged in private practice; seated at right is Desaix B. Myers, Manager of Exploration; standing at left is Earl B. Noble, Union's present Chief Geologist.

### Four Generations Assembled

Last month four men gathered in the office of W. W. Orcutt, Vice-President in charge of Production for the Union Oil Company—four men who have successively held the position of Chief Geologist during nearly 40 years of company history. Mr. Orcutt was the company's first Chief Geologist. He joined the Union Oil Company in 1898 and founded the Geology Department a few years later. This department was the first of its kind ever formed by any oil company. Mr. Orcutt is often called the "Father of California Geology," a title that he undeniably deserves. C. R. McCollum occupied the position of Chief Geologist from 1922

until his retirement from the company, 1928. Desaix B. Myers succeeded McCollom as Chief Geologist in 1928 and held that post until 1937, when he was appointed Manager of Exploration. Earl B. Noble is the company's present Chief Geologist, having been appointed to the post on January 1, 1937.

To these four men goes the credit for the discovery of nearly all of Union Oil Company's producing properties and oil reserves. They have, over a period of some 40 years, discovered a substantial proportion of California's most prolific oil producing fields.

### Business As Usual



When snow piles high over the yard of Union Service Station Number 541 at Truckee, California, Manager Garibaldi loses no business. Garibaldi has devised an efficient snowplow, pictured at left, which can be attached to the front of his automobile. Enterprising Mr. Garibaldi thus keeps driveways and station approaches cleared for customers, even after severe snow storms. His patrons appreciate this maneuver and he gains thereby.



## SOUTHERN DIVISION PIPE

**O**N MONDAY evening, February 21, Union Oil Company's southern division pipe line department held its annual safety meeting in the community club house at Brea, for the purpose of discussing past performances and future aims with regard to the elimination of operation hazards, and the promotion of safety.

Under the chairmanship of Howard Robinson, division superintendent, one hundred and thirty-six pipe liners and guests were entertained and instructed by a series of illuminating addresses on matters of mutual interest.

First call to the floor was given to Bill Weiss, office engineer, who in turn called on V. L. Lannier, line walker; Henry Blankenship, roustabout; W. J. Moyle, senior engineer at Torrance tank farm; T. A. Gould, senior gauger at Rosecrans; and N. R. Rudy, dispatcher. Each of these individuals gave an able and informative account of the value of safety practices in their respective operations, and the extent to which these practices affected the well being of the general public. At the conclusion of this group presentation, W. E. Griffith, senior gauger at Richfield, issued a

challenge to all of his fellow employees to carry safety with them no matter where they might be—on the job, on the highway, or in their homes. This was an excellently prepared and well delivered address, and was thoroughly appreciated by the audience.

W. W. Hay, manager of pipe line operations, was then given an opportunity to say a word of encouragement and approval to his old associates, which he did with fine sincerity and evident enthusiasm.

R. E. Haylett, director of manufacturing, briefly and convincingly defined the essential elements of a successful safety program, pointing out (1) the necessity of a well organized plan; (2) the necessity of a desire on the part of all concerned to put the plan into effect, and (3) the necessity of immediate and continuous action in the operation of the plan.

George Prussing, safety engineer, with his usual fluency presented a graphic picture of past performance on the pipe line, a new level for which to shoot, and a final exhortation to keep up the good work.

Then John Howell, fire protection engineer,



## LINE ANNUAL MEETING

repeated his demonstration of the fundamentals of fire and fire prevention, and showed by his own nonchalance just how effectively serious conflagrations may be averted with a little coolness and a lot of understanding.

Allan Hand, assistant comptroller, gave an able exposition of the Provident Fund, and a lucid explanation of the changes that have been made since the Fund was instituted, particularly those which were incorporated recently. This was a subject of real interest and his address helped to clear up many points that were a little hazy in the minds of some of his hearers.

In another interesting and informative talk on the subject of industrial relations, A. C. Galbraith, now vice-president, dwelt intimately on the concessions that must be made by all parties in the industrial scheme, in order to bring about the conditions that are necessary for permanent peace and prosperity. Human understanding and mutual sympathy, according to Mr. Galbraith, are the media through which work to the great mass of individuals may become an enjoyable experi-

ence instead of an uncomfortable necessity. Expounding the simple tenets of honesty and fairness throughout his presentation, the speaker made a profound impression and obviously found ready approval of his ideas.

Continuing an inspiring evening, Lafe Todd, general superintendent of pipe lines, briefly compared the meeting with similar affairs in the northern division, complimenting Howard Robinson and his aides on the fine manner in which this particular gathering had been conducted.

