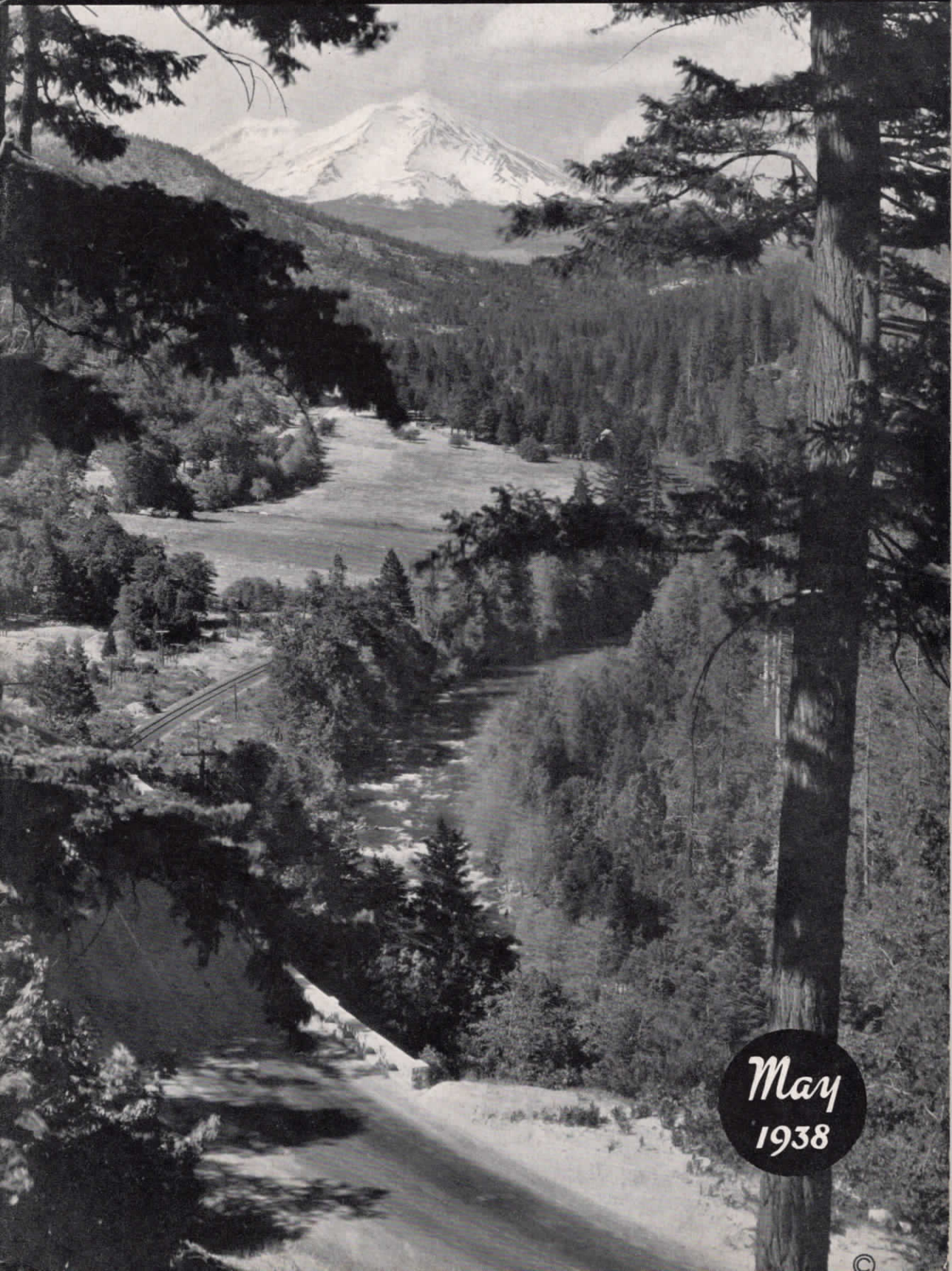
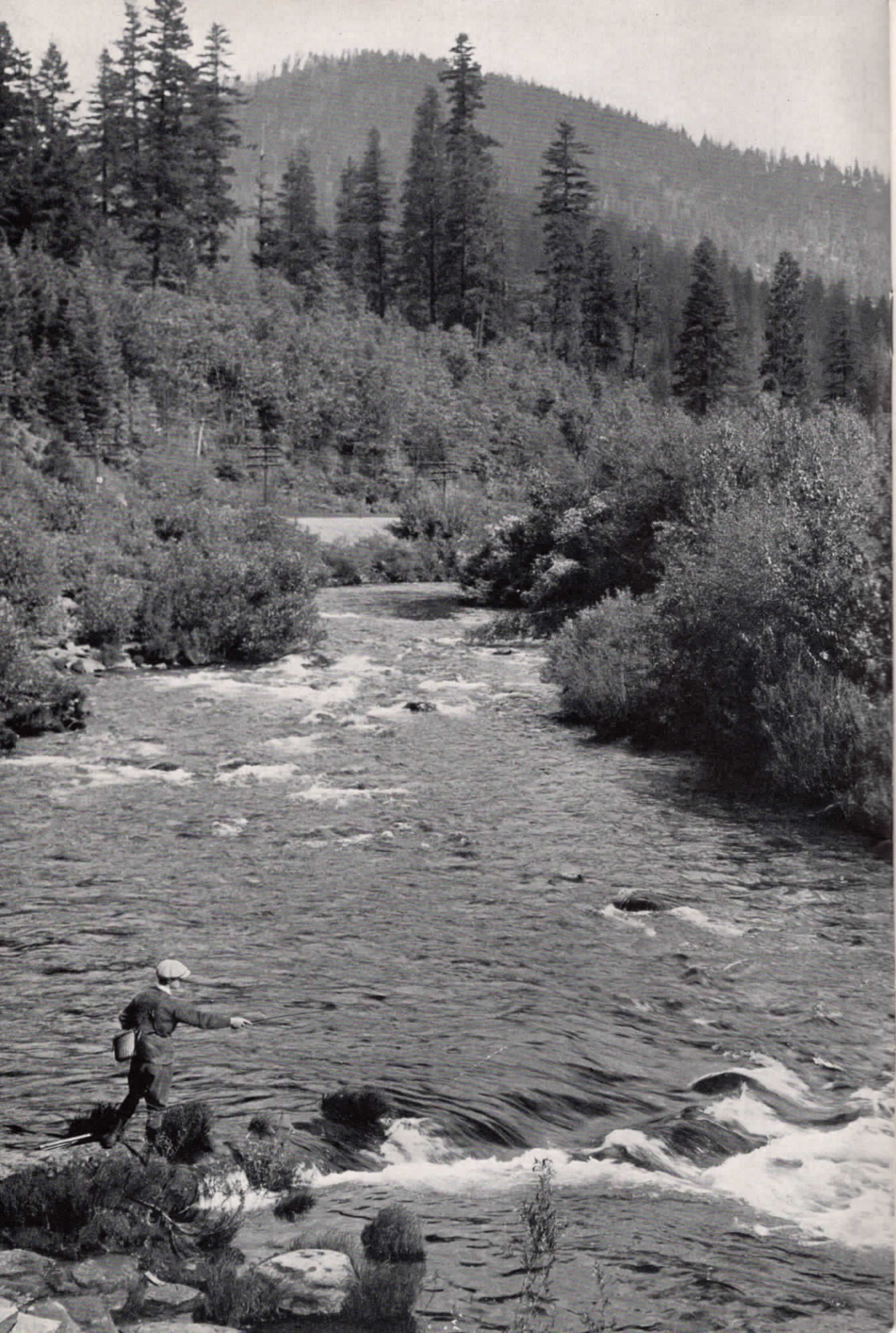


★ UNION OIL BULLETIN ★



May
1938



U N I O N O I L

B U L L E T I N

VOLUME NINETEEN

MAY, 1938

NUMBER FIVE

CALIFORNIA'S OLD MAN RIVER

By HOWARD KEGLEY

THIS year marks the one-hundredth birthday of the first transportation system in the northern half of California and, as though nothing of importance were happening, and without the blare of anniversary trumpets or spread-eagle oratory which generally marks such momentous events, the Sacramento River continues to flow seaward, performing its age-old and highly valuable service to mankind.

Even Sacramentans are scarcely mindful that a century has passed since white men first sailed a merchant vessel up the greatest river in Western America. The Sacramento River has largely been taken for granted by the general public, yet this stream has probably occupied first position as the greatest natural asset of Central and Northern California, since the very beginning of commerce on the west coast.

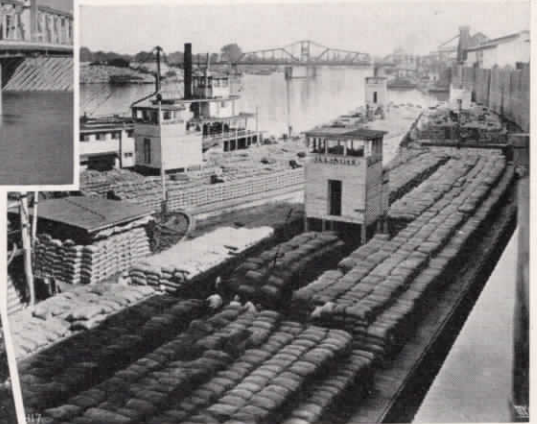
Moreover, in recent years this great inland waterway has grown increasingly valuable to the vast area upon which it bestows its bene-

fits, and, by virtue of plans which already have been launched, its usefulness will be greatly extended during the next dozen years. Plans now afoot provide for the utilization of surplus water of the Sacramento River at flood stage. The water will be conducted through gigantic canals and fed to other inland waterways which in turn will distribute it to extensive agricultural areas. There it will increase productivity of soil, enhance the value of land and create a more bountiful supply of fruit and vegetables for the country as a whole.

This valuable waterway, unlike other highways of commerce, has not fallen into disuse with the coming of the iron horse, the automobile, the airplane and other highly modern methods of transportation. Where once the sailing vessel or the steam-driven packet plied the bosom of the Sacramento, burdened with goods, today swift-moving boats glide along at such speed that they actually are able to carry perishable products such as eggs and



The Sacramento River is one of the nation's leading transportation mediums. Principal crops are rice and miscellaneous grains. The picture below shows grain barges at the port of Sacramento loaded with from 500 to 750 tons of sacked grain. Barges are towed up and down stream by steamers and diesel-propelled tugs. Bottom photograph shows an everyday scene in the general cargo docks at Sacramento.



Top left: View of the new \$1,000,000 Tower Bridge which spans the River at Sacramento. Lower left: A part of the Sacramento harbor showing the city's business district. At extreme left may be seen the Tower Bridge.



milk, from source of supply to markets in metropolitan areas in highly satisfactory manner, for today the rapidly increasing water commerce of the Sacramento is completely petroled.

From its source in Trinity Mountains to its mouth in Suisun Bay, this highway traverses 361 miles. Over it news of the world-startling discovery of gold at Sutter's Mill was borne to San Francisco.

No doubt the Indians transferred pelts from one point to another, by means of skiffs and canoes long before this water commerce in California, but the first white people to navigate the Sacramento were Russians from the Russian colony at Bodega Bay, a few miles north of San Francisco. As early as 1837 they used boats on the river for carrying on trade with inland posts.

