

An impressionistic oil painting of a landscape. In the background, a church with a red-tiled roof and two small domes is visible. The middle ground is dominated by a large, dark, textured tree on the right side. The foreground features a fence made of wooden posts and wire, with some greenery and a path leading towards the church. The overall style is expressive and textured, with visible brushstrokes and a rich color palette.

UNION
OIL
BULLETIN

JULY 1926

Know a maker's reputation
and you know the service that
his goods will render.

"Union Oil of California" has
been known in the West since
1883. Try—

Union Gasoline

Non-detonating

Union Gasoline provides, and always
has provided to Western motorists, *the
non-detonating feature* which supplies full
power to the pistons *throughout their
entire stroke and eliminates all explosive
"knocking" or "pinging" on the hills or in
heavypulling*—a quality for which Eastern
motorists are now buying "special gaso-
lines" and paying 3 cents per gallon in
excess of usual prices for them. Yet Union
costs no more than other high grade fuels.

*Always use Aristo Motor Oil with non-
detonating Union Gasoline* because this
combination *minimizes carbon* to the ex-
tent that motors in good condition are
run for several years without it.

Union Oil Company
of California



"TO SERVE YOU"

UNION OIL BULLETIN



EXECUTIVE COMMITTEE* AND OFFICIALS

*W. L. STEWART	President
*E. W. CLARK	Executive Vice-President
*W. W. ORCUTT	Vice-President
*L. P. ST. CLAIR	Vice-President
*R. D. MATTHEWS	Comptroller
JOHN McPEAK	Secretary
R. J. KEOWN	Treasurer
*P. N. BOGGS	Assistant General Manager
*A. B. MACBETH	Director
*CHESTER W. BROWN	Director of Exploration and Production
PAUL M. GREGG	General Counsel

Published Monthly by the Union Oil Company of California for the information of employees.

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

Address all communications to the "BULLETIN," 802 Union Oil Building, Los Angeles, Calif.

VOLUME VI

JULY, 1926

BULLETIN No. 5

The Apache Trail

By E. W. BREWSTER

THE past generation saw the last of the American Frontier. Great prairies were conquered by the plow; farm homes, communities, counties and states were built out of what had been the great plains area. The present generation is conquering with the auto the last of the great untamed wilderness. The automobile and the incessant urge of American people for recreation grounds have been the inspiration for the building of highways such as even the Romans did not dream of. Today an automobile may take the family for a vacation into places which a generation ago could not be reached even on horseback.

The Apache Trail Highway of Arizona has become justly famous as one of the outstanding scenic highways of America. This highway, beginning at Phoenix in the heart of the Salt River Valley, that gem of irrigated farm lands unsurpassed in all the world for productiveness and climate, extends through the valley and then by a mountain road, mile after mile of which is hewn out of granite rock, winding, turning and climbing past Can-

yon Lake, one of the most wonderful scenic lakes of America. Going upward, the traveler pauses and looks into Fish Creek Canyon, a chasm which is a miniature Grand Canyon. The road then follows the face of the precipice to the depths below, and another artificial lake is reached at the base of that huge dam which was the dream of President Roosevelt and which bears his name. Behind this dam are stored the waters which have made the Salt River Valley the great inland empire that it is.

Beyond the dam the Apache Trail continues past the ruins of dwellings built into the cliffs by a race that lived so long ago that all traces of them have been lost in the oblivion of ages. At the mining towns of Miami and Globe, the Apache Trail Highway, as it is known at present, ends. Globe and Miami are prosperous copper mining towns. A large percentage of the copper mined in Arizona is mined and smelted at these points. Incidentally, Arizona produces more copper than any other state in the Union.

The Apache Trail Highway follows in a general course the devious paths trod by the savage race of Indians whose name it bears. These Indians in their raids upon the peaceful tribes of the valleys below, retreated into the mountain fastness, scaled mountains of rock, followed along sides of cliffs, wound through canyons—safe because of the maze-like tortuous paths which they pursued.

Today there is an extension to this Apache Trail Highway just recently improved and opened to travel for all makes of cars to the very heart of this little known country—the home of one of the most savage of American Indian tribes and one of the last to be conquered. The road leads from Globe up through the White Mountains across the Apache Indian Reservation through the Apache National Forest, and appropriately this geographic division of Arizona is named Apache County.

Extending from New Mexico over into Arizona and well across the state is a

great forested mountain area said to be the largest unbroken yellow pine forest in the world. It is protected by the United States through the Forestry Service, and the timber that will be available from this forest will be removed in a way which has been approved by the Forestry Service and in such a way as to protect and perpetuate this country for all time as a forest area. Through this forest the autoist rides from an elevation of about 3,000 to 8,000 feet before the summit is reached, from which they descend to Springerville on the National Old Trails Highway. At McNary has been built the pioneer saw mill of this area. This is the second largest sawmill in the world and the largest electrically driven sawmill known.