No pipe line meeting of any sort would be complete without a breezy summary of its program by William Groundwater, director of transportation, and this one was no exception to the rule. Going back into the past he sketched the beginning of the pipe line safety movement, brought it right up to date, and then painted his idea of the future requirement of the department.

It was a tip-top meeting from start to finish, and everyone attending went home bulging with new ideas and new resolutions.



Below, left to right: Ed Leabow, Geo. H. Forster, Irving Hancock, D. L. Shepard, H. A. Lapham, and Roy Hornidge.



Above; E. P. Denton, left, winner low net and runner-up in the main event, and Clint Erb, proudly holding Comptroller's Championship trophies. Circle: Ray Teal, left, and Elmer Rogers. Below, left: Ed Leabow. Below, right: Allan Hand.



Below, center: M. G. Kerr. Below, left: Irving Hancock. Below, right: Earl Cooper.



### COMPTROLLER'S GOLF TOURNAMENT

THE Comptroller's Department Golf Tournament, held at the Brentwood Country Club, on Saturday February 26th, proved to be a day of real relaxation and enjoyment for most of the participants, but a few, who shall be nameless, were obliged to do more figure toting on the links than they usually do in the office.

After the good earth had been scarred in an atrocious manner for the better part of the day, it transpired that the main event, the low gross contest, had ended in a three-cornered tie between Clint Erb, E. P. Denton, and H. J. Law. In the play-off, Clint Erb won out, and is now the proud holder of the Comptroller's Championship trophy. Denton, however, received some consolation in the fact that he was winner of the low net event.

Flight winners were W. J. Calvert, D. L. Shepard, and E. J. Cassidy. The guest prize went to Ed Leabow of Dominguez Oil Fields Company, and numerous other more or less fortunate individuals were awarded unusual trophies for unusual accomplishments. High gross was won, coasting, by G. S. Kelly and, for his momentous compilation of digits, he carried home an all-day sucker of prodigious proportions, beautifully done up in cellophane. Elmer Rogers captured a prize for never having won a prize, the exact nature of which it would not be proper to mention in a publication of this sort, but examples may be seen in the advertising pages of any ladies' style magazine. For the longest drive he ever made, Bert Mason was presented with a box of golf balls, that were so ancient and decrepit





Above, left to right: W. A. "Tony" Newhoff has just sunk a putt, A. B. Mason lifts one, and J. B. Williams has placed one in the cup.



Above, No. 4: R. D. Gibbs follows through, Ronald Stevens shows how to lift one southpaw. W. K. Hopkins at the end of the stroke. Circle, below: H. J. Law shows example of good form.

they were believed at first to be prunes. Numerous other prizes were handed out to various Tritons of the Turf, and altogether it was a highly profitable and enjoyable day for the adding-machine brigade.

Following the tournament, contestants and guests assembled in the club house for dinner, where George H. Forster, comptroller, officiated as master of ceremonies in a highly-entertaining manner. His story of how he learned the intricacies of bridge, and his comparison of this national indoor pastime with golf, was both illuminating and amusing.

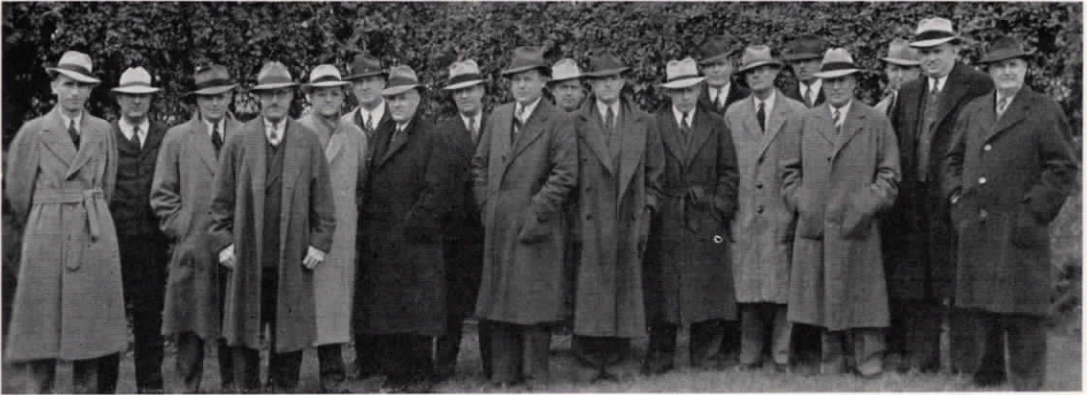
The presentation of prizes, also conducted by Mr. Forster, was really the highlight of the day's performance, and perhaps the outstanding event of a colorful day was Bert Mason's remark when he opened the parcel and surveyed his prize. At the first sight of the well-worn pellets, Bert immediately enquired, "Who's been in my golf bag?"