But it was in 1839 that river trade really

began in earnest. At that time Capt. Johan Sutter arrived in Monterey, received a vast grant of land from the Mexican Governor, bought a small community near Sacramento from the Russians at Bodega Bay, and took over their forty-ton schooner. Sutter manned this vessel with peaceable Indians who lived at his fort in what he termed New Helvetia, which became Sacramento, and for many years it was the only boat regularly plying the Sacramento. It carried news of the gold discovery to San Francisco.

The first intercoastal vessel to arrive at Sacramento was a three-masted schooner known as the *Whiton*. It sailed from New York to San Francisco in 140 days. It took this boat 72 hours to go from San Francisco to Sacramento. Shortly afterward a sea-going craft known as the *Linda* came around the Horn and went up the Sacramento River. Instead of stopping at Sacramento it went up the Feather River to Marysville, and then up the Yuba river another four miles, where it discharged its cargo and passenger.

Following the discovery of gold at Sutter Mill countless craft of all sorts and sizes journeyed from all parts of the world and glided up the Sacramento River. A steamer known as the *McKim*, from New Orleans, reached Sacramento in October 1849. It was the first large vessel to navigate the river by steam power. On its first trip from San Francisco to Sacramento, with a load of gold-seekers, this vessel earned \$1,600 from passengers, at the rate of \$30 per person.

Some idea of the difficulties encountered in navigating the river at that time may be gathered from history which relates that ten days was a fair time in which to make the journey of approximately 100 miles. The sailing vessels used to hit calms, during which they were unable to proceed and, at such times, the strong current of the stream carried them steadily back toward the sea unless they resorted to warping and tying. It was customary to send sailors to the nearest bank with ropes which they tied around trees. This enabled the sailing vessels to retain their position until favorable winds carried them farther upstream.

The gold rush sent thousands of vessels to San Francisco and Sacramento, with all sorts of curious cargo. During 1850, sixty-five vessels under steam and sail tied up at the city water-front at Sacramento in a single day. In 1853 the *Alta*, a newspaper published at San

Francisco, carried a list advertising twenty-five combination passenger and freight boats which regularly plied between Sacramento and the Bay.

Boats increased in size and luxury, with the development of the Sacramento Valley. The largest regular service vessel of the early days was the *Senator*, originally built for operation between Portland, Maine, and New York City. Its capacity was 1625 tons, but it was not quite as large as either the *Delta King* or *Delta Queen*, now operating on the river. These last two boats, each of 1838 tons capacity, were built on the Clyde River.

The stability of this river boat transportation business is demonstrated by the fact that one or two of the companies now constituting what is known as the River Lines, have been operating continuously for eighty years. The California Transportation Company, now a part of the River Lines system, began business in 1856 and the Sacramento Navigation Company has been doing business on the river since 1862.

Perhaps the largest company operating on the river during the early days was the California Steam Navigation Company, which operated to all points on the upper stretches of the river, and to some points on the San Joaquin River.

When the Central Pacific railroad began running trains in 1868 from Sacramento to eastern points it bought the California Steam Navigation Company to move freight and passengers between Sacramento and San Francisco. After the railroad built into Oakland via Vallejo it continued to ply the boats for passenger and freight between San Francisco and Sacramento, and also continued freight boat operations on the upper Sacramento.

During the eighties, when the Sacramento Valley developed into one of the nation's great grain-growing districts, bitter warfare between the railroad and the steamboats developed as a result of competition for business. Eventually the Sacramento Wood Company, a navigation line, reorganized under the name of Sacramento Transportation Company, took over operation of Central Pacific river freight lines north of Sacramento.

No sooner had the Central Pacific ceased operating its freight boats than an even more bitter warfare broke out between the river lines and the railroads operating on both sides of the river. As a result of this terrific

Below: Powerboating on the Sacramento River is popular as this picture of the yacht anchorage near Sacramento proves. One sees few sailboats on the river, however, because winds are uncertain and the current is swift.



Above: A picnic excursion party photographed just prior to departure of the steamer Delta Queen, of the River Lines. The boat will carry its passengers down-stream through the Sacramento delta region and return.

battle for tonnage there still exists in Sacramento Valley a transportation rate scale which is regarded as one of the lowest in the country.

In addition to the local transportation service on the river there has existed an inter-coastal service from Atlantic and Gulf ports to Sacramento, beginning when freighters first sailed from New York and around the Horn. These vessels sometimes sailed up the river to Sacramento, and at other times transhipped cargo from San Francisco to Sacramento on boats of the Sacramento Transportation Company and its successors, the River Lines, which still operate.

From time to time ocean-going vessels have made trips to Sacramento, with lumber and other products, but due to the large amount of debris which is carried down the river the depth of the channel is not always sufficient to accommodate such vessels, hence a great deal of freight is transhipped from San Francisco.

The largest boat that ever visited Sacramento was the steamer Harpoon, belonging to the Shepard Steamship Company fleet. It visited Sacramento, March 2, 1934, with a cargo of eastern manufactured products, iron and steel articles, hardware, groceries, and automobiles. This boat is 416 feet long, has a fifty-two foot beam, and carried 9584 tons. It loaded out principally with lumber.

Sedimentation of the upper reaches of the Sacramento River, during the days of

hydraulic gold mining, resulted in shallowing the stream to such an extent that for more than twenty years there has been no navigation up to Marysville or Red Bluff. Today all they do on the upper river is barge rice and other grains down to Sacramento.

In recent years the motor truck has come to be an important competitor of the river boats, for the reason that it travels far inland and picks up fruit, milk, grain and other farm products which can be quickly and easily moved to the Bay district without re-loading. The proprietary truck, operated by the owners of cargo, such as the great fruit companies, are now a significant factor in the valley freight movement, which is ever toward the ocean.

Today, however, boats which ply the river still get their share of the freight business in this tremendously productive area. During the harvest season the docks at Sacramento present a great panorama of barges heavily laden with sacked grain from the rich farm lands of the Sacramento and Stockton country. As far as the eye can reach these great fleets of freighters are moving toward market with their valuable cargo.

It is a revelation to see a River Lines boat loading rice or canned goods for movement to San Francisco. Where once all this labor was performed by men who carried the sacks or cases upon their backs, today it is accomplished by the use of skid platforms and power-lift trucks. The handlers stack as many

as sixty cases of canned peaches upon a skid platform, and then the power-lift truck, a short, blunt, iron mule, comes snorting onto the dock, slips its steel arms under the skid platform, raises the entire load about a foot, then snorts ahead at astonishing speed, taking the load down the loading chute and stowing it away in the freighter, without so much as denting a single can.

When the boat is loaded with rice, barley, wheat, canned fruits, cream, milk, and a hundred other products of farm and ranch, the whistle blows and away goes the boat, steaming slowly down to San Francisco, where the cargo is transferred to other ships, or warehoused for distribution to consumer.

So it is with the passenger business of the river. It takes eight or nine hours to make the journey up or down the stream. One of the enjoyments of people residing in San Francisco and Sacramento has for years been a leisurely and restful night trip up or down the river. Today the Sacramento business man, having business in San Francisco, closes his office late in the afternoon, hops on the Delta Queen, has a good supper, turns in and enjoys a quiet sleep, rises and partakes of a tempting breakfast, and reaches San Francisco just as the offices and stores are opening.

Similarly, the San Francisco man, having business at the Capital, or going up to the mines, stows his automobile away in the hold of the Delta King, enjoys a restful night journey up the expansive river, and reaches Sacramento just at the right time. These river

trips are a high spot in the average travel itinerary. They break up the long automobile trip, give the driver a good rest and some relaxation, and afford the party something really worth talking about as the journey continues. There is nothing else just like this river trip, in the entire west. Luxurious boats afford all the comforts of home, and take one back to early days on the Missouri, Mississippi or Ohio. If you haven't drifted, by moonlight, on one of these floating palaces, under the Carquinez bridge, or gone past the brilliantly illuminated sugar factory at Crockett, or floated among the many islands in the upper reaches of Suisun Bay, you haven't been anywhere and you haven't seen a thing. The Sacramento River at night is a tourist attraction which California, until now, has failed to appreciate and advertise. The day will come when you will be rated as a stay-at-home if you have not been up and down this river several times.

In addition to having served the Pacific slope as a common carrier for one hundred years, the Sacramento River has greatly extended its fame in the service of industry by acting as one of the outstanding "props" of the motion picture business. For at least fifteen years this stream has been serving as "stand in" for the Amazon, Mississippi, Orinoco, Yangtze Kiang and other great inland waterways of the world.

Film companies used to travel half way around the globe to obtain a river setting faithful to their story, but eventually they



Above: The Delta King passes a country estate on the bank of the Sacramento River. This scene, not far from California's state Capital, is strongly suggestive of the deep south.



Below: From the motion picture "Steamboat 'Round the Bend" came this photograph of four stern-wheelers racing abreast down the river. All four vessels are owned by the River Lines.



Shown above are just a few of the contestants competing in the Annual Bass Derby at Rio Vista, 40 miles downstream from Sacramento.

discovered that, by a moderate amount of background build-up, they could duplicate almost any river scene in the universe along the Sacramento. Even the Nile was not beyond the range of possibilities. Two outstanding examples of the river's value in this capacity were recently afforded in the making of "Steamboat 'Round The Bend," and "Shanghai Bound." The latter, which was typically Chinese, was made on the Yolo county side of the Sacramento River. Using it as a "stand in" for the Yangtse, the motion picture company constructed a typical Chinese village on the river bank, and made a film dealing with the fortunes of a party of Americans attempting to reach Shanghai during a period of civic strife.

The river steamer San Jacinto was renamed the Hoi Ping, and rented by the film producers. Scores of tugboats and barges were used as supporting scenery after being given a few deft touches of Oriental landscaping.

Perhaps the most widely known motion picture ever made on the Sacramento was "Steamboat 'Round The Bend," starring the late Will Rogers and Irvin S. Cobb. In this celluloid feature, the Sacramento doubled for the Mississippi. Rogers, cast as a patent medicine millionaire, raced his "Claremore

Queen" against Cobb's "Pride of Paducah" which was none other than the Capitol City, which today plies the river. All four steamers used in this picture were given a little architectural overhauling to provide the true Mississippi river steamboat atmosphere. The picture was shot ten miles upstream from the city.

Still another picture in which the Sacramento doubled for the Mississippi and saved the motion picture producers at least the cost of transporting personnel and equipment back to Hannibal, Mo., was David Selznick's "Tom Sawyer," made last August. The seventy-foot river steamer Josie Lane, which recently navigated as far upstream as Tehama, was revamped to play the showboat role in Mark Twain's immortal story of Missouri youth.

False double smokestacks were built on the boat to give it the appearance of one of those ancient Mississippi smoke-belchers. To cap the climax, Tom Sawyer's old swimmin' hole was faithfully reproduced just off a sand-bar at Elkus Beach, on the river, along Natomas highway.

Three noteworthy pictures which were made along the Sacramento owe their stories as well as their settings to the historic background of the Sacramento district. These are "Devil's Cargo," which took for its theme the driving out of undesirable characters by the Sacramento Vigilantes; "Pony Express," a picture dealing with the mounted mail-carriers who used to meet the steamer "Antelope" at Second and J Streets in Sacramento to pick up the mail from San Francisco and carry it eastward; and "Gold Is Where You Find It," the newest river epic film, featuring gold-dredgers near Weaverville in Trinity county.