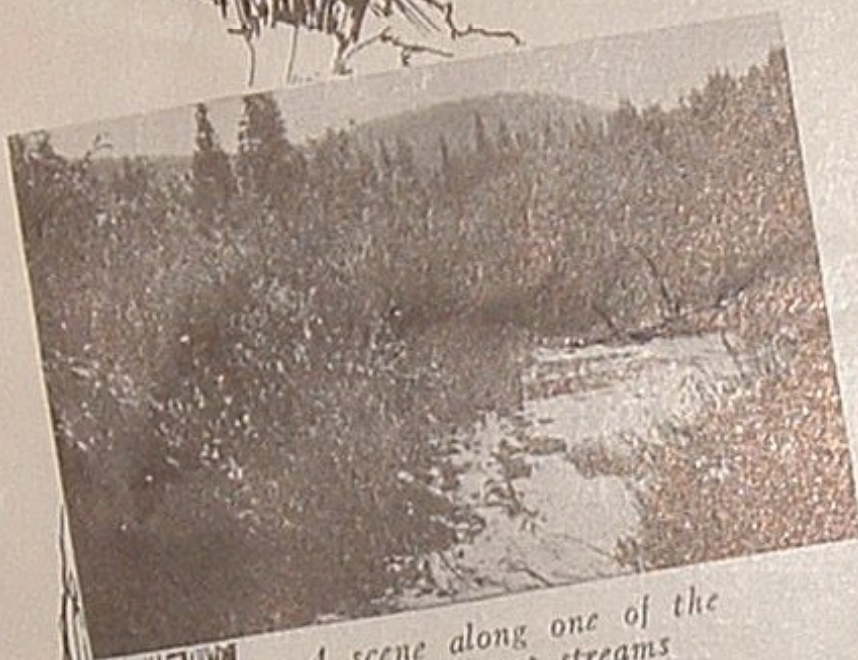
In the Apache National Forest there are three and one-half billion board feet of lumber practically untouched by the saw. Further on to the west extending into the Coconino National Forest there are eight billion feet more. This natural



Bringing in the Game



Camps like this make camping in the White Mountains of Arizona a pleasure.



A scene along one of the many trout streams



One of the rich meadows in the White Mountains.



One day's catch



Snake Creek—well named.

resource is being appreciated more and more each year with the depletion of the worlds' timber.

In the area penetrated by the extension of the Apache Trail Highway, known as the Springerville-Rice road, is probably one of the best known hunting and fishing paradises in all America. Summer houses are being built in the locality and, with the improvement of the highway, more summer homes and resorts will be built because of the desirable elevation, the invigorating dry air permeated with the odor of pine and fir, and because there is something here which renews the energy of tired people and takes them back to civilization renewed in health and spirit and with quickened minds due to the close contact with nature. To the reverent-minded, standing on the pinnacle of these great mountains and looking out across virgin forests, there is a feeling of harmony with nature and closeness to the Creator in all things and in all ways.

There is in all of us a latent admiration for the pioneers—for those scouts who alone and unafraid pushed their way into the great unknown wilderness. One need not go far from the excellent highways to be in the wilderness where nature is unchanged, and realizing that only a few short years ago the spot where he stands had never been trod by white men and perhaps by only a few of the bolder Indians, he may feel something of that pioneer spirit swelling within him.

What a place for recreation! Far from the civilization centers in the midst of pine forests that have escaped the vandalism of the axe, where wild flowers abound, sparkling streams that rise in bubbling springs or flow from snow banks rush onward to the lake below to be stored for the production of crops and for hydroelectric power. Fish in the streams, deer and wild turkey roaming the forests and the meadows—fearless of man because this is their dominion.

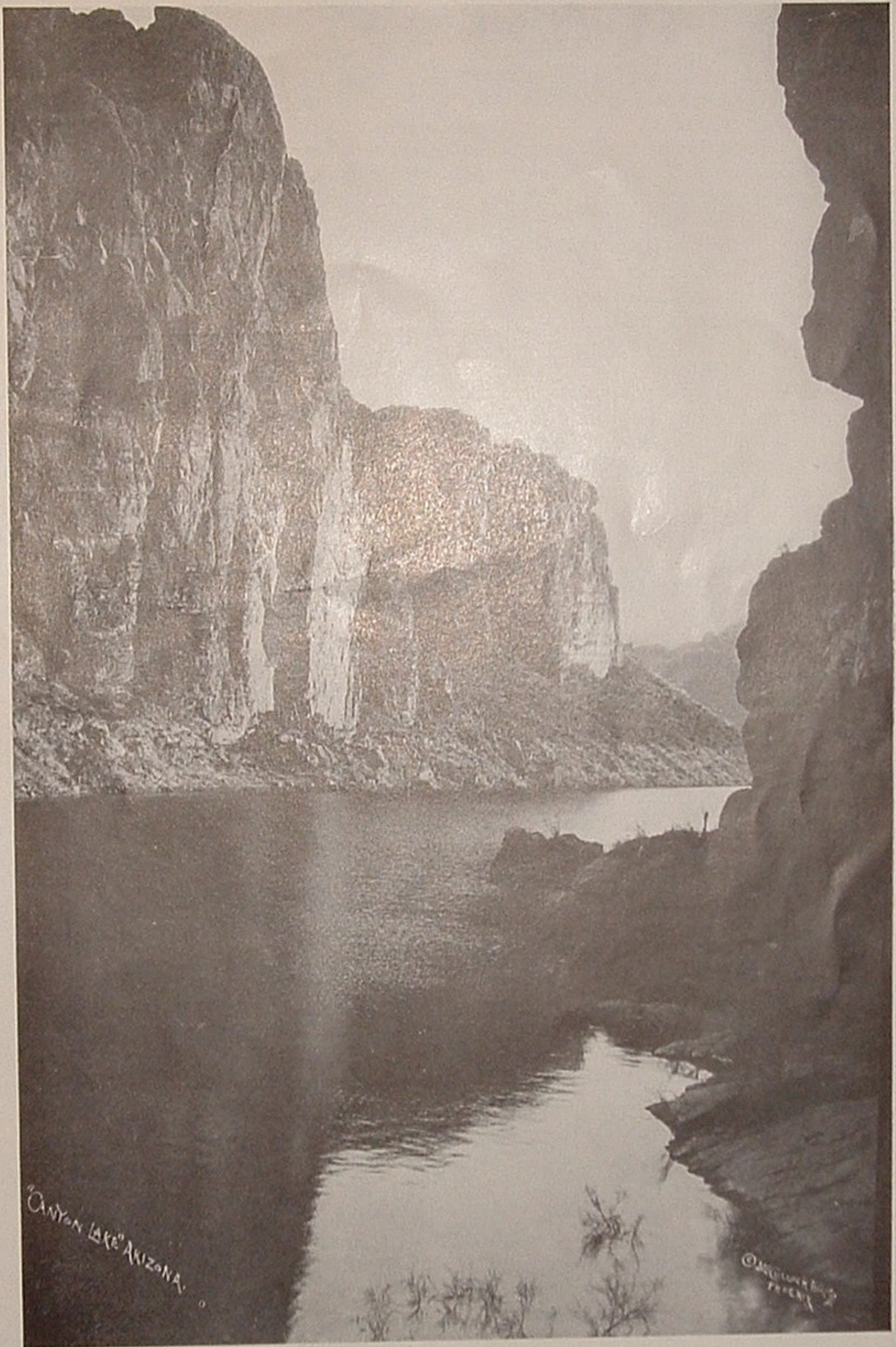
Springerville may be said to be the capital of this unique and truly wonderful part of America. Within a short distance from Springerville there are three hundred miles of trout streams. The little Colorado River, which has its beginning near the Arizona-New Mexico line, flows past the little town, fed by many creeks and streams. On the south slope of the