A surprise visitor at the affair was Roy Hornidge who was given a real ovation at the dinner. Roy is one of Union Oil Company's top-notch golfers, and there have been few tournaments held in which he was not a participant. He was unable to play, but his presence was almost necessary to make the party complete, and gave his many friends

reason to hope that he might soon recover from his illness and get back into the swim again.

Arrangements for the entire tournament were in the capable hands of Chet Gjerde and his aides, and there is no question that they did a fine job. The weather man was on his best behavior, and the turnout was splendid. Bill Chase and Clarence Peck, the inseparable division accountants, were again on hand, and were the butt of some good-natured ribbing, which, however, they handled with their usual dexterity.

Viewed from any angle this outing was a distinct success, the only disappointment being Clint Erb's failure to add another hole-in-one to his already long list of successes. Outside of that everybody had a grand time. The boys explored sections of the Brentwood Club that have never before been trod by the foot of man, and the day's play was remarkably free from the expletive and vituperation that usually marks such an occasion. Silent profanity is, sometimes, just as expressive as the spoken word, they say, but we were unable to gauge the inward emotions of the divot lofters with any degree of accuracy, so we are forced to conclude that they were really enjoying themselves.



### ASPHALT GROUP MEETS

All Union Oil Company's divisional supervisors' asphalt sales representatives and technicians gathered in San Francisco at the Sir Francis Drake Hotel on Monday, March 7th, for a three-day session, the purpose of which was to discuss affairs of the department. The first day was spent at Oleum, where members of the group were conducted on a highly educational tour of the refinery. Of particular interest to the visitors were the new distillation units, and the propane solvent refining plant. During their short stay at Oleum, the group witnessed a series of interesting and informative laboratory demonstrations designed to illustrate the more important phases of asphalt production and the significance of standard

methods of testing. N. F. Myers, manager of the Oleum plant, and other qualified refinery men discussed general refinery operations and manufacturing methods as related to asphalt quality. The refinery men, as usual, proved themselves completely adequate hosts and the party enthusiastically declared the trip a thoroughly enjoyable and illuminating experience. The remainder of the session was spent in San Francisco where all the diverse phases of the asphalt business came up for discussion. Messrs. L. Wolff, T. F. (Pat) Thompson and T. R. Laidlaw were in charge of arrangements and, according to reports, made a fine job of handling all sales discussions.

### BREA EMPLOYEES AID FLOOD VICTIMS

**I**MMEDIATELY following disastrous rains which, on March 3rd, inundated much of Anaheim and Atwood, Union Oil Company employees in the Brea district rallied to the aid of distressed families trapped by the swirling waters. During the perilous, terrifying hours when the flood endangered the lives of many residents, Union men engaged in rescue work, using boats to ferry marooned dwellers from stricken homes.

Expedient work on the part of V. E. Washbon, production foreman in the Richfield district, and Norval Winchel, rig-builder, was instrumental in saving many families from the rising waters.

Bob Burke and Bob Russell, both employed at Stearns, had their names added to the roster for creditable work in assisting the city of

Anaheim when rehabilitation work began. These two, whose services were donated by the Union Oil Company, were furnished a list of inundated homes by the police department. With the aid of a portable pumping unit, also donated by the company, they proceeded to draw thousands of gallons of muddy flood-water from homes and cellars in Anaheim.

J. W. Stives, an assistant foreman at Stearns, working in co-operation with the American Legion and city officials in welfare and refugee care, also received thanks from the grateful city council.

On the morning of March 3rd, at approximately 1:30 a.m., a dam above Riverside broke and sent a huge stream of water down the Santa Ana river bed. A bank two miles east of Atwood gave way and literally wiped out that

Below: Home off foundation in Atwood. Owner is pumping hundreds of gallons of flood water from cellar.

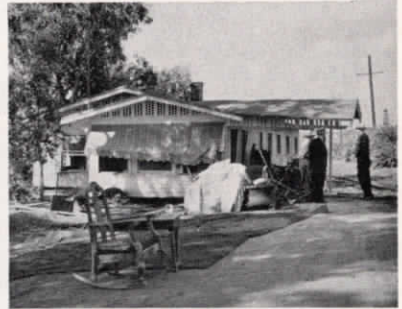


Above: V. E. Washbon, who, on the morning of March 3rd, assisted many Atwood flood victims.