Prior to the advent of hydraulic mining for gold, the river was navigable from its mouth to Red Bluff, the latter being 190 miles above Sacramento by river, but mining debris lifted the river's channel ten feet, at Sacramento, and made it too shallow for commercial navigation above that city. The federal government is, however, committed to maintain a channel ten feet in depth and 150 to 200 feet wide, up to Sacramento, a distance of sixty miles, and to provide a channel four feet deep from Sacramento to Colusa, a distance of eighty-six miles, then a three-foot channel to Chico Landing, a distance of fifty-one miles, and such depth as may be found practicable from there to Red Bluff.

The river has its recreational features as well as its highly developed commercial

phases. Once a year Sacramento features the "Bass Derby," a piscatorial contest in which literally hundreds of fishermen take part. This exciting event takes place at about the point where the river empties into Suisun Bay, and the fishermen compete to see which can hook and land the largest striped bass, one of the truly great game fish of the Carquinez Straits.

Conceived by federal engineers as early as 1873, perfected by state and federal agencies after years of careful investigation, approved by vote of the people of California in 1933, and officially adopted by the federal government in 1935, the Central Valley Project, dealing primarily with the Sacramento River, has advanced from vision to reality. Actual construction began last October near Oakley, on the first section of Contra Costa Canal.

To meet Nature's challenge of a water supply out of balance, the U. S. Bureau of Reclamation is now engaged in a vast construction program which eventually will cost an estimated \$170,000,000. The United States will in time, it is expected, be repaid by revenue from the sale of water and power.

Shasta Dam, one of the world's highest, will rise more than 560 feet above the bed of the Sacramento River, thirteen miles northwest of Redding. It will back up the Sacramento, Pit and McCloud rivers more than thirty miles, to regulate and control 4,500,000 acre feet of water.

Operation of this giant reservoir will diminish annual waste to the sea of millions of acre feet of water in damaging floods, stabilize the river to eliminate a seasonal low flow and restore year 'round navigation as far upstream as Red Bluff, generate one and one-half billion kilowatt hours of electricity annually to supply power and light for homes, factories and farms, solve the salinity problem of the Sacramento-San Joaquin delta by repelling the invasion of salt water from San Francisco Bay, provide fresh water for domestic, agricultural and industrial needs in the Contra Costa-Suisun Bay area, and afford an annual surplus for export to the San Joaquin Valley.

Friant Dam, one of the world's largest concrete dams, will reach 3330 feet, spanning the canyon of the San Joaquin River, twenty-two miles northeast of Fresno. It will rise to a height of 260 feet. The dam will form a lake fifteen miles long, with a storage capacity of 450,000 acre feet. Water from this dam will

be diverted northerly to farm lands in Madera county, and southerly to parts of Fresno, Tulare and Kern counties, to stimulate culture of fruits, grapes, nuts and other farm crop specialties.

Other major construction units of the Central Valley Project include the Friant-Kern canal, extending 160 miles to the Kern River at a point west of Bakersfield, the Madera canal, reaching forty miles to the Chowchilla River, the Delta Cross channel which will deliver Sacramento River surplus waters to the San Joaquin River, the San Joaquin pumping system which will embrace a series of artificial and natural channels to serve the northern San Joaquin Valley, the fifty-mile Contra-Costa canal which will serve the industrial and agricultural district south of Suisun Bay, and the 200-mile Kennett transmission line which will carry electricity from Shasta Dam to a substation at Antioch. The Central Valley Project, now under way, ultimately will provide employment to several thousand persons over a period of years.

Flagship Harpoon, of the Shepard Steamship Company's intercoastal fleet, was the largest boat ever to visit Sacramento. It brought a cargo of Eastern products and left loaded with California lumber.





South of Mt. Rainier and north of Mt. Adams, in one of the nation's richest, unexploited areas, lies Consolidated School District No. 214, reputed to be the largest of its kind in the U. S. This sparsely settled district in the state of Washington is a natural game preserve and is rich in timber. Children of the 1600 square mile area are transported to strategically located schools by a fleet of new Chevrolet buses, a few of which are shown above. William Waxmuth, right, is Superintendent of the district.



UNION SERVES LARGEST SCHOOL DISTRICT

CONSOLIDATED School District Number 214, Lewis County, Washington, is right in the middle of the state's rich evergreen forest. The school district is reputed to be the largest in the United States, covering an area of approximately 1600 square miles.

In 1913 Professor F. S. Thompson succeeded in uniting sixteen one and two room schools to form this huge district and, as supervisor, found it necessary to travel by horse and buggy from school to school. As time passed and road conditions improved, it became possible to abandon some of the small schools and combine enrollments. Today the district consists of four centers at Morton, Randle, Mineral, and Packwood, where modern schools serve children from the entire district.

Naturally the consolidation and simplification of the district created a transportation problem, which good roads and modern buses were called upon to solve. Last year the dis-

trict purchased nine new buses to serve the 851 pupils who are widely scattered throughout the area. Bus routes range from 18 to 25 miles in length, traversing a beautiful country that is, as yet, largely unexploited. Because of the winding roads and inaccessibility of prompt repair service, it is essential that these vehicles serving the nation's largest school district operate day after day in a trouble-free, dependable manner. To meet that challenge, William Waxmuth, present Superintendent of District 214, has specified Union Oil Company products exclusively for all transportation equipment.

Tomorrow there may be more pupils and more buses, for upon completion of the White Pass and the National Park highways, now building, a much greater portion of the state's tourist traffic will pass through the virginal territory of the district and, in so doing, transform it into a recreational area of national importance and repute.

W. L. STEWART, JR., TOURS NORTHWEST



W. L. Stewart, Jr.

STARTING out from Glendale on May 1, W. L. Stewart, Jr., vice president in charge of manufacturing, accompanied by William Groundwater, director of transportation, and J. B. Williams, manager of operations, sales department, made an interesting tour of the north-western territory. During the trip, the party inspected service stations, plants, prospective plant sites, marine terminals, and general facilities, met and conferred with divisional personnel, and in total made a comprehensive survey of all the ramifications of the Company's activities north of Los Angeles.

The first stop was made at Monterey, where F. C. Barr, central division operating manager, and J. W. Bennett, central division engineer, joined the travelers for breakfast, and later conducted them to the site of the proposed Monterey marine terminal. The group next drove to Watsonville, and thence by the Skyline Drive to San Francisco, stopping long enough at Santa Cruz for lunch.

After visiting the San Francisco office, they motored to Oakland, and took the train for Portland. Here, upon their arrival, they were greeted by Ole Berg, northern division manager, John McGuire, northern division operating manager, and K. B. Stevens, northern division engineer. Utilizing the lunch hour for a discussion of division affairs, the party then proceeded to the Portland office, and were presented to the various members of the staff by H. H. Ramsay, division sales manager. Following this pleasant interlude, an inspection of the Willbridge plant was made, and the question of additional storage debated. Next on the itinerary was an enjoyable trip along the Oregon side of the Columbia River to Bonneville

Dam, and then back to the City on the Washington bank.

On the following morning, the first order of business was a motor trip to Astoria to inspect the new plant and marine facilities, after which a ferry crossing into Washington territory started the cavalcade north to Tacoma. Stops were made at Raymond, Hoquiam, Aberdeen and Olympia, to inspect plants and meet the personnel.

Staying overnight in Tacoma, visits were made in the morning to the old and new plants on the water front, and an especially enjoyable visit was made to the office of the Foss Tug and Barge Company, where Mr. Henry Foss proved himself, as usual, a gracious host.

While in Tacoma, advantage was taken of the opportunity to visit the American Smelter and Refining Company's plant, the plant of the Hooker Electro-Chemical Company, and that of the Gange Lumber Company, and these visits provided some very educational diversion.

From Tacoma the group headed north through Seattle to Edmonds, arriving back in Seattle in the evening, but not too late to find a representative group of division office employees waiting to welcome them. Seattle also offered an opportunity for some instructive sight seeing, and the visitors were convoyed on inspection trips to Union's plants, and waterfront shipping terminals, an interesting experience that was amplified by Jim Federspiel's personally conducted tour over the Lake Union Drydock and Machine Works' local facilities.

During his stay in Seattle, Mr. Stewart had a pleasant meeting with George Herman, secretary to McKales, Incorporated, whose service

stations are large retailers of Union Oil Company products in the northwest. Later, Mr. Stewart and Mrs. Stewart, who had just arrived from Los Angeles, held a joint informal reception for employees and their wives at the Olympic Hotel. The climax to a very enjoyable visit was a night trip on Lake Washington and Lake Union, during which the guests were served with a delicious chicken dinner. Mr. Henry Foss officiated as captain, crew, and again completely competent host.

Leaving Seattle on the morning boat for Victoria, Mr. and Mrs. Stewart arrived late in the day, and after a visit to the beautiful Butchart Gardens, drove along the Malahat Drive to Nanaimo, and thence made their way by boat to Vancouver. At Vancouver they were again joined by William Groundwater and J. B. Williams, and breakfasted with R. J. Kenmuir, newly elected vice president of Union Oil Company of Canada, Ltd., Jim Adams, marine representative, and Tony Power, division accountant and operating manager.

While in the Canadian city the group boarded the tanker *Unacana*, and as guests of Captain Power, cruised up the inlet past all the various refineries, including the Company's own refinery at Port Moody. A visit to

this refinery was one of the important items on the itinerary, and a few interesting hours were spent with Tom Bolton, refinery manager, inspecting all the equipment and facilities, and getting acquainted with the personnel.

As in Seattle, Mr. and Mrs. Stewart held an informal reception for employees and their wives, and a very pleasant "get-together" was the result. With Mrs. Kenmuir as guide, Mrs. Stewart covered the shopping districts of the northern city, while Mr. Stewart called on a number of Union Oil Company customers, and inspected the Canadian Company properties.

Leaving Vancouver, Mr. and Mrs. Stewart returned to Seattle, and stayed only long enough to have lunch with Ole Berg. Then proceeding to Portland, they drove over the Mount Hood trail to The Dalles, and thence via the California Highway to Bend, and Klamath Falls, where they stayed overnight. The next day they were on their way to Sacramento and Fresno, at which latter Mr. Stewart, with Sid Herkner, attended a meeting of the Fresno County Chamber of Commerce, the final interruption of the homeward journey. Without further ado they completed the return to Los Angeles, and so ended an eventful and extremely enjoyable fourteen-day trip.

Oleum Oldtimers Get Together

Oleum Refinery is very proud of the fact that it employs twenty-five 25-year men. Twenty-four of them appear in the picture below, which was taken at a recent get-together. Since space does not permit naming them, you'll have to pick out familiar faces from the group, yourself.



Kenmuir Elected Vice-President of Union Oil Company of Canada



R. J. Kenmuir

At the annual general meeting of the shareholders of Union Oil Company of Canada, Ltd., held in Los Angeles, April 22, R. J. Kenmuir was elected a director of the corporation, and at the organization meeting of the Board immediately following was elected a Vice-President.