White Mountain range through the territory which the tourist travels from Globe up through the Indian Reservations are the Black River, the White River and hundreds of creeks and smaller streams.

The highest peak of the White Mountain range is Mt. Baldy, the summit of which is over eleven thousand feet above sea level—very nearly twice the elevation of Mt. Washington in the much exploited White Mountains of New Hampshire. The summit of this peak is reached by horseback trail. From it the Grand Canyon of Arizona can be seen to the northwest and the Sierra Madre Mountains of Mexico can also be seen—both at a distance of several hundred miles. There are many other peaks which rise to an elevation of nearly ten thousand feet. Most of these mountain peaks may now be reached on horseback. On the north slope of these mountains, snow remains nearly the entire year. During the winter season these mountains are covered by snow to a great depth. It is this White Mountain country to which Zane Grey, the noted writer, comes every year for bear and deer hunting, and for inspiration for his novels.

As this is one of the last of the American wildernesses to be tamed—so here we find one of the last of the big game countries on the American continent. The great meadows in the forested area make this a wonderful stock country. Cattle men and sheep men were the first to pioneer this wilderness. Their greatest handicap, however, has been to combat the predatory animals. Mountain lions almost as large as the African lion, wolves, bears of all kinds from the small cinnamon bear to the grizzly have found in this vast wilderness area a home from which the government hunters have found difficulty in dislodging them. While there are not many lions, wolves and grizzlies left, this may be said to be their last stamping ground. A part of the area is being made into a game preserve for deer, wild turkey, and other game.

Within a short distance of Springerville there are so many things of interest to the traveler that would require days to see even the beginning. The Zuni Indian Reservation is only a short distance away. It is believed that this



Canyon Lake

Copyright, McCulloch Bros., Phoenix

is one of the oldest Indian tribes in America. Probably its ancestry dates back to the prehistoric race which once inhabited the southwest country. A short distance from Greer is located the state fish hatchery. The Rainbow Petrified Forest is but two hours away from Springerville on a good road. The Crater Salt Lake is an extinct volcano about five hundred feet in height and contains a small lake 150 feet across. No line has ever yet been found that will touch the bottom. The water is salty and evidently has no outlet. A trip to this Crater Salt Lake can be made in one day from Springerville. Near this is a burning mountain, not a volcano but supposed to be coal set on fire by lightning a number of years ago. The heat a few feet under the ground is sufficient to cook food.

Many summer resort hotels have been established in the vicinity. Among them are the Diamond Back Lodge, Greer Lodge at Greer, another at Alpine and the Apache Tavern at Springerville.

Within the last few weeks there has been opened a highway across the Blue Range of the White Mountains on the east. It extends from Clifton to

Springerville, and rises from Clifton rapidly to surmount the summit of the Blue Range. This new highway, which was built by the United States Government and the State Highway Department of Arizona, follows closely the old trail of Coronado, the early Spanish explorer and is named the Coronado Trail. This trail reaches an elevation of nine thousand feet, and the traveler gets a magnificent view in all directions, a view which is inspiring because of the vastness of a country which, until the last few years, has been practically unknown to any excepting the pioneer, the cattleman and the hunter.

The extension of the Apache Trail Highway from Globe to Springerville and the building of the new Coronado Trail has opened up to the tourist the paradise of America and the place of all places which delights the soul of the tired business man whose one desire is to get back as close to nature as possible. There are few places in America today where along side of splendid highways there are so many ideal camping places and such opportunities for fishing and hunting as exist in the White Mountains of Arizona.



Union Oil Company's equipment serving the requirements of an engineering project in Arizona.

TROPICS— *Says Rod to Bill!*

EDITOR'S NOTE:—Bulletin readers will remember that, in the last issue, we left Rod Burnham, Manager of Lands, entertaining Bill with a "different" description of the South American tropics. Rod continues the discussion in this, the second and last installment of the story. As a sedative, we might add that Mr. Burnham will have another story in an early issue of the Bulletin.

(Continued from June Issue)

WELL, as I said before, all monotony has to end and we soon turned into the jungles and left some more of our equipment with the canoes, to be picked up on our return. We were going still lighter and living practically off the jungle by now and, after the first day on foot, the newness had worn off.