Below: Red Line grease, a Union product, survived the flood. It was washed away with other valuables from a Union service station, location of station unknown.



Below: A common scene around Anaheim and Atwood. Furniture and furnishings drying in the sun after a temporary cleaning with the hose.



Above and left: A home in Atwood. This house was originally on a lot across the street. Now it is facing the opposite direction.

Right: Norval Winchel, rig-builder in the construction department, who was also a member of the Union Oil flood rescue crew.



Above: Doing business as usual, even though it is in the middle of the Fullerton-Anaheim Highway.

Left: Two members of the Stearns lease, whose services were loaned to the city of Anaheim.

Right: Union Oil Company employee surveys wreckage in Atwood. In background is a damaged Mexican church.





Above: The aftermath of the flood in Anaheim. Note the silt on lawn in front of a school.

Below: Concrete meant nothing to the flood water. This photo shows a section of a street in Anaheim torn to bits. Note angle of house and telephone pole in background.



Above: Santa Fe railway tracks to San Diego. Note how water has undermined the ties.

Below: One of three 500-barrel oil storage tanks in Atwood which was carried several blocks by the force of a 15 mile an hour current in the 16 foot river.



Below: This cottage was in the path of the river and was carried more than a quarter mile with its two aged occupants. They were later rescued.



Below: One of the many automobiles carried several blocks by the force of the river. Note debris about it.



Above left: Sweeping and shoveling two feet of mud and silt from house. The amount of mud shown here came from one room—the kitchen.



Above: A wrecked Mexican church in Atwood.



Pictures on pages 25-26, with exception of circle on 25, by E. E. Farnsworth.



Below: Despite torn highway about his station, this independent Union 76 dealer was doing business the day after the flood.

section of Orange County. It was estimated that during the peak of the flood, somewhere between 3:00 and 4:00 a.m., the water was sixteen feet deep, with a fifteen-mile-an-hour current. Residents who were fortunate enough to escape the destructive force of the swollen river scampered to higher ground, or other places affording protection from the river. It was said that at least one hundred persons took refuge atop an oil derrick in Atwood.

At 6:00 a.m., "Skib" Washbon received a call and immediately rushed to the stricken area. He offered his services and the equipment and man-power at his disposal, to assist sufferers in that area. Accompanied by Norval Winchel, the two Union men worked tediously through early morning hours in water nearly to their chins. With the aid of rowboats and

rope, the rescue party saved several families who were perched atop roofs of their homes.

According to eye witnesses, the current was so swift that everything in the path of the river, including three five-hundred-barrel storage tanks, livestock, homes and automobiles were tossed about like matches in a raging sea. The flood, in all its fury, descended upon them almost without warning and evidence of this fact was graphically shown by abandoned and overturned automobiles and homes that were carried several blocks away.

The assistance rendered by these Union Oil Company employees in time of disaster was indeed commendable. It was also gratifying to know that Union Oil Company employees were among the first at the scene to lend a helping hand in time of need.

### Wins New Reserve Post



Arthur L. Quackenboss, Union Oil Company marine representative in the San Francisco area, recently received notice that he had been promoted to Lieutenant Senior Grade in the Deck Department for special service in the United States Naval Reserve. The new commission was received February 21, 1938. Quite naturally he was highly pleased for it meant that, in case the U. S. should become involved in a war, Art, like many another Reservist, would see active service and be in line for a still higher Naval appointment.

### Named to "Y" Board



E. H. (Buck) Weaver, former district purchasing agent at Seattle and at present connected with the head office purchasing department, was recently appointed to the Board of Management at the Los Angeles Y. M. C. A. Weaver, while in Seattle, held a similar Y. M. C. A. post for some five years. The new appointment must be especially gratifying to Buck, since he was transferred to the Los Angeles office less than a year ago.

### Cover Illustrations

This month our cover photographs augment the lead story on Vancouver and environs. On the front cover is scenic Brockton Point, which looks out upon the city's busy harbor. This photograph, like those on pages 2 and 3, was made by the Royal Canadian Air Force. Inside of the front cover is a night shot of the huge,

neon-illuminated clock which Union Oil Company of Canada Ltd. erected atop one of Vancouver's tallest buildings. The duck-hunter on the back cover has just brought down a bird and is holding it up to prove that, during open season, game is abundant almost within sight of the city.