Mr. Kenmuir left a position as secretary of the British Columbia Refining Company at Port Moody to join Union Oil Company's ranks at the time Union absorbed the Port Moody refinery in 1921. After acting as special agent at Vancouver for three years, he had established such an outstanding sales record that Union executives decided to create a Canadian district on a par with other large company divisions and made Mr. Kenmuir district sales manager. In 1934, when Union's

divisional organization was set up, the Canadian territory was raised from a district to a divisional status, and Mr. Kenmuir was made divisional manager, with a completely integrated divisional organization under his direction. Divisional headquarters have been maintained at Vancouver.

Always active in civic affairs, Mr. Kenmuir has taken a leading part in Community Chest drives and promotional endeavors of the Board of Trade. He also has been active in Rotary and 100 Per Cent Club affairs. In leisure moments, he is an enthusiastic golfer, playing at the Shaughnessy Golf Club in Vancouver.

Other executive officers of Union Oil Company of Canada are: L. P. St. Clair, president; R. D. Matthews, executive vice-president; V. H. Kelly, vice-president.

LISTEN!

LISTEN!

LISTEN!

K F W B

8:30 to 9 p.m.

TUESDAY, JUNE 14, 1938

UNION OIL COMPANY CHORAL CLUB

Under the Direction of A. C. Marshall

in a repertoire of Classical and Popular numbers.

DAISY SINCLAIR, *Accompanist*

GIRLS' CLUB CELEBRATES AT FIELD FROLIC



Above: A hayrack ride was just one feature of the Girls' Club field party, held April 23rd. Center picture: At the controls were Norwood Crawford and Vic Small, aided by Mary Fitzpatrick and Marian Michels.

Below: Alice Kroeger and Helen Gamet appear to be encountering difficulty on their tandem-bike.



Above: Ruth Sutphen, Marguerita Biggam, and Maxine Miley, just returned from a horseback ride, smile triumphantly for the camera.



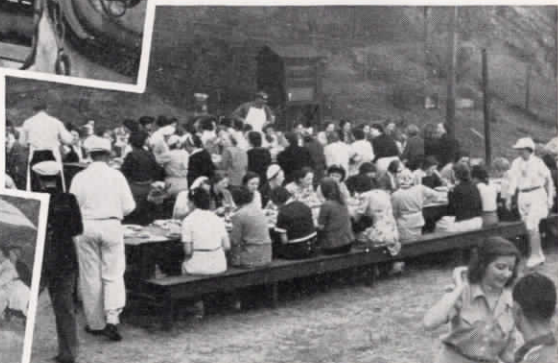
Here's what happened when somebody tapped the dinner-gong.



Above: Stella Hulihan, Fern Brown, and Sylvia Caster have just finished off a sizable helping of barbecue, and look very pleased about it.



Above: Elizabeth Jackson rests after a ride.



Barbecued beef and beans comprised the menu—and were they good!

Right: Gene Clay, Helen Pehoushek, and Mary Lee Gutman await their turn at the plate.





EXECUTIVE COMMITTEE* AND OFFICIALS

| | |
|-------------------------|----------------------------|
| *L. P. ST. CLAIR..... | President |
| *R. D. MATTHEWS..... | Executive Vice-President |
| *W. W. OLCUTT..... | 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 |
| *W. 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 |

Published Monthly by the UNION OIL COMPANY OF CALIFORNIA for the information of its employees and stockholders.

Unless marked "Copyright" articles in this magazine may be used in any other publication.

Address all communications to the "BULLETIN," 320 Union Oil Building, Los Angeles, California.

"IT IS a gloomy moment in history. Not for many years—not in the lifetime of most men who read this—has there been so much grave and deep apprehension; never has the future seemed so incalculable as at this time. In our own country there is universal prostration and panic, and thousands of our poorest fellow-citizens are turned out against the approaching winter without employment, and without the prospect of it.

"In France the political caldron seethes and bubbles with uncertainty; Russia hangs, as usual, like a cloud, dark and silent, upon the horizon of Europe; while all the energies, resources and influences of the British Empire are sorely tried, and are yet to be tried more sorely, in coping with the vast and deadly disturbed relations in China.

"It is a solemn moment, and no man can feel an indifference—which, happily, no man pretends to feel—in the issue of events.

"Of our own troubles (in the U.S.A.) no man can see the end. They are fortunately as yet mainly commercial; and if we are only to lose money, and by painful poverty to be taught wisdom—the wisdom of honor, of faith, of sympathy and of charity—no man need seriously to despair. And yet the very haste to be rich, which is the occasion of this widespread calamity, has also tended to destroy the moral

forces with which we are to resist and subdue the calamity."

These words might very easily have been written yesterday, but as a matter of fact, they appeared in Harper's Weekly on October 10, 1857—eighty-one years ago. We take the liberty of reprinting them from a bulletin issued by the National Association of Purchasing Agents, because we believe they convey a lesson that all of us might learn with profit.

We know that at numerous intervals in the course of time, the world has been temporarily darkened by social and industrial panics, and that in such times people have become despondent and discouraged. The more pessimistic have paraded gloomy statistics to prove that the suspension of progress was permanent, and that the future life was bleak and hopeless. But still we have survived and advanced.

Depressions are excellent teachers. They bring discomfort and distress—effective forces in driving men to more intimate study of the economic structure—and thus develop more efficient methods of operation and more humane consideration of our fellows.

Meantime, if we will merely remember that we have come safely through all the economic depressions of the ages, we may be able to adopt a more optimistic attitude when the next one comes along.



C. E. Rathbone



L. O. Hargrove



H. D. McCarthy



B. D. Schuster



A. S. Collins



S. C. Britton



A. P. Williams



L. B. Patterson



D. V. Dickinson



A. N. Russell



T. R. McGilliard

UNION SERVICE STATION CHANGES

A. C. Stewart, Manager of Union Service Stations, announced the following changes in Service Station personnel organization, effective April 1, 1938:

C. E. Rathbone, head clerk of the Southern Region accounting office, transferred to Northern Region accounting office as head clerk.

L. O. Hargrove, head clerk of the Southern Division accounting office, transferred to Southern Region accounting office as head clerk, replacing Rathbone.

H. D. McCarthy, assistant regional manager of Central Region Sales, transferred to assistant regional manager, Northern Region.

B. D. Schuster, assistant regional manager of Northern Region, transferred to Southern Region as personnel representative.

A. S. Collins, property representative of Central Region, shifted to Northern Region

as construction and facilities representative.

S. C. Britton, assistant regional manager of operations in the Central Region shifted to assistant regional manager, Central Region.

A. P. Williams, general office staff, transferred to construction and facilities, Central Region.

L. B. Patterson, personnel representative in the Southern Region, made property representative, Central Region.

D. V. Dickinson, district superintendent of field 202, transferred to general office staff replacing A. P. Williams.

A. N. Russell, district superintendent of field 208, transferred to field 202, replacing Dickinson.

T. R. McGilliard, manager of service station No. 963, transferred to district superintendent of field 208, which has been revised.



VANCOUVER'S MAGIC ISLE

BOWEN ISLAND, which lies just west of the city of Vancouver, British Columbia, is a unique part of the world renowned Evergreen Playground. It is a favorite recreational spot of Vancouver citizens and is fast gaining the recognition of tourists and vacationists from farther afield. Across the smooth waters of Vancouver's outer harbor trim steamers carry holiday crowds on the fourteen-mile cruise to the lovely isle, which lies at the entrance to Howe Sound. In the poetic language of the travel writer, Bowen Island has been called the "gateway to Vancouver." It is that and more.

Nature made Bowen Island one of the loveliest spots on the Pacific Coast, and, without spoiling its virgin beauty, it has been developed to meet the recreational needs of both young and old. It has the rare quality of catering to every taste. Abounding gaiety and life are there when you want them, but little more than a ten-minute hike brings you to the natural, untouched heart of the island. Roads and sylvan trails lead away from the shoreline and thread through peaceful woods, lushly green meadows and sunny, sequestered valleys. Follow these and you come to Lake Killarney, Trout Lake, and eventually to the opposite side of the island and Mt. Gardner Park. To give some idea of the island's size, it is just a three-mile walk from Snug Cove, where the steamers dock, to Mt. Gardner Park on the opposite shore. At its widest point, Bowen Island is perhaps four miles across and is about twice that long. Near its center is Mt. Gardner, a 2,300-foot peak which affords many wonderful vistas

of Howe Sound and Vancouver's great harbor.

The island offers a great variety of leisurely diversions. Its crystal clear waters are ideal for swimming and bathing. Complete facilities include bathhouse, locker-rooms, a huge diving raft and complete life-guard supervision. Its coves and shoreline afford excellent boating and fishing. The visitor can rent rowboats, canoes, or sailboats and explore its surrounding waters where fishing is productive. There are streams, too, where trout fishermen find their finny victims in abundance. Lawn bowling, a sport dear to the heart of many British Columbians, has been provided for. There is a beautiful bowling green with eight rinks and a club-house, and visitors may use these facilities by paying a nominal fee. There's a tennis club with eight championship class courts on the island, too. These courts adjoin the Bowen Island Inn and are open to guests and visitors. Those who stay on the island for a time may join the Tennis Club instead of renting courts on a fee basis.

But for all its many attractions and its complete recreational facilities, Bowen Island is not, as one might suspect, the private preserve of a privileged few, who can afford to indulge in the costly niceties of life. It has been developed by Union Steamships, Ltd., a Vancouver transportation company whose modern coastal steamers carry tourists up and down the west coast of Canada, traveling as far north as Stewart, B.C. Under the name of Union Estates, Union Steamships, Ltd., have built a picturesque inn on the island and have had the good sense to keep rates low in comparison to most

BOWEN ISLAND—VANCO



Above: S.S. Lady Cynthia, one of a fleet of handsomely appointed steamers which carry excursionists to Bowen Island.



Above: This assortment of cups and medals was awarded to various winners of the British Columbia Swimming Championships, held on Bowen Island last year.



Above: From this huge raft, the British Columbia Swimming Championship events were started.

Right: These lovely gardens are one attraction at the Bowen Island Inn.



Right: Lawn bowling is a favorite sport with Bowen Island visitors.

Better than words, the picture describes the peaceful charm of Deep Cove at Bowen Island. Here small sailboats and luxury yachts are anchored in the still water of the harbor.



Left: Viewed from the water, Bowen Island Inn looks like an imposing manor of venerable years.

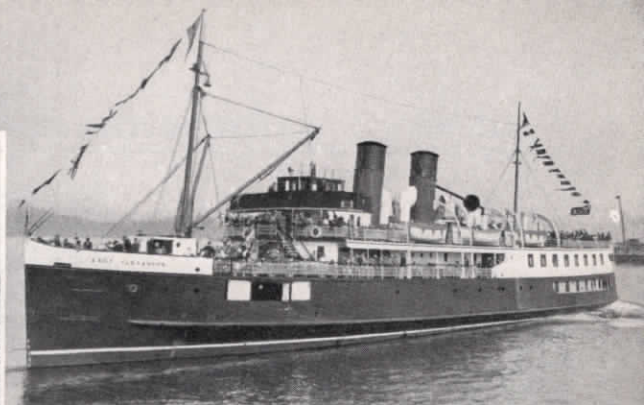
Right: But when approached, it is simple and friendly as this shot testifies.