The great green trees matted together overhead with their crawling creepers and vines, through which you have to cut your way sometimes for miles, just seem to close down on your head till you can hardly breathe. You sit down on a pile of moist wet leaves and ferns and let the ants and bugs crawl over you while you smoke to keep the gnats out of your eyes, and wait "patiently" for the boys to cut another hundred yards of trail.

On these trips you usually start right after dawn and by mid-afternoon you feel you've been going for a week, so you call it another day and another dollar and call a halt. It don't matter where for in the jungle one spot is just like another, so you hunt a place to sit down (it seems like you are always hunting for one of these) but not on a log!!!—for they usually have a lot of friendly little bugs that seem to have an affinity for certain parts of your anatomy, so you try the wet leaves again and you wait for the boys to clear a little space and swing up your hammock. In the meantime some of them have built a big fire and others are getting out the grub, and the camp seems to take on an air of cheerfulness that has been lacking all day. When the fire is going good you strip off all your clothes and stand around the fire in your birthday suit (with the thermometer a hundred in the shade) and hang your sweaty clothes over the blaze till they are

dry and almost scorching hot and then you climb into them and stretch out in your hammock—and oh golly, what a wonderful feeling those hot dry clothes have, and you feel almost human!!! You lay there for the next fifteen or twenty minutes and look at the most wonderful array of colors you can imagine,—greens and yellows so vivid that were an artist to paint them as they are you would swear he was crazy; and the flowers—great, gorgeous things thrown together by Mother Nature as if she were picking handfuls of colors from a rainbow and letting them drip off her finger tips.

Pretty soon you begin to notice the details in the twisted vines and creepers. Here is one that starts out from the bark of the tree from which your hammock is swung and it twists round and round the trunk and through the branches like a



Watch your step!!

great endless snake—in places so tight that the bark swells out over it—the tree fighting for its life blood which the creeper is gradually absorbing, till it kills the very thing that gave it life. Nearly every plant and flower has its parasites, one living off the other. All nature is at war. There is no truce, there is no peace nor quarter — a survival of the fittest ad infinitum.

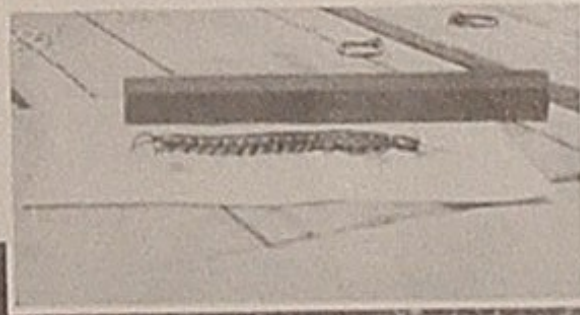


Another rain shelter in the jungles.



A centipede in front of a foot rule. This is why you always shake out your shoes before you put your foot in.

A refuge from tropical cloud-bursts.



The country that stands on its ears!



A boulevard compared to going on foot.

You lay there, all straddled out like a carpet stretcher, and sorta philosophize, for, to a certain extent, you've been pitying yourself all day (and self pity is the worst of all), wondering just why you were there in all this sweat and heat and discomfort when so many in the rest of the world were living in comparative ease and even luxury compared to you, but as you study the things around you and see what every living thing is doing, how it is fighting every second—not for a few more pretty clothes and luxuries but fighting for its very life and existence—you say to yourself, "Why, Hell, I'm lucky. This won't last forever. I'll soon be out of the jungle, back among my friends, with clean dry clothes and chairs to sit on and tables to put my feet under, and pretty dishes and white linen and T-bone steaks and cool tile bathrooms, and running water, and automobiles to ride around in; why, I'm a hundred per cent better off than everything in the jungle,"—and then—slowly—the old familiar feel—a trickle!!! Yes, there it goes down between your shoulder blades, and you wiggle,—yes, you're wet!! Ye gods, the sweat!! The famous vocabulary of the "mule skinner" is only in its swaddling clothes compared to the finished product of the Tropical Tramp. You know they say "A woman's vocabulary is no greater than a man's, but my gosh, the turnover!!" Well, maybe so, but in the jungles we're not so far behind the ladies ourselves.

Just about this time one of the gang comes over and says, "Well Rod, just time for a shot before chow." So you're shot and feel better and turn out of your hammock to sit cross-legged on the ground and re-fuel with stewed meat, rice, coffee and the ever present banana. If I die in the Tropics I hope they put a banana frieze around my coffin so that I'll feel natural! Golly, how I adore them! I went out to dinner the other night and my dear, kind hostess had prepared for my very special benefit lovely CANDIED BANANAS and I had to take two helpings to show my appreciation of her thoughtfulness???

Returning to the story,—after supper you sit around and smoke and talk a little about the rock exposures (if any) you've seen that day, and what they mean or don't mean, and how many days

more till you get up into higher country where the jungle is not so thick, and what the folks are doing at home, and then its time to turn in for night has come like the turning off of the electric lights. The old time Tropical Tramp likes to turn in just before dark so he can get all the mosquitos and bugs out from under his net, for its no great pleasure after you get into your hammock, with the net nicely tucked in, to find you have a couple of hungry skeeters on the inside. When this happens you don't need to see the light of his pocket flash,—you can tell by his language what he is doing!! But pretty soon things quiet down and you lay there and listen to the myriad noises of the jungle and watch the millions of fireflies flitting around through the trees like little shooting stars, and as each man tunes in on his own particular wave length of his own particular snore you know that another day has come and gone in your never ending search for oil.

Well, Bill, how's that for a discourse on the joys of jungle life?

Bill: Well, Rod, I'll admit it don't sound like it was all peaches and cream, but it has a lure to it that makes you want to try it.