## EMPLOYEES' BENEFIT PLAN Election of Officers

A total of 4,925 votes were cast, resulting in the election of

R. G. Bray ..... Los Angeles Refinery  
L. V. Shepherd ..... Union Service Stations

Effective March 1, 1938, therefore, the new Board of Administrators and their respective terms of office are as follows:

W. H. Steele, Vice-Chairman ..... March 1, 1939  
V. E. Washbon ..... March 1, 1939  
W. W. Hay, Chairman ..... March 1, 1940  
M. W. McAfee ..... March 1, 1940  
L. V. Shepherd ..... March 1, 1941  
R. G. Bray ..... March 1, 1941

### Annual Report of Board of Administrators

In accordance with the established policy the Board of Administrators of the Employees' Benefit Plan reports herewith the financial condition of the Plan for the year 1937.

The average number of contributing members during 1937 was 7,266 as compared with 7,021 in 1936.

The average number of cases receiving medical attention increased from 8,355 in 1936 to 10,597 cases in 1937. The average cost per case increased from \$2.02 per member in 1936 to \$2.22 per member in 1937.

The detailed expenditures during 1937 consisted of:

Medical Cost .....	\$112,860.85	
Drugs .....	15,355.98	
Hospital .....	27,618.19	
Nurses and Anesthetic .....	6,942.40	
Ambulance .....	713.90	
Laboratory .....	5,398.03	
Miscellaneous .....	3,009.60	
X-rays .....	11,891.34	
Misc. Charges from General Accounts, etc. ....	980.42	
Dentistry .....	8,587.63	
Total Cost .....	\$193,358.39	
Balance in Fund at December 31, 1936 .....		\$ 89,644.18
<b>Add:</b>		
Employees' Contributions—1937 .....	\$174,392.00	
Interest Income—1937 .....	2,064.00	176,456.00
		\$266,100.18
<b>Deduct:</b>		
Payments for Medical Attention—1937 .....		193,358.39
Balance in Fund at December 31, 1937 .....		\$ 72,741.79

In order to maintain an adequate surplus in the event of serious epidemics, we are constantly giving consideration towards the end of operating this Plan on a more efficient basis without reducing existing benefits. We will welcome any suggestions in order to accomplish this desired purpose.

#### BOARD OF ADMINISTRATORS

*G. C. Stewart*  
*W. W. Hay*  
*M. W. McAfee*

*W. H. Steele*  
*V. E. Washbon*  
*L. V. Shepherd*

## Twenty-Five Years



Mogens Andreassen  
Transp., Marine



Wreford Clark  
Sales, No. Div.



Geo. H. Anderson  
Compt., Head Office



Albert Barton  
Mfg., Oleum Refy.



**A**NOTHER group of Union employees pass in review. The brief biographies presented here do not attempt to give more than a sketchy outline of their affiliation with the company. In twenty or thirty years much can take place in the lives of men—much that they look back upon and cherish. And oftentimes those memories will be intimately tied with a life's work. The employees on these pages have been with the company a long time. Their stories, were there space to print them, might very nearly approximate a history of Union Oil Company.

### CAPTAIN MOGENS ANDREASEN

Captain Andreassen, of the Marine department, has a pair of well-trained sea legs which have, strangely enough, won him social prominence as a ballroom dancer. He is also an accomplished equestrian and mountain climber. There is no better monopoly player in the entire fleet, for he is fleet champion.

Thorough in his leisure time activities, this quality has been evident throughout his entire twenty-five years' service in the Marine department of Union Oil Company. He has served efficiently as an officer in the fleet.

He first entered the company's employ on March 4, 1913, as third mate aboard the S. S. Oleum. He served in various licensed ratings until May 1, 1921, when he was assigned to the S. S. Lyman, as her master.

Since April 1, 1935, Captain Andreassen has been in command of the S. S. Montebello.

### WREFORD CLARK

Wreford Clark received his third ruby award on March 6th, for completion of twenty-five years in the employ of Union Oil Company. He has served the company ably and efficiently.

He was born in Devon, England, and came to the United States in 1907, locating in Seattle. He found the work best suited to him in the employ of Union's Seattle office, where he has served since the day of his employment, March 6, 1913.

He is, at present, assistant bookkeeper in charge of all governmental accounts, and is doing a splendid job on this important assignment.

Aside from deriving real pleasure from his association with Union Oil Company, he admits that his "off-time" interest is music. He plays the violin, sings, and has, for the past twenty-five years, directed a neighborhood church choir.

### GEORGE H. ANDERSON

On March 10, 1913, George H. Anderson applied for his first position and was employed by Union Oil Company as a junior clerk in the branch accounts department, which is now the station accounts division of the comptroller's office.