VOUVER'S PLAYGROUND



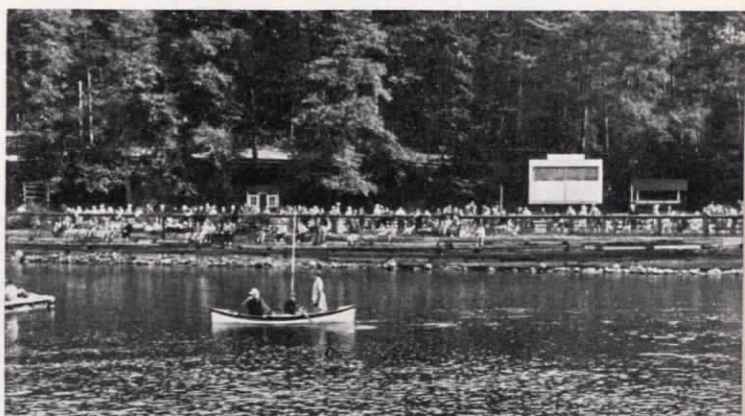
Above: Five Union Steamships, Ltd., vessels, enroute to Bowen Island and other summer resorts, pass through "The Narrows" of Vancouver's harbor.



Above: S.S. Lady Alexandra, sister ship of the Lady Cynthia, also makes regular trips to the Bowen Island resort.



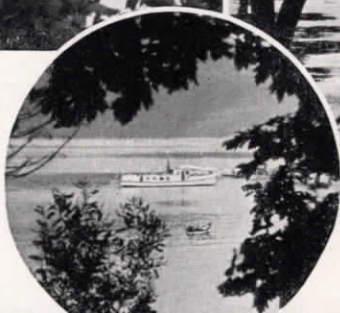
the picture above de-
charm and beauty of
Island. Here one finds
luxurious cruisers an-
taters of the protected
bor.



Above: Crowds line the shore, to watch the British Columbia Swimming Championships.



Left: Snug cottages adjoin the Bowen Island Inn and the tennis courts.



Left: A cruiser lying at anchor is glimpsed through lush foliage.



Right: Another view of Deep Cove. The whole of Vancouver's harbor is a yachtsman's paradise.

Left: A close-up of the Inn reveals flowers which festoon the entire building.



other resorts of a similar nature. Guests may stay at the hotel proper, or may rent cozy bungalows which adjoin. In either case, they have the run of the place.

Since all who visit the island cannot stay overnight, Union Steamships have provided picnic grounds replete with shelters, plenty of stoves, and an abundant supply of water, both hot and cold. In all there are five separate picnic grounds. Any of these may be reserved for large organization outings. Baseball diamonds and running tracks for field sports of the sort organization outings usually indulge in are also provided, just to make things complete.

Boats leave Vancouver every morning for the island. It takes just one hour to make the short crossing and the cost is so slight that many Vancouver residents make the trip with weekly regularity.

And for those romantically inclined individuals, there are "Moonlight Cruises," every Wednesday and Saturday night. These night cruises grow increasingly popular with every

summer, for few can resist the lure of a cool, refreshing evening spent on the water. The passengers dance aboard steamer and later at the Pavilion and, for this reason, the younger generation have taken to Bowen Island as a Saturday night rendezvous. These "dance cruises," as they've come to be called, leave Vancouver at 8:00 p.m. on Saturday nights and the fare is the same as prevails at other times, but, in addition, includes admission to the Bowen Island Pavilion. A return boat leaves the island at 12 p.m. The Wednesday night dance cruises leave and return earlier.

The ticket agency words, "there's magic in a trip to Bowen Island," are indeed no lie. For the younger set there is the magic of a "moonlit dance cruise" across smooth waters that reflect the myriad twinkling lights of Greater Vancouver. For the perhaps less romantic older generation, there is magic in a restful, revitalizing stay in the little cottages that dot the island's shoreline. A month's stay or a single evening, either will be a welcome tonic.



Congratulations, Brownie!



A. P. (Pat) Bennett, Division Sales Manager at Vancouver, B. C., is a pretty proud man these days. Not only did his pet retriever Brownie, pictured above with his master, win the open retriever trials, conducted last April

by the British Columbia Gun Dog Club, but Brownie was also featured in Fox-Movietone's screen presentation of the trials, as reported by commentator Lowell Thomas. In the field trials, held on Dinsmore Island, Brownie's work was considered outstanding, and unusual in that Brownie, a dog of rare talent, performed just as efficiently in the water as on land. It is exceptional to find a dog that can do both jobs with equal facility.

Brownie gets his name from his beautiful, deep brown coat, which his master keeps groomed to a high sheen. Brownie celebrated his fourth birthday on April 25th, and Pat naturally hopes to keep this intelligent and faithful companion by his side for many more years.

Cattermole Honored

Belatedly to H. E. Cattermole, Union Oil Company ship dispatcher and a Lieutenant in the United States Naval Reserve, came news that, on February 7, 1938, he had been elected a Naval member of the American Society of Naval Engineers, an honor especially coveted by marine men.

L. A. SALESMEN HONOR ART ROSEMAN



Left: Guest of honor Art Roseman and L. J. Hampton, Superintendent of the L. A. Plant.



Above: C. C. Ireland, Roy Linden, J. B. Williams.

Right: E. R. Ramson.

Below: R. H. Neeley, Jack Shaffer, J. A. Nelson, Paul Wilcox.



Above: A surprise to Art Roseman was the party last April, celebrating his twenty-fifth year with Union Oil Company.



Above: Mike Imes and Les Meadows.



Above: The four-man orchestra consisted of Newton Cribb, Richard Hittler, Herman Hines and Ray Orme.



Left: Tim Hall and Paul Nightengale talk over old times.

PORTLAND ROSE FESTIVAL SCHEDULED

The thirtieth annual Portland Rose Festival, four days of pageantry and outdoor stage shows, will be held from June 8 to 11.

As lumber from the mills, fruit from the orchards and wheat from the great fields east of the Cascade Mountains are typical of the prosperity of Oregon and the Northwest, so the Rose Festival typifies a climate so equable that roses grow in backyards and parkways to as fine a perfection as in the hot-houses. This Rose Festival started thirty years ago with a little parade of horse-drawn vehicles, bedecked with flowers. Today more than fifty gorgeous floats will appear in the parade.

The Coronation of a "Festival Queen," selected from a bevy of lovely young high

school girls, will take place Wednesday evening, June 8, in the Multnomah Stadium on the most elaborate stage setting yet devised for the purpose. After the Queen has received her crown of jewel-studded gold, she will preside over a program of entertainment, of which the famous Pasadena Tournament of Roses Band, under the direction of Audre L. Stong, will have a foremost part.

On Saturday night, June 11, the Festival will close with the Merrykana, a carnival of fun, the chief feature of which will be the appearance for the first time in the west of the grotesque "Broadway Balloons," thirty caricatures of well-known figures from the comic sheets. These balloons are from 5 to 15 feet high.

Captain Gunther Dies



On April 13, 1938, Captain John H. Gunther passed away at the San Pedro General Hospital, after an extended illness which forced him to retire from the company in November, 1937. Captain Gunther, long associated with the marine department fleet, began his career as an ordinary seaman and rose successively through the ranks until he became master mariner. In 1919 he was given his first command and in 1927 became master of the La Placentia. On July 16, 1936, Captain Gunther was as-

signed to shore duty at Wilmington, where he took charge of the marine department personnel and employment office.

Captain Gunther was well known and extremely well liked in maritime circles and his sea-going record with Union Oil Company was more than enviable. Had Captain Gunther remained alive and active, he would have completed thirty years of service in May, 1938. Services were held at the Little Church of the Flowers, Forest Lawn, on April 15th.

Cover Illustrations

Our covers this month tie up with the lead article, "California's Old Man River," but differ in that they portray the stream's upper reaches, where exists enough unspoiled scenery to keep any photographer busy for a lifetime. For the front cover, Gabriel Moulin has caught the winding river against a majestic backdrop formed by snow-covered Mt. Shasta. The inside front cover, also by Gabriel Moulin,

leaves only the incessant rush of water and the swish of the fly rod to one's imagination. The picture on the back cover, by Orville Logan Snider, shows the Sacramento as it looks near its source. Again one can almost hear accompanying sound effects—the shrill cry of birds and the rustle of tiny animals who resent man's intrusion into their mountain retreats.

A. C. GALBRAITH ADDRESSES OLEUM FOREMEN

Right: G. A. (Jerry) Woods talks it over with A. C. Galbraith.



Below: J. W. Norton, Bob Diehl and Harry Swaney snapped during recess.

Below: A. A. Smith and L. G. Metcalf, manager of refineries, discuss their mutual problems.



Recently A. C. Galbraith addressed Oleum refinery foremen on leadership, as applied to their work. These photos were snapped during the session.



Right: Vivien Cook and Jack Curran. Left: Kenny Kingman, E. Smith and T. E. Wilde.



Left: H. C. Freuler, A. A. Smith and Butch Simas confer.

Below: Clair Smith and J. Miller listen.



Left: M. L. Boxell, L. W. McClennan, C. G. Havelly and G. A. Woods.

Below: Kyle Lutz and Wade Wetmore.



Left: W. Stewart, L. Scroggins, N. Holden. Right: Fritz Adams, H. Swaney, C. Pedersen, N. Holden.



COMMUNITY CHEST WORKERS REWARDED

Below: Emelia Cervený, Annette Frinier, Frances Dock and Gertrude Kellett enjoy a refreshing bit of ocean breeze.



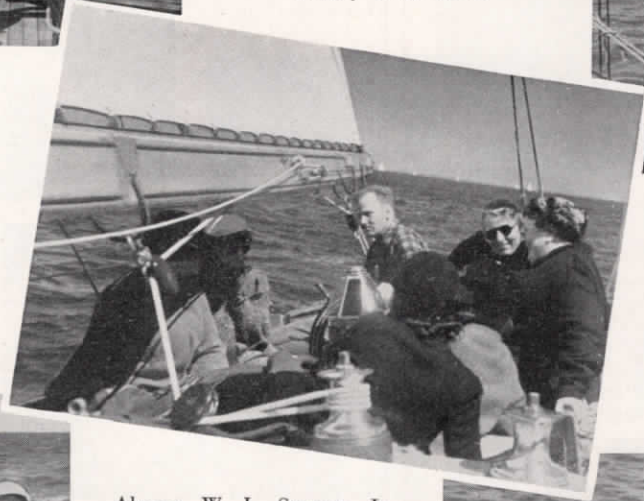
Left: Esther Jackson, Helen Curran and Emilia Cervený.



A cruise on the "Santana," William L. Stewart, Jr.'s beautiful schooner, was the reward the Union Oil Company girls pictured on this page received on April 10th for their earnest efforts in behalf of the Community Chest drive.



Below: Margaret Burchfield, Dorothy Frame, "Cap'n" Stewart, and Helen Curran.



Above: First mate, W. L. Stewart, III, about to man the dinghy, is receiving orders from the Captain.



Above: W. L. Stewart, Jr., Mrs. Stewart, at right behind sun-glasses, and friends comprise this group, snapped during the cruise.



Right: Ann Pomeroy, center with ukulele, entertains with a bit of Hawaiian music.



Above: Emilia Cervený and Annette Frinier hold down the bow, while "skipper" Vic Ward pilots. That's Ann Pomeroy and Elsie Niersbach 'way back in the stern.



Right: Another view of "Foss 11," showing the capacity of this member of the peddling unit.