Rod: You're right, it does, and that's what gets you, strange as it may seem,



Lake Titicaca from hills to north of Achicachi



Fan Palms



*Heavy going
for the
machete
cutters*



*A bit of
open
trail*



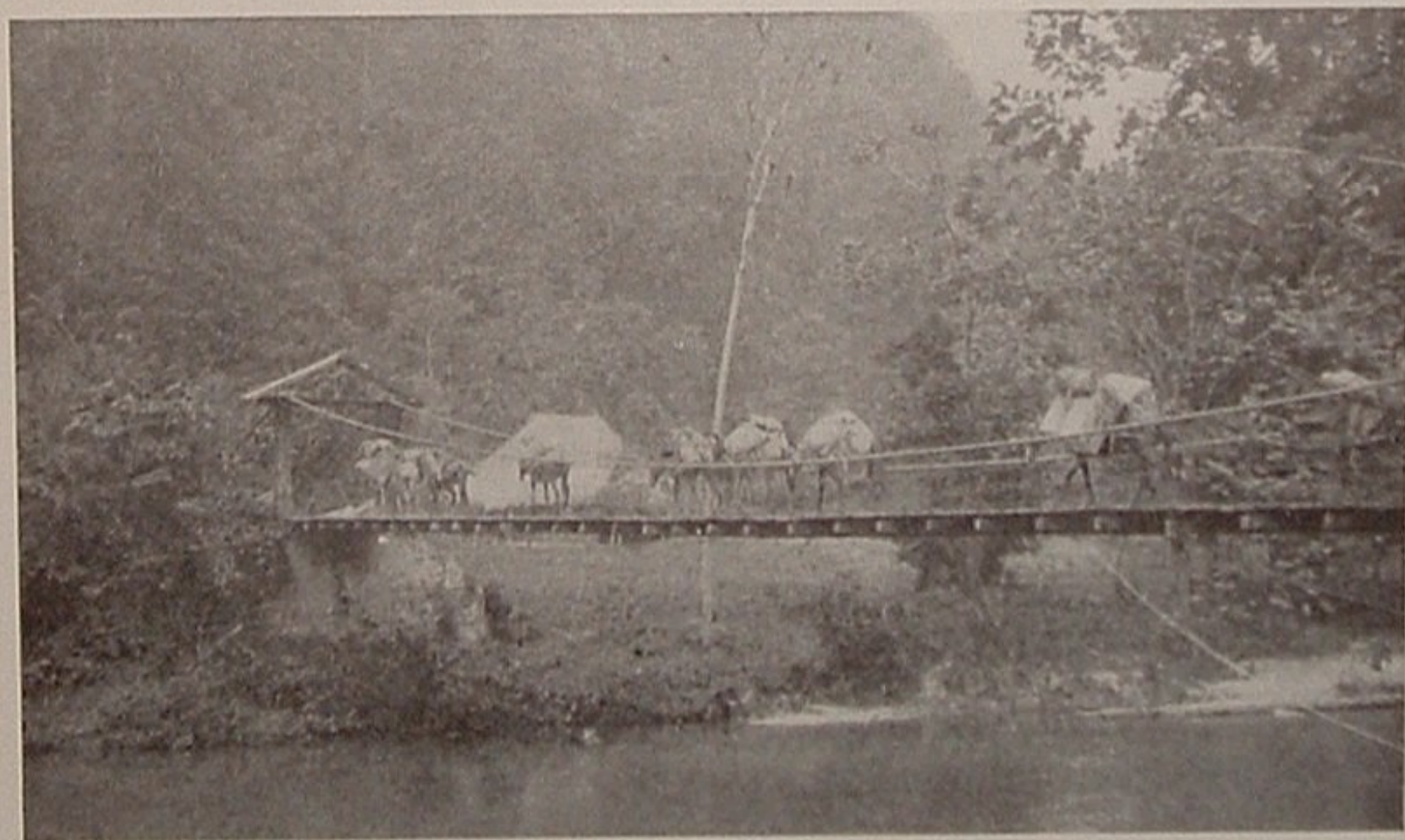
"A Turkish Bath House"

knowing all the discomforts you are going into you'll try it again, but you must be built for it. Some men who are wonders north of the Equator are useless below the line. It takes a peculiar temperament and even the best of them blow up at times. I'm usually fairly good natured if they don't prod me too much, but I've had my nerves get so on edge that I just literally piled up a whole stack of chips and put 'em on each shoulder and walked around, blowing smoke in people's faces, just hoping and praying someone would knock 'em off so I could fight. It sounds funny but it's damned serious, and unless you can get over it you're no good for the Tropics. The "T. T." is a pretty wise bird though and when you get like that he usually lets you alone and you can't insult him and you can't pick a fight and, after a while, you get over it.