He is one of the youngest twenty-five-year

## Twenty Years



Porter Munger  
Gas, Coast Div.



Claude E. Wilson  
Field, So. Div.



Alvord E. Brown  
Transp., No. Pipe Line



Louis R. Stull  
Field, So. Div.



Robt. H. DeJarnette  
Compt., Head Office



Emilius C. Page  
Transp., Head Office



Everett R. Rinehardt  
Sales, So. Div.

men in the company and his business career has been spent entirely in sales accounting and operation.

In 1920, he was sent to San Francisco to become auditor; however, he returned to the station accounts division in Los Angeles, and was subsequently made traveling auditor. For a period of two years, he was in charge of forms and printing division, but in 1928 was promoted to chief of the station accounts division.

On January 1, 1931, he received an advancement to the position of auditor of the northern division, and in 1933 he was made division accountant at Seattle. In December, 1935, he was transferred back to the southern division where, in July, 1936, he was promoted to the position of chief traveling auditor.

George has worked in all marketing stations of Union Oil Company, including the three divisions, Hawaii and Canada, and for this reason he is well known to sales department employees of the company.

George particularly likes to tell Swedish stories. He tells them so well in dialect that they are the highlight of any gathering. He needs no coaxing to tell some of his prized Scandinavian jokes. He admits that he doesn't play golf, but has a "yen" for good detective mysteries.

### ALBERT BARTON

Albert Barton began his career with Union Oil Company at the Oleum refinery back in 1904. He recalls that, at that time, there were only 18 employees at the refinery. He worked there for eight years. In 1912 he left the employ of the company for a period of a year, returning to the ranks on March 17, 1913.

Following his re-employment, Al was advanced to stillman in the distillation department. On August 8, 1926, he received another promotion to refinery foreman, and he has ably held this position since that time. He has remained at the same location for twenty-five years.

His home is his pride and the pleasure he derives improving the landscaping and gardens is immeasurable. He can always be found on his days off tinkering some place about his "castle."

### PORTER MUNGER

Porter Munger is another employee who came to Union Oil Company by way of Graciosa and Pinal-Dome Oil Companies. He was employed thirty-five years ago by the Graciosa Company and continued with Pinal-Dome when the latter acquired Graciosa. When Pinal-Dome was absorbed by Union, he became an employee of this company.



His employment in the gas department dates back to March 5, 1918. His first assignment was as blacksmith at the Orcutt absorption plant. Since that time, he has served in various capacities including blacksmith, mechanic and welder, and at present holds the latter position at Orcutt.

Give him a stout rod, a strong line, a boat and the Columbia river in fishing season, and then you'll know how and where he spends an enjoyable vacation.

#### CLAUDE E. WILSON

Prior to joining Union Oil Company, Claude Wilson worked for a railroad in Grand Rapids, Michigan, and later for an advertising firm in Chicago.

Upon his arrival in California, he began his long association with the company as a roustabout at Taft on March 18, 1918. One year later he became a pumper on the International lease. In 1920, he was transferred to Meyers No. 3 at Santa Fe Springs as a pumper, and in 1930 he was again transferred to the Venice field. From 1931 to the present time, Claude has been a boiler fireman at Venice, Long Beach, and Santa Fe Springs.

He likes to spend his vacations in the mountains fishing, and he reluctantly admits that he has to get up early and work hard to catch as many fish as his wife, for he claims she is by far the better fisherman.

#### ALVORD E. BROWN

On March 18, 1918, Alvord E. Brown entered the employ of Union Oil Company as assistant district gauger at McKittrick. He served in that capacity until June, 1919. He also served as district gauger at Orcutt until December, 1919. The period December, 1920, to February, 1921, saw Al as senior dehydrator operator at the same field. He was transferred, in the same capacity, to Elk Hills where he remained from August, 1921, until October of that year.

From May, 1922, to the present time, Al Brown has been district gauger at Coalinga.

He is a rabid deep-sea fisherman and boxing enthusiast. On his day off, one or the other sport claims his attention. His other diversions are the companionship of his dog and good books.

#### LOUIS R. STULL

Louis R. Stull, originally a coal miner at Cripple Creek, Colorado, came to California in 1905. His ability to handle machinery was

instrumental in helping him obtain a position with Union Oil Company. In 1906, Lou changed his occupation, and left the employ of the company.

After several years as a carpenter and contractor, he decided that working for Union Oil Company offered more advantages than the previous occupation, so he returned to the fold on March 19, 1918.