Left: The "Lorna Foss" takes the barge "Foss 11" for a swing around the Union Oil Company's far northern marketing station circuit. They may go to Sitka or Juneau.

ALASKAN SERVICE

WHENEVER a vessel off the southwest coast of Alaska sends out a hurry call for Union gasoline, diesel, or any one of a number of other Union Oil Company products, it means, sooner or later, a trip for one of the Foss Launch & Tug Company's boats, which, for a number of years, have been distributing these products throughout the Northwest waters to Union outlets.

Actual delivery of the products is done by the tug "Lorna Foss" and the barge "Foss 11" operating through the long Alaskan summer from June 15 to September 15. The two main company stations in this area are Ketchikan and Juneau, but there are numerous smaller stations dotting the country which do not carry more than 30,000 gallons of any one commodity at a time. For this reason, and especially through the fishing season, it is necessary to replenish these stocks often—sometimes as frequently as once a week. This need keeps the two transports busy going from station to station on the 350-mile route between Sitka on the north and Ketchikan on the south.

Moving through waters splashed with thousands of islands, one of the most thrilling and scenic areas in all America, the vessels operate with all the efficiency at the command of modern science. The latest two-way wireless

equipment is used, allowing the vessel to be in constant contact with shore headquarters so that if an urgent call comes in they may shift course and head immediately to the point of call. Usually, however, they follow a set circuit taking in all of the marketing stations on the way.

The "peddling unit," as these boats are called, sometimes contacts the company's large oil carrier, the "Foss 100" on its trips from Seattle to Ketchikan so that they may move more directly on the course of the circuit. The capacity of the barge, "Foss 11," is 70,000 gallons, and the two vessels carry gasoline, diesel, fuel oil, and packaged goods. They have been engaged in this work for Union Oil Company for the past five years.

"Fill 'er Up, Please"

Transoceanic clipper ships, flying 72 passengers at a trip over the seas between continents, are equipped with six gasoline tanks. The tanks are nine feet or more in length and hold about 600 gallons each. Two are installed in the wings.

Development of high-octane gasoline is reducing the gasoline load of aircraft and simultaneously increasing the payload.

Forty Years



Wm. W. Orcutt

Service Emblem Awards



THE service emblem list for May is much longer than usual. In all it contains eighty-nine names. But more remarkable than the length of the list is the length of service recorded for the gentleman who tops the list. On May 1st, W. W. Orcutt, Union Oil Company's vice-president in charge of production, completed forty years of continuous association with the company. He is the first person in the organization to achieve this distinction.

WILLIAM W. ORCUTT

Santa Paula, the cradle of the California Oil industry, was also the cradle of many of the industry's outstanding figures. Here, in his boyhood days, W. W. Orcutt knew many of the pioneer oil men and watched with great interest their efforts to develop the petroleum industry, which today is probably the largest industry in this state. He himself became thoroughly inoculated with the petroleum virus and decided to enter some branch of the business.

He completed his primary education at Santa Paula Academy, and in 1891 entered the pioneer class of Stanford University, majoring in civil engineering and geology. He had the distinction of being a member of the first graduating class from that great western institution. Another graduate of the same class, incidentally, was Ex-President Herbert H. Hoover.

For two and a half years following his graduation Mr. Orcutt practiced civil engineering in Ventura County, part of which time he worked for the Union Oil Company of California, and in this way made his initial contact with the company, the main office of which was then in Santa Paula. In 1898 he accepted a permanent appointment with the company as Superintendent of Northern Division, which included all of the San Joaquin Valley north of Tehachapi. He personally made the first geological surveys and drafted maps of the Coalinga, Lompoc, Santa Maria, Santa Fe Springs, Richfield and many other producing areas. These fields have all been major pools, with high potential production, and have already produced over one-half billion barrels. He was the founder of Union Oil Company's geological department — the first of its type to be organized in the United States, and has well earned the title "Dean of Western Petroleum Geologists."

In point of service, Mr. Orcutt is the eldest of the company's employees, and during the forty years of his association has endeared himself to everyone with whom he has come in contact. He has a rich fund of episode and incident garnered during his long term of service, and to hear him recount, in his inimitable way, the adventures of the early days is a thoroughly enjoyable experience.

In the fall of 1900, Mr. Orcutt undertook a

Thirty Years



Roger Donohue
Mfg., Oleum Refy.

geological survey of Santa Barbara County, in the course of which he discovered and mapped the Mount Solomon and Purisima anticlines. In 1901 Mount Solomon came in as a major pool, and was renamed "Orcutt Field" in his honor.

He was then Chief Geologist, but in 1908 was appointed Manager of the Geological and Land Department. From 1900 to 1917 he also held the position of Chief Engineer for the company. In 1922 he was elected a Vice-President, and his ascendancy to the important post of Vice-President in charge of development and production took place in 1933.

In 1908 Mr. Orcutt had the distinction of making the original discovery of the fossil remains entombed in the brea beds on the Hancock Ranch in the westerly city limits of Los Angeles. There were taken from these brea beds large numbers of complete skeletons of lions, sabre-tooth tigers, elephants, mastodons, camels, great bisons, ground sloths and many other now extinct animals.

Physically, Mr. Orcutt is a fine specimen of manhood, which may be laid, partly at least, to his love of the great outdoors. He for many years was an ardent fisherman, horseman and marksman, and in college distinguished himself both on the track and on the gridiron. In 1894 he was awarded the Stanford "Block S," and in his senior year played left guard on the Varsity team.

ROGER DONOHUE

Before coming to California, Roger Donohue spent six years as fireman on the Michigan Central and Illinois Central railroads. Sold on the idea of coming west by midwesterner who had visited the Golden State, Roger picked up his luggage and started for California some

thirty-two years ago. For nearly two years he worked for the Hercules Powder Company.

On May 14, 1908, he started to work in the yard department at the Oleum plant. Shortly thereafter his six years of firing experience with the railroads got him a job firing on stills. For four years he remained a fireman and then became assistant lube oil stillman. Since 1916 he has been a stillman at Oleum, handling his duties in a capable manner. At the present time he rates the classification of first class stillman.

In his leisure time, Roger Donohue is more than fond of the outdoor life. He often takes long hikes over the hills near Oleum. He has never regretted deserting the middlewest for California and the Union Oil Company.

WILL E. BERRY

Will Berry's father and mother were on their way from Alabama to Texas when he was born at Little Rock, Arkansas. Will, or Bill as he is known to friends, attended school at Fort Worth and at Cleburn, Texas, got his first job in Texas oil-fields as a rotary helper. After a year Berry tried farming in Texas, got married and came to California. Subsequently he worked four years as pumper, well puller, derrickman and driller for the Industrial Oil Company at Olinda.

On May 1st, 1913, when most oil workers worked 12 hour tours, Bill quit one outfit at ten a.m., got a job with Union Oil Company's Southern Division field department and started to work at midnight. During December 1917, he became drilling foreman, a position he has continued to hold up to the present time. For the past several years Bill has been in charge of the repair crews in the Southern Division field department.

Twenty-Five Years



W. E. Berry
Field, So. Div.



W. D. Kuhns
Field, So. Div.



J. N. Byers
Field, So. Div.



T. R. Westmoreland
Field, Coast Div.

As an avocation Will Berry goes in for farming. He says he hasn't time for a hobby after looking over twelve acres of oranges and ten acres of walnuts.

WILLIAM D. KUHNS

William Daniel Kuhns was born in Fort Scott, Kansas. He moved to Houston, Texas with his parents, where he finished his schooling at business college.

Kuhns first worked for three years as salesman for a wholesale fruit and produce concern, then got the urge to go west. Having been in Texas during the Spindletop oil boom, he went to work for the Santa Fe Oil Company shortly after arriving in California. Two months later he got a chance as tool-dresser in the old Salt Lake field; served his apprenticeship and became a driller. Later he hired out to G. Allen Hancock as a combination driller, and operated the first rotary in the Salt Lake field. From that job, he went to Maricopa and, shortly after the Lakeview gusher was capped in 1911, he went to work for Union Oil Company as a driller on the Lakeview Lease. After two years with the company he took leave to build a house near Ontario.

On May 2, 1913, Kuhns returned to Maricopa and the Union Oil Company. He was soon transferred to the G & L Lease as a driller, became tool-pusher, then went to Maricopa again as Superintendent. When the Valley fields shut down he came south and on January 1, 1919 went to work on Meyer No. 3 at Santa Fe Springs. He was the driller on tour when that field's first well came in. After eighteen years in the drilling department, Will transferred in 1931 to the production department at Richfield, his present location.

Mr. Kuhns has fifteen acres of walnuts on

his ranch near Ontario, which provide a pleasant avocation. He's an enthusiastic baseball fan, too.

JOHN N. BYERS

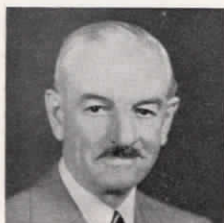
John Byers' career with Union Oil Company began on the morning of May 6, 1913. His first job with the company was as a tool-dresser on a cable tool outfit in the Little Sespe district, known as Sunset No. 1. After a few months on that job, Byers was transferred to the Newhall and Robertson leases, in the capacity of pumper. He was gang-pusher and pumper in the Ventura area for approximately eight years. On September 1, 1921 he was promoted to sub-foreman, a position he held for four years. In 1934 he became assistant production foreman. He was again promoted on October 16, 1936, when he became district foreman of the field and pipeline departments, a position which he now holds, with headquarters at Santa Paula.

In the summertime John's favorite place of relaxation is his own backyard. He likes to sit there and watch his two little grandchildren play on the lawn under the shade of large oak trees, or swim in the private swimming-pool, at the rear of his house.

TONNIE R. WESTMORELAND

Tonnie Westmoreland entered the employ of the Oil Field Water Supply Company as an operator in 1909. This was his first experience in the oil business. Then located at the intersection of Foxen and Tepusquet Canyons, the Oil Field Water Supply Company furnished water for the development of the Cat Canyon field. It was the duty of the operator of the water plant to make any necessary repairs, in the events of a break in the line. Occasionally available were a team of horses

Twenty Years



A. G. Dickson
Compt., Head Office



H. B. Farren
Field, So. Div.



E. L. Hutchins
Field, Valley Div.



Theodore Anderson
Transp., No. D. P. L.

to make such repair trips easier, but, more often than not, it was necessary to pack tools and walk the line until the leak was located. Tonnie said there was always plenty of time to do this, for they worked twelve hour shifts, seven days a week in those days.

In 1913 the Oil Field Water Supply Company was absorbed by the Pinal Dome Oil Company, and the plant was moved to Sisquoc. In 1917 Union Oil Company took over operation of the Sisquoc Water Station, enlarged the plant and installed more modern equipment. The plant remained in service until 1930, when it closed down. Tonnie Westmoreland was transferred at that time to Producers Pipeline, working in the stations at Rosedale and Middlewater. On August 1, 1937, he was transferred to Santa Maria Valley as a field pumper, a position he holds at present.

During the summer months Tonnie likes to go deep sea fishing from Port Avila. He also enjoys hunting small game, although, in the last few years, he hasn't been able to figure out whether his aim is getting poorer or the game smaller.