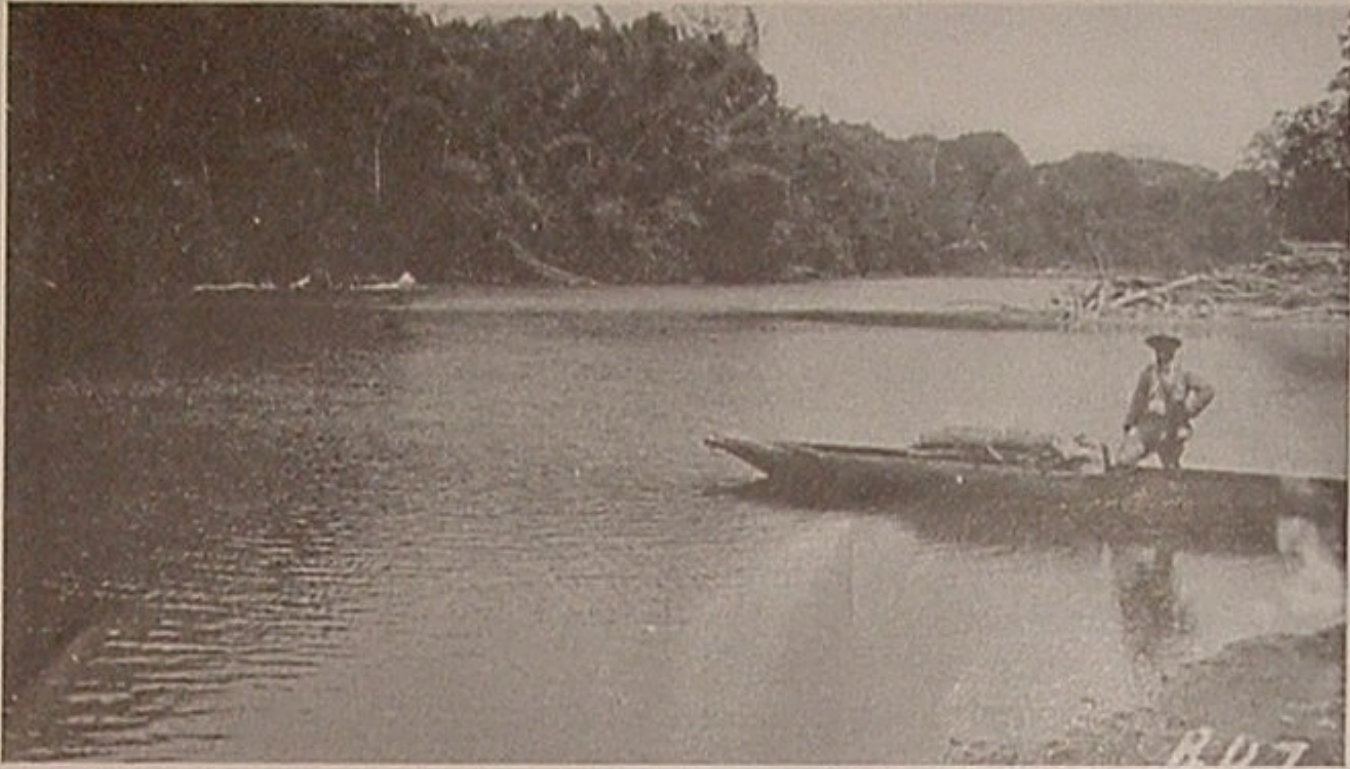
However, the Tropics are not like they used to be. They're getting better all the time, but the boys who go up against the pioneer stuff have to take it pretty much as I've described it. But in the Oil Game, after the Pebble Pups (If the Lord has both arms around them) find a new field and the wild cat crew bring in a commercial well, things soon change. Camps are established, with well screened

bunk houses, ice plants, American food, camp sanitation and medical service furnished, and you soon find a very different state of affairs. In both the Magdalena Valley of Colombia and the Maracaibo Basin of Venezuela, cool, healthy places are to be found in the foothills of the Andes at about 3000 feet elevation and within one or two days travel of the fields, where the climate is very similar to that of Los Angeles. They have airplane service twice a week up and down the Magdalena River in Colombia, and from Lake Maracaibo, around the shores of which ten producing oil fields are now in operation, you can reach New York by steamer in eight or nine days and, strange as it may seem to you at first (without looking at the map) Maracaibo is about four hundred miles closer to New York by water than Tampico, Mexico and yet you think of the Mexican fields as being just over the border. So you see, Venezuela and Colombia fields are not like being in Africa or the headwaters of the Amazon.

Maracaibo, which is the principal city, —in fact the only city in the Maracaibo Basin, is quite some busy little place. It is a town of about 100,000 people situated on the west shore of the Lake and about



A suspension bridge over the La Breja River



Look at the jungles on the bank! That's why you stay on the river as long as possible.

twenty miles inside the bar. This bar (a sand bar) only has about twelve feet of water over it and connects the Lake with the Gulf of Maracaibo which, in turn, connects with the Caribbean Sea. The fact that this bar has only twelve feet of water over it prevents big steamers from coming in and is, therefore, a decided drawback to commerce, as well as the oil companies, for it necessitates a fleet of shallow draft tankers with a maximum capacity of about 23,000 barrels to transport the oil out to deep water, where it must be reloaded into big ocean going tankers. At the present time the Basin is producing about 80,000 barrels a day, so you see it is considerably beyond the real estate sub-division stage and, as

John Paul Jones said, "has not yet begun to fight."

Well, old timer, here comes the janitor with his vacuum stick and everybody else has gone home, so what do you say we call it a busy afternoon and check out?

Bill: Gee, I didn't know it was so late, Rod, and I've been listening to you wow-wow and we haven't looked at hardly any of those pictures in the book.

Rod: Well, you know, I can talk on that stuff all night, so suppose you come in again some day and we will start at the front of that kodak book and go plumb through to the end.

Bill: Alright, you're on and I'll hold you to it, so till then, good bye.

Rod: Adios, Amigo!



Heavy growth on top of a dry asphalt seep.

Result of Six Months' Operations

TO THE STOCKHOLDERS OF THE
UNION OIL COMPANY OF CALIFORNIA:

We herewith submit a summary of the results of the Company's operations for the six months ended June 30, 1926, and the financial position as of that date.