Upon his re-employment, he worked for a period of about eight months as a tool-dresser. Following that, he was promoted to driller and helped drill a number of wells in the Richfield and Santa Fe Springs districts during the boom period a few years ago. At the present time, Lou is a well pumper in the production department at Brea.

His name must be included among the legion who love those perennial favorites, baseball and fishing. He discusses both subjects with equal interest.

#### ROBERT H. DE JARNETTE

"Bob" De Jarnette was ably trained for his position in head office mailing department by the United States Postal Service. Joining the employ of the U. S. Post Office at Evansville, Indiana, in July, 1904, he served in various departments there for thirteen years. He later had charge of an independent branch post office for five years.

In November, 1917, he was transferred to the Los Angeles post office and served as a letter carrier until March 21, 1918, the date he joined Union Oil Company.

His twenty years' service with the company has been devoted to this phase of company activity and during this time mailing facilities of the company have grown to considerable proportions.

"Bob" can usually be found during his leisure time either in his garden or enjoying good music, both of which afford him many hours of enjoyable relaxation.

#### EMILIUS C. PAGE

Emilius C. Page served his apprenticeship with an architect in Northern Ireland, following this with a private practice in architecture and land surveying. Subsequently to that he entered the service of the County Council as an inspector on harbor works, road and bridge contracts. He also became interested in boat-building and the fishing industries, spending eight years in this field, intermingled with his county duties.

In 1910, he emigrated to Canada and spent a year on the payroll of the Canadian Pacific Railway in Eastern Canada. He later moved to British Columbia and then to California. On March 25, 1918, he was employed by Union Oil Company as a draftsman on marketing stations. In July, 1918, he was transferred to the survey and mapping division, where he is at present employed.

Short wave radio reception is his hobby. He has logged all continents and most of the countries in the world, and has numerous friends made through short wave radio contacts.

#### EVERETT RINEHARDT

Everett Rinehardt, affectionately known as "Frosty" to his many friends and fellow workers, joined Union Oil Company on March 29, 1918, as mechanic's helper and relief truck driver at Santa Maria. It was at this time that Union took over the Pinal-Dome oil company.

Prior to 1928, when he was transferred to Lompoc as agent, "Frosty" held various positions around the plant, including plant "gardener." In 1929 he returned to Santa Maria, where he has served continuously since that time. He is at present a district salesman.

Everett boasts five highly interesting and technical hobbies. They include experimental radio, drafting, amateur motion picture photography, toastmastering and gardening. At the time when crystal sets and three-circuit tuners were in vogue, he became interested in radio and he has made a thorough study of the intricate workings of all model sets. The latest addition to his hobbies is motion picture photography. He has accumulated a fine library of scenic pictures taken during vacation trips of Northern California, Oregon, Washington and British Columbia.



#### Twenty-five Years—March, 1938

Anderson, G. H., Compt., Head Office.  
Andreasen, M., Transp., Marine.  
Barton, A., Mfg., Oleum Refy.  
Clark, W., Sales, No. Div.

#### Twenty Years—March, 1938

Brown, A. E., Transp., No. Pipe Line.  
DeJarnette, R. H., Compt., Head Office.

Munger, P., Gas, Coast Div.  
Page, E. C., Transp., Head Office.  
Rinehardt, E. R., Sales, So. Div.  
Stull, L. R., Field, So. Div.  
Wilson, C. E., Field, So. Div.

#### Fifteen Years—March, 1938

Arbogast, M. M., Compt., Head Office.  
Bifford, W. J., Mfg., Oleum Refy.  
Buchanan, J. G., Mfg., L. A. Refy.  
Carpenter, O. A., Field, So. Div.  
Cruver, W. F., Field, So. Div.  
de Ycaza, R. J. B., Sales, Panama.  
Domingues, C. A., Field, Coast Div.  
Fruechtemeyer, H. H., Field, So. Div.  
Garrison, C., Field, So. Div.  
Gould, O., Transp., No. Pipe Line.  
Heathman, W. W., Explor., Head Office.  
Livingston, C. O., Sales, No. Div.  
Mimosa, A. A., Mfg., Oleum Refy.  
Morin, G. I., Mfg., Oleum Refy.  
Morton, E. L., Sales, Cen. Div.  
Regallie, P., Mfg., Oleum Refy.  
Rodrigues, L., Mfg., Oleum Refy.  
Springmann, D. L., Lease, Head Office.  
Swan, E. N., Sales, So. Div.  
Tye, G. D., Transp., So. Pipe Line.  
Wickham, T., Transp., So. Pipe Line.