A. G. DICKSON

Alex. G. Dickson is a Scotchman by birth. He was born in Edinburgh and served in the British Imperial Army before coming to the United States. His career with Union Oil Company began on May 1, 1918, when he accepted a job in the station accounts division of the comptroller's office. He remained with station accounts until July 20, 1928, when he was transferred to Honolulu, Hawaii, as district accountant. He remained there until February 1, 1934, when he returned to Los Angeles, California, to work in the main office payroll division. On March 1, 1938, Dickson was transferred to station accounts again.

Alex. Dickson (Sandy to personal friends) has one abiding passion and, of course, it's golf. He was brought up on the game, played at the age of five and that, he believes, entitles him to the distinction of being UOC's number one golfer in point of actual playing span. He remembers when a regulation golf ball was stuffed with feathers. In those days, on the Scottish links, they didn't shoot for a hole, or cup, but rather at a pin or stake on the green. He is still a stickler for rules and consistently turns in a good score-card.

HOMER B. FARREN

Homer Farren was born in Tyler County, West Virginia on July 5, 1900. He came to California with his parents in 1913. On May 2, 1918 he went to work for Union Oil Company. His first job with the company was that of weed cutting, but, after just one month in that capacity, he became a roustabout on the Stearns Lease. From that time on, Homer Farren has worked in a variety of capacities on the G & L Lease at Stearns, with the single exception of two years spent in the drilling department at Richfield during the boom days. He has been pumper, well puller, toolie, derrickman, driller and truck driver during his twenty years with the company. Today he is a field mechanic in the production department.

Fishing and hunting take up most of Homer's spare time. He has managed to shoot two deer (the limit) every season for the last ten years, which should qualify him as a first rate nimrod.

ELMER L. HUTCHINS

Elmer Hutchins is one of Union Oil Company's youngest twenty year employees. He was born December 5, 1901, on the company's Stearns Lease, where his grandmother ran a

Twenty Years



A. A. Hendry
Field, So. Div.



M. V. Pimentel
Gas, Coast Div.



R. H. Fleig
Transp., No. D. P. L.



W. F. Zahm
Mfg., Oleum Refy.

company boarding house. Elmer Hutchins and his predecessors can account for 72 years of company service. His grandfather worked for the company for twenty years, his uncle did likewise, his father spent twelve years with Union and this month Elmer brings the total to 72.

Hutchins was first employed on May 2, 1918, at the tender age of sixteen. His first job was weed cutting, but after about six months he became a helper in the production department. In February, 1920, he was promoted to well puller and following that became tool dresser. At that time rotary drilling was just getting a good start. The routine technique was to use rotary down to the oil sand and then, after setting pipe, to bring the well in with cable tools. Cable tools were also generally used for trouble work and fishing jobs. Hutchins eventually went to work with a rotary crew, with the passing of the old procedure, and, since becoming a driller in 1923, has worked in many fields in both Southern and Northern Divisions. He was one of the drillers on the recently completed Kernco 1-34, in the new Rio Bravo field.

Hunting and fishing are Elmer's favorite pastimes and, when a change in tour allows time, he makes for the tall timber.

THEODORE ANDERSON

Theodore Anderson first went to work for Union Oil Company on the morning of May 4, 1918, as a laborer on the Northern Division pipelines. In 1919 he became head roustabout and during the intervening years has been a roustabout, a district foreman, a pipe fitter, and a repairman in the pipeline department. At the present time he occupies the position of head roustabout, having served his twenty years on the Northern Division pipelines.

Anderson, a confirmed bachelor, spends

most of his spare time in the dormitory, reading detective stories and smoking his curve stemmed pipe. He is fond of card games, likes to play poker but takes little interest in social functions. Admits he's not particularly interested in sporting events, but likes to put a small bet on them anyway, just for the fun of it. Anderson is quiet, unassuming and well liked by fellow workers.

ALLEN A. HENDRY

Allen Hendry started with Union Oil Company as a weed cutter, Orange County district near Brea, on May 6, 1918, but performed that job for only a month and a half until he became shop helper. In 1920 he turned roustabout and exactly two years after entering the service of the company he received an injury while in the fields, and was forced to take a five-month lay-off. He returned to work on the 4th of October as a pumper and since that time has occupied a variety of positions from pumper to well-puller. Hendry has never left the Southern Division production department and is today a well-puller for the company.

At vacation time Allen Hendry can usually be located somewhere in the mountains, for he likes to go fishing and panning for gold. In friendly banter, he has been dubbed "Dangerous Dan McGrew," because of this latter predilection.

MANUEL V. PIMENTEL

Manuel Pimentel was first employed on May 9, 1918, as a pipe fitter's helper at Union Oil Company's Orcutt absorption plant. He worked at that job for a year and four months, then became a roustabout. On August 16, 1922, he became head roustabout at the absorption plant. He stayed at the plant in various capacities until 1931, when he transferred to the Orcutt field. On March 1, 1932, Manuel became

Twenty Years



M. E. Burchfield
Bldg., Head Office



P. E. Tychsen
Sales, No. Div.



J. R. Santori
Mfg., Oleum Refy.



R. J. Sullivan
Field, So. Div.

an inspector for the Northern Division gas department, a position he holds at present.

Manuel likes most out-of-door sports, but his favorite off-time pursuit is hunting. Likes to shoot small game and wild-fowl, as well as larger quarry which he goes after at least once every year.

ROBERT H. FLEIG

On May 10, 1918, Robert Fleig started with Union Oil Company as a linewalker, traveling from Junction Station to Creston Station. In those days a linewalker rode horseback, carried his shovel, pick, and tool-kit. From January 1919 to August of the same year Bob washed boilers at the Creston Station, then was transferred to the Shandon Station where he became fireman. He became engineer at the Shandon plant in 1920 and was transferred to Junction Station in 1922, working in the same capacity. He next went to Dudley and was made senior engineer, a job he held for about eight years. Fleig then returned to Shandon Station as senior engineer, a position he now holds. He has, for varying periods, worked at twelve stations on the pipeline.

Bob is an enthusiastic hunter and is fond of the outdoors. He gets a big kick out of helping his rancher friends round up cattle. His more serious off time activities include being trustee of the Shandon Methodist Church, an active member of the Farm Bureau, and an executive of the Boy Scouts committee, all of which indicates that he takes a great interest in community affairs.

WALTER F. ZAHM

Walter Zahm first started to work for Union Oil Company on May 11, 1918. Walter spent the first two years of his employment as night clerk in the shipping department at Oleum.

In February of 1920, he became assistant foreman of the shipping department. In 1922 he was made order clerk at Oleum and, since that time has been employed at various types of clerical work. At the present time he is a general clerk in the shipping department.

Walt has spent his entire twenty years of service at the Oleum refinery and during this period has made many friends among fellow employees. He is an efficient workman and is well liked. Like most bachelors, Zahm is reticent about his outside activities.

MARGARET E. BURCHFIELD

Not the least bit superstitious, Margaret Burchfield entered the service of Union Oil Company on May 13, 1918, as a stenographer in the manufacturing department. And furthermore, Miss Burchfield's first job was on the thirteenth floor of the old Union Oil Building, room 1303. She remained in that department until Union Oil Company's head office was moved to the new building in August of 1923, at which time she was transferred to the office of the building as bookkeeper and clerk.

Well known and well liked by employees at the head office is Miss Burchfield, who loves to spend her leisure hours with a good book. She also loves music and likes to do all sorts of art needlework. Likes to be outdoors a lot too, and is quite a horticulturist. During her yearly vacation Miss Burchfield is pretty apt to take a trip into the mountains, of which she is especially fond.

PAUL E. TYCHSEN

Paul Tychsen left high school just two weeks before the date of graduation to accept a position as plant clerk with Union Oil Company at Hayward, California, on May 13, 1918. He quickly proved himself an unusually

Twenty Years



J. E. Blankenship
Field, So. Div.



G. H. Roberts
Traffic, Hd. Office



H. C. Davidson
Sales, No. Div.

competent workman and during the summer of 1924 was shifted to the Oakland office in the capacity of distribution clerk. Well adapted to this work, Paul advanced rapidly and, in 1928, was made district accountant. On May 1, 1929, he was transferred to Spokane as district accountant, a position he held until 1933, when he was transferred to Seattle as head distribution clerk, the position he holds at present.

Each year Paul Tychsen's list of friends increases. He has a marvelous sense of humor and a pronounced talent for creating nonsensical rhymes and funny speeches. Whenever such things are needed for some particular occasion, he is the first person Seattle employees run to for ideas. They've found he's never too busy to lay aside his work and reel off a few lines. There are three things which he particularly enjoys: his family, his new home, and woodworking, a hobby of long standing with him.

JAMES R. SARTORI

James Sartori obtained his first man-sized job on May 16, 1918, when he went to work on one of the tank erecting gangs of Union Oil Company's engineering department. He liked moving around, but it was unsatisfactory for his family and so he was transferred to the Avila Refinery in 1919. While at Avila, he worked as a laborer, fitter's helper, boiler fireman and stills fireman. In July, 1924, Sartori was transferred to Oleum, working as boiler fireman and machinist's helper for several years. In June, 1926, he became a compressor operator at the Edeleanu plant. He has been at this plant since that time and is now "swing man" between treater No. 1 and treater No. 2.

During his vacation in 1926, Sartori was visiting near San Luis Obispo and helped fight

the big tank farm fire there. He recalls that he fought the fire six miles from its source. Some of the timbers from the reservoir were blown a mile and a half, he remembers.

Mr. Sartori has five children, ranging between ages eight and twenty-three. Just at present, he spends his spare time raising chickens, favors the big Rhode Island Reds.

RAYMOND J. SULLIVAN

Raymond Sullivan came to California in 1912 from Pittsburgh, Pennsylvania. In Pittsburgh he worked at the Mercantile Agency for three years and at the Transformer Company for six years. Arriving in Los Angeles, he worked for the Southern California Electric Company six years and then, on May 16, 1918, started to work for Union Oil Company. In spite of a total of thirty-five years spent with these four companies, Ray Sullivan is only 48 years old this month. He was just thirteen years old when he started on his first job.

He started with Union as a roustabout in the Orange County district and successively became well-puller, helper, tool dresser, derrickman and driller. In 1922 he was transferred to Santa Fe Springs as driller. Since that time he has stuck to drilling and has worked in many fields in both Southern and Northern Divisions. At present he's listed as driller, Southern Division.

His hobbies consist mainly of attending boxing matches and baseball games, although he likes all sports. At one time he trained racing greyhounds at the Downey Kennels.

JAMES E. BLANKENSHIP

First employed by Union Oil Company as a roustabout on May 20, 1918, James Blankenship worked for a time on the old G & L Lease and was later transferred to a well pulling

crew at Richfield. He has worked as pumper, teamster, roustabout foreman, well puller and head well puller, a position he now occupies at the Santa Fe Springs field. He has spent his entire twenty year service period in the Southern Division fields, working for the production department.

Jim Blankenship is an ardent fan of America's number one sport, baseball and can usually be found near the radio during the World's Series. He is also something of a huntsman and he likes fishing of any kind.

GILES H. ROBERTS

Giles Roberts joined Union Oil Company on May 28, 1918, after acquiring seventeen years experience in the railroad business, covering practically every phase of that game. Since entering Union employ, Roberts has worked at just one job; that of maintaining and operating the company's tank car fleet, which carries Union Oil by rail all over the Pacific Coast. Roberts' present title is superintendent of tank car equipment, and he has jurisdiction over the maintenance and operation of approximately eight hundred tank cars. His location for the past twenty years has been with the traffic department at the head office.