PROFITS earned from all operations, less General Expenses, Taxes (including Income Tax), Interest Charges, and Provident Fund, were approximately as follows:

	1926	1925
Profit subject to Depreciation, etc.	\$12,250,000	\$11,800,000
Provision for:		
Depreciation and Depletion	3,650,000	3,550,000
Labor and Incidental Cost of New Drilling	2,400,000	2,350,000
Net Profit for the six months	\$ 6,200,000	\$ 5,900,000

Charges, resulting from oil fires, including Reserve set aside for Contingencies amounting to \$784,455.16, have been charged to Surplus.

PRODUCTION of crude oil by the Company and Controlled Companies for the six months approximate 7,180,000 barrels, a decrease of 420,000 barrels as compared with the same period last year. Shut-in production approximates 12,000 barrels per day. In the Southern California fields 31 drilling crews are now operating; 9 in Colorado, 4 in Wyoming and 1 in New Mexico. During the six months the Company completed 11 wells in the Fort Collins area in Colorado, increasing the total production from these fields to approximately 5,400 barrels per day at the present time.

SALES approximate \$38,300,000, an increase in value of \$1,300,000. During the six months a large quantity of gasoline was shipped to the Atlantic Seaboard.

CAPITAL EXPENDITURES approximate \$7,000,000. These consist of field development work and additions to our gas compression facilities in the Southern California fields. Improvements and new refining processes have been installed at Oleum Refinery, also at Los Angeles Refinery, at which plant the new high pressure cracking installation is being erected, of which two units are now operating and the remaining units will be completed during this month. Fourteen 80,000 barrel capacity steel tanks are now in course of construction.

CURRENT ASSETS, consisting of Cash, United States Government Bonds and Treasury Certificates and Bills Receivable, Oil Inventories and Materials and Supplies at June 30, 1926 approximate \$56,000,000, an increase of about \$1,000,000 over December 31, 1925. Current Assets are over 6 to 1 of Current Liabilities. The quantity of crude oil, fuel oil, unfinished oils and refined products in storage approximates 18,000,000 barrels.

CURRENT LIABILITIES at June 30, 1926 approximate \$8,500,000, an increase of \$403,000 over December 31, 1925. During the six months there has been a decrease in Mortgage Debt in the hands of the public of \$800,000, making a net decrease in combined indebtedness of \$397,000.

REGULAR QUARTERLY DIVIDEND of 50c per share was declared on July 8, payable on August 10th, to stockholders of record at the close of business July 17, 1926. The stock transfer books of the Company will not be closed.

By Order of the Board of Directors

W. L. STEWART, President.

R. D. MATTHEWS, Comptroller.

Supply and Transportation of Lumber

By E. H. WEAVER

The accompanying paper was given before the National Convention of Purchasing Agents recently held in Los Angeles. Mr. Weaver is District Purchasing Agent with headquarters in Seattle.—Editor's Note.

I have been asked to give a paper upon the subject of "Supply and Transportation of Lumber" and I have assumed that this primarily refers to the lumber produced in what is known as the Pacific Coast, Rocky Mountains and Pacific Northwest regions. In this territory which comprises Oregon, Washington and British Columbia there are four distinct coast woods produced in commercial quantity. They are Douglas Fir, Sitka Spruce, Western Hemlock and Red Cedar. This paper will deal mostly with Douglas Fir as in quantity of production it exceeds by far the combined production of all other woods, and in uses it is more universal than the other three combined.

There has been a great deal said in recent years about the supply of lumber, and experts have estimated the actual number of years in which our lumber resources will be exhausted. In the oil industry there has been made a great many calculations but after all has been said and done, the oil experts admit that their figures are more or less intelligent speculation. On the other hand, the supply of lumber can be determined with a good deal of accuracy. With the airplane the once inaccessible mountain forest can be gauged by a survey and experts claim to have very accurate data. As to figures, first I am giving the estimated stand in the Pacific Northwest, according to government figures.

Washington	282 billion feet
Oregon	395 billion feet
British Columbia.....	364 billion feet

For the United States as a whole it is estimated the stand of all varieties is 2,214 billion feet. This does not include a large amount of timber classed as suitable for pulpwood, cordwood and other purposes. The figure for the United States

as a whole is divided into three classes—Eastern hardwoods 459 billion feet, Eastern softwoods 391 billion feet and Western softwoods 1,364 billion feet (the last figures include softwoods of the Rocky Mountain region, Idaho and California).

The consumption in the Pacific Northwest is estimated per year:

Washington	6 billion feet
Oregon	4 billion feet
British Columbia.....	1½ billion feet

and according to figures I have obtained, this leaves about 100 years supply, without taking into consideration the matter of reforestation. Some years ago an Eastern lumber man of authority stated the time was not far distant when most of you will be forced to seek your requirements of softwoods from the Pacific Northwest. That this time has about come is shown by the fact that in 1924 the production of the United States was approximately 32 billion feet. The coast and Rocky Mountain group produced 36 per cent, Southern pine group 34 per cent, the balance of the United States 30 per cent. The per capita consumption of recent years has been about 313 feet, in 1909 it amounted to 485 feet. This is a hopeful sign for our supply of lumber. It is expected this will be further cut down through use of substitutes and more efficient working and production.

So much misinformation has been given out on the subject of reforestation that a few facts will be in order. Reforestation has not progressed to the point that the Northwest would like to see, nevertheless some very definite work is being carried on with good results. Some of the larger operations have a very definite program where reseeding is carried on. Others in a lesser way are giving all the protection they can as they log and with surprising results. Some of this has been going on now for fifteen to twenty years and one authority has stated the government would be doing a great deal if it only did one half that is done by private interests. There are some

tracts ten years old with good growth in excellent condition. Douglas Fir will attain a size of 12" diameter in fifty years so you can see if there is the proper co-operation between private and governmental interests, this country can be somewhat assured of a continuous growth. There are several factors necessary to the proper program—First, there must be a greater support from the Federal Government both in financial assistance and forest patrol. Second, and most essential, some state legislation is necessary to reduce taxes on logged-off land to a point where private individuals can afford to cultivate the second growth. The latter is not easy of accomplishment and yet it is extremely vital if an effective program is to be carried out.