#### Ten Years—March, 1938

Archibald, F. S., Constr., Cent. Sales.  
Arnold, W. G., Transp., No. Pipe Line.  
Blakesley, H. V., Mfg., L. A. Refy.  
Cantwell, C. M., Transp., No. Pipe Line.  
Christmas, L. J., Sales, Vancouver Div.  
Colley, J. P., Field, Coast Div.  
Cook, C. W., Mfg., L. A. Refy.  
Cole, E. R., Transp., Head Office.  
Darland, L. E., Sales, No. Div.  
Deathe, G. M., Mfg., Oleum Refy.  
Everley, E. W., Mfg., L. A. Refy.  
Felts, M. I., Sales, No. Div.  
Fuller, W. G., Mfg., L. A. Refy.  
Kogan, J. J., Patent, Head Office.  
Lockhart, P., Sales, Vancouver Div.  
McQuaid, B., Transp., No. Pipe Line.  
Nielsen, V. R., Mfg., L. A. Refy.  
Oliver, H. R., Sales, Cent. Div.  
Pedro, E. H., Mfg., Oleum Refy.  
Pergande, A. K., Mfg., Oleum Refy.  
Ralston, C. R., Sales, Cent. Div.  
Robbins, W., Cashier, Head Office.  
Silva, E. R., Mfg., Oleum Refy.  
Wakefield, H. G., Sales, Head Office.  
Winstanley, B., Constr., Cent. Sales.

# REFINED AND CRUDE

By Richard Sneddon

An American vacationing in Europe bought one of these diminutive foreign cars, made a motor tour of Germany, and was so embarrassed by the dachshunds looking in the windows that he sold it again before he came home.

And a motorist involved in a traffic accident told the judge that he stuck his arm out thirty yards before he reached the corner. Some arm!

In the dentist's office a few days ago we picked up a newspaper and were amazed to learn that there had been some heavy fighting in the Argonne.

By the way, we have often thought that if we were only a dentist there are some guys we'd sure love to work on.

But why devote so much space to dentistry when it usually just bores people to tears?

"Say, Mom," asked our youngest the other night when we had guests for dinner, "Will the dessert hurt me, or is there enough to go around?"

On the subject of eats, we note that metallurgists are trying to develop a mechanism for cutting metals into microscopically thin slices, and we would suggest that the problem be turned over to one of these birds who makes sandwiches in wayside cafes.

And apropos of nothing that's really consequential, quail on toast is a very small bird with a very large bill.

Then there was the lad who went golfing just to prove to his wife that he had no time to mend the backyard fence.

"Meet me at seven tonight," says the girl. "Okay," replied the boy friend. "What time will you be there?"

Returning again to the national pastime—golf, it isn't nice to boast of one's personal accomplishments, but we simply can't hold back the news any longer. Last week at Oakmont we hit the ball in one.

And a somewhat humiliating experience at the same spot: Says we to the caddy, "What was the score on that last hole? I can't remember." Replies the heartless wretch, "Musta been over eight. You'll remember if you ever get that low."

Incidentally, before dismissing the topic, we have come to the conclusion that golf is definitely a pursuit and not an avocation.

Under the title of true confessions, you can list the advertisement of a local launderer who proclaims on a spacious billboard in large letters, "We cut your laundry in half."

And in this same connection, did we ever tell you about the chap who sent his car to the auto laundry and got it back with the starter button missing?

In the good old days governments exercised themselves tremendously to keep a working majority. Now they seem to be trying equally hard to keep a majority working.

Similarly, we have never been able to understand why goods sent by cars are designated as shipments, while goods sent by ships are defined as cargo.

We have, however, learned on fairly reliable authority that a Scotchman buying a canary refused to pay the price asked until he had first had an audition.

And having heard that a bagpipe band recently left Scotland to tour France, we can readily see why the French are spending so much money on national defense.

"I wouldn't vote for you if you were the Angel Gabriel," expostulated the indignant citizen, and the suave politician replied, "If I were the Angel Gabriel you wouldn't even be in my precinct."

Now, for the benefit of all amateur gardeners, the best way to kill gophers is to set three or four of these modern gopher traps where the animals can get a good look at them. They'll die laughing.

By the same token, if you want to keep visitors from dropping cigarette and cigar ashes on your office carpet, simply roll it up and put it in a closet somewhere.

Now we are told that authorities planned to hold a National Park week in the United States this year, but nobody could find a place so they gave up the idea.

All of which, as the firefly said at dawn, ends another illuminating session.