His favorite hobbies are baseball and football. Strangely enough he likes to travel by automobile and often spends his vacation motoring.

HAROLD C. DAVIDSON

H. C. Davidson entered the service of Union Oil Company at Phoenix, Arizona on May 29, 1918, as drum and barrel clerk. During the next seven years Davidson held various positions in the district accounting office at Phoenix, including that of assistant district accountant. In October, 1925 he was transferred to El Centro as district accountant and concurrently served as accountant for Union Oil Company of Mexico, which was organized at that time. In September, 1926 El Centro and San Diego district were consolidated and Davidson moved to San Diego, where he remained for about eight months. In May, 1927, he was transferred to Sacramento as district accountant. On October 1, 1928, he was appointed general sales analyst for the Sacramento district. In May, 1931, Davidson was assigned to the sales promotion crew which worked coastwise under L. M. Bridgman. Three months later he was again transferred, this time to Oakland as sales supervisor. He

later worked as a special agent at San Pedro and in 1933 was appointed assistant district manager of sales at Sacramento. In December of the same year he was promoted to division sales promotion supervisor at Seattle. In August of 1936 Davidson was appointed district sales manager at Portland, which position he still fills capably. Mr. Davidson probably qualifies as one of the company's most traveled and most transferred men.

Too busy shuffling around to acquire any permanent hobbies, Harold finds his greatest interest is the highly commendable business of ministering to his family.

J. B. MUZZALL



Jack Muzzall entered the employ of Union Oil Company on May 3, 1918, as a roustabout on the Stearns Lease. For several years he worked as helper, toolie and well puller. In 1922 he was transferred to the drilling department as driller. In 1925 he went back to the production department as head well puller in the Richfield

district, where he is now employed.

Jack, being of a quiet and unassuming nature, seldom speaks of his leisure hour accomplishments, but he swings a mean golf club as his record in the Union Oil Company tournaments attests. He has won the President's Cup four times in five years, which entitles him to top rank. Jack, being a real sportsman as well, turned back the handsome trophy, and this year Union's golfers will again compete for it.

Muzzall is also a keen deer hunter. He belongs to a deer-hunting club, made up of Orange County sportsmen and Union employees. Jack can always be counted on to bring down his buck and is also quite a hand at shooting wild fowl with the old scatter-gun. He likes both deep sea and stream fishing—seldom fails to get his limit of the finny tribe.

Forty Years—May, 1938

Orcutt, W. W., Executive, Head Office

Thirty Years—May, 1938

Donohue, R., Mfg., Oleum Refy.

Twenty-five Years—May, 1938

Berry, W. E., Field, So. Div. (Confd.)
 Byers, J. N., Field, So. Div. Ventura
 Kuhns, W. D., Field, So. Div.
 Westmoreland, T. R., Field, Coast Division

Twenty Years—May, 1938

Anderson, T., Transp., No. P. L.
 Blankenship, J. E., Field, So. Div.
 Burchfield, M. E., Bldg., Union Oil Bldg.
 Davidson, H. C., Sales, No. Div.
 Dickson, A. G., Compt., Head Office
 Farren, H. B., Field, So. Div.
 Fleig, R. H., Transp., No. P. L.
 Hendry, A. A., Field, So. Div.
 Hutchins, E. L., Field, Valley Div.
 Muzzall, J. B., Field, So. Div.
 Pimentel, M. V., Gas, Coast Div.
 Roberts, G. H., Traffic, Head Office
 Sartori, J. R., Mfg., Oleum Refy.
 Sullivan, R. J., Field, So. Div.
 Tychsen, P. E., Sales, No. Div.
 Zahm, W. F., Mfg., Oleum Refy.

Fifteen Years—May, 1938

Bennett, A. P., Sales, Vancouver Div.
 Bullock, H. T., Sales, So. Div.
 Callahan, W. E., Mfg., Los Angeles Refy.
 Campbell, J. A. Jr., Development, Head Office
 Cerini, W. F., Gas, So. Div.
 Crooks, A. C., Sales, No. Div.
 Cummings, W. R., Mfg., Los Angeles Refy.
 Dahl, D. T., USS, So. Region
 France, C. H., Field, So. Div. Ventura
 Geddes, F. M., Gas, So. Div.
 Gill, T., Gas, So. Div.
 Gregory, H. R., Exploration, Head Office
 Hanson, L. T., Sales, No. Div.
 Howard, B. K., Exploration, Head Office
 Jones, J. W., Transp., No. P. L.
 Jones, P. H., Research, Head Office
 Kollarik, F. J., Mfg., Los Angeles Refy.
 Lombard, D. L. Jr., Sales, No. Div.
 Napoli, J., Sales, Central Div.
 Nichols, D. W., Sales, Central Div.
 Ramun, P., Mfg., Oleum Refy.
 Robinson, W. H., Field, So. Div.
 Swindle, W. A., Transp., So. Div. P. L.

Ten Years—May, 1938

Adcock, M. W., Mfg., Los Angeles Refy.
 Allen, H. R., Mfg., Maltha Refy.
 Anderson, W. M., Sales, No. Div.
 Andrus, N. F., Mfg., Maltha Refy.
 Bretthauer, F. Jr., Sales, No. Div.
 Burtelson, J. C., Mfg., Los Angeles Refy.

Campbell, D. W., Sales, No. Div.
 Carruthers, R. M., Mfg., Oleum Refy.
 Cox, M. F., Sales, No. Div.
 Finley, L. R., Constr., So. Sales
 Glover, M. L., Mfg., Los Angeles Refy.
 Gorham, H. M., Sales, Central Div.
 Gunn, W. C., Mfg., Los Angeles Refy.
 Hackett, B. A., Mfg., Los Angeles Refy.
 Hofbauer, J. L., Sales, So. Div.
 Imler, W. E., Mfg., Oleum Refy.
 Kent, G. E., Sales, So. Div.
 LaVerne, F. J., Field, Coast Div.
 Lawson, J. R., Mfg., Oleum Refy.
 Lindbergh, C. A., Sales, Central Div.
 Lovell, A. O., Compt., Head Office
 Lowe, R. A. B., Mfg., Los Angeles Refy.
 McCarter, W. L., Transp., No. P. L.
 McCumber, C. W., Bldg., Union Oil Bldg.
 Mauer, R. V., Bldg., Union Oil Bldg.
 Maxwell, A. I., Transp., No. P. L.
 Meese, T. E., Field, Valley Div.
 Miller, I. D., Mfg., Oleum Refy.
 Mitchell, P. D., Sales, So. Div.
 Mockwert, J. A., Mfg., Los Angeles Refy.
 Multer, H. J., Gas, So. Div.
 Newman, K. E., Mfg., Los Angeles Refy.
 Orr, O. O., Mfg., Los Angeles Refy.
 Potter, R. A., Mfg., Oleum Refy.
 Pyle, H. C., Field, Head Office
 Reiner, S. D., Dev., Research
 Walker, R. H., Field, So. Div.
 Wennerholm, J. V., Mfg., Oleum Refy.
 Wentland, E. H., Sales, Central Div.
 Westman, C. C., Mfg., Oleum Refy.
 Williams, F. O., Field, So. Div.
 Winship, N. G., Mfg., Oleum Refy.
 Yackey, H. H., Transp., No. P. L. (Confd.)
 Yauck, E. E., Sales, So. Div.

Noah Had the Idea

When Noah caulked the seams of the Ark with "pitch" it seemed like a good idea—at the time. And "pitch," better known as petroleum, has been keeping ships afloat ever since!

Not only floating on water but on the treacherous seas of finance as well. Many a superliner of today would be idle if petroleum fuel were not available.

By saving space and increasing power output, fuel oil raises the carrying capacity of the modern liner to the profit point. Lower fuel bills and higher speeds keep luxury liners in the paying class.

Deck sports, swimming pools, smart clothes—all the glamour of the modern "cruise"—are made possible by oil fuel.

REFINED AND CRUDE

By Richard Sneddon

Ever since we were knee high to a bass viol we have had an intense love for music. In fact in our younger days we once composed a piece called Melody in F, and you can imagine our embarrassment when we found the thing had already been done by a chap named Rubenstein.

Also, while we are on the subject of music, it will interest our readers to learn that an oboe is simply a clarinet with a cold in the head, while a bassoon is the same implement with a cold in the chest.

Not everybody cares for music, however; our neighbor on the north side, for instance, declares that he heartily dislikes Chopin, because it always raises blisters on his hands.

Then there was the little girl who volunteered to play a selection in six flats—three tonight and three tomorrow night.

And before we dismiss the matter forever, we simply must tell you about the piano tuner who lost his job, but kept in practice by tightening barbed wire fences.

We are happy now to be able to report that the small Los Angeles boy, believed to have been kidnaped last week-end, was found today under the Sunday paper.

Have you ever noticed, by the way, as you read the papers that the same old things are happening every day, only to different people?

And did you especially notice that one local daily ingeniously entitled a story of a prison break at Folsom, "California's Pen Leaks"?

One of the greatest contributions to the cause of safety in the oil industry is the mandate against the use of worn and defective tools. The most distressing accident we ever witnessed was caused by an old monkey wrench going off its nut.

Incidentally, while we hate to see a college man going without a hat, it's really better than seeing him with the kind of a hat he'd wear if he wore a hat.

On the subject of hats, it is said that the panorama of Mexico is beautiful beyond compare, but after all, you can't beat the old gray felt for solid comfort.

Then, of course, there was the Hollywood producer who made a fortune with his long features.

Apropos of nothing in particular, now, Ralph Rosborough tells us that some San Luis Obispanans eat so many Pismo clams, their waists rise and fall with the tide.

And when Junior was asked in chemistry class, what pervades all space, he promptly replied, "The smell of boiled cabbage."

Nothing is more disgusting to an American at a patriotic gathering than to find himself in front of an inebriate who sings with more fervor than finesse, the Star Strangled Banana.

On the same topic, by the way, base runners do not necessarily have deep voices.

Wherewith we pause to announce that when Angus McBagpipes heard that his rich uncle was dying, he rushed to the bedside of his stricken relative, only to find that the best seats were already taken.

And it is reported that the life of a Los Angeles citizen was saved recently by a novel that he carried in his pocket. A stray bullet hit the book, but never got beyond the first chapter.

By the way, we forgot to tell you about the absent-minded professor who looked at himself in the hairbrush and promptly went out to the barber shop for a shave.

Which merely shows that in spite of the prevalence of agricultural colleges, the barber is still our greatest crop expert.

Farming is becoming gradually more and more precarious. We heard one fellow complaining bitterly a short time ago that there is no longer any profit in dragging automobiles out of the mudholes on the road during the day, because of the increased cost of hauling water to the mudholes at night.

Then, says the starter at the municipal golf course, "Hey! You can't drive off three feet in front of the tee that way." Says we, in our scathing tone, "Drive off nothing, we're already lying two."

Which brings the whole affair to a welcome conclusion. There is no question now that the club used at the Boston tee party was a spoon.

And that the explorer in the Mojave desert would have perished from thirst if he hadn't developed a crick in his neck.