The four woods mentioned—Fir, Spruce, Hemlock and Cedar have well defined uses. Douglas Fir, or Oregon Pine as it is sometimes called, is one of the strongest soft woods in the world—hard but easy to work—straight grained, resilient, tough and durable. It is the ideal wood for all building and structural purposes. Western Hemlock is usually graded on Fir grading rules and for house building and similar construction is considered as satisfactory as Fir. Sitka Spruce is distinctly a product of the North Pacific Coast and differs because of its size and quality from all other species of Spruce. It is soft, light, close grained, tough, odorless, and easily worked. These qualities make it ideal for boxes and cooperage manufacture where food is to be covered. It has many uses, not the least of which is its desirability for airplane construction. Western Red Cedar is light, soft, close grained and ideal for light construction, impervious to rot and produces 72 per cent of the wooden shingles used in the United States.

All of these woods are graded according to the grading rules of the West Coast Lumber Manufacturers' Association. These rules are the result of years of study and practical experience in manufacture and contact with the needs of the trade. Consequently, the nearer we, as buyers, get to specifying in accordance with these rules, there will be fewer chances of error. I am informed by a mill man that they usually condense a specification of a great many variations

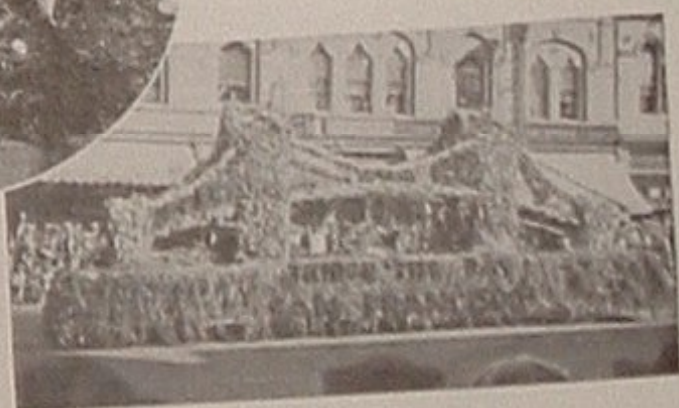
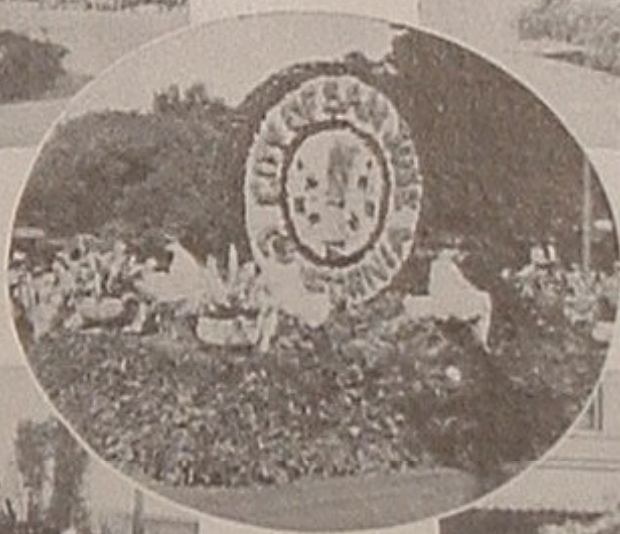
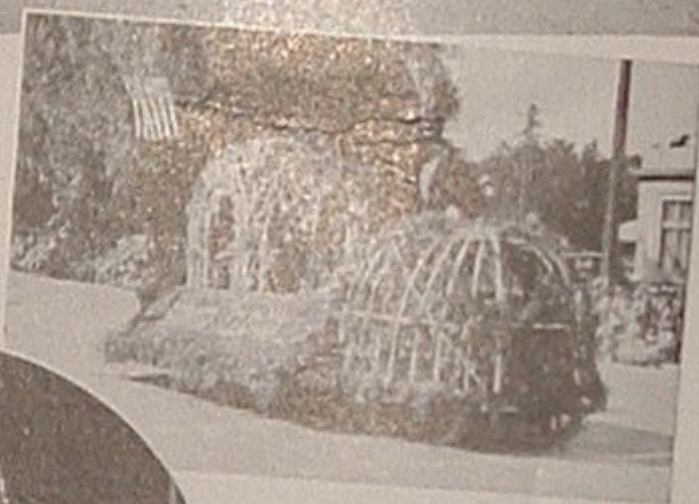
to several and it is run accordingly. Otherwise they could not handle a great many of the orders. The buyer can save his firm a great deal of money if he is intelligently informed on the existing grading rules.

Certain things, touching the lumber industry in the matter of transportation are important to everyone. First, the bulk of our lumber moves by rail and water. A few years ago this was about 90 per cent rail and 10 per cent water, today the Coast lumber movement is about 50 per cent rail and 50 per cent water. Prior to the opening of the Panama Canal all lumber moving towards the Atlantic Seaboard moved by rail and all steel and other commodities moving from the Atlantic Seaboard to the Pacific Coast moved by rail. The Panama Canal was built by the U. S. Government and is being paid for out of the taxes. Of these taxes the railroads are the heaviest contributors. Last year one billion five hundred million feet of lumber was shipped from the Pacific Northwest to the Atlantic Seaboard by vessel, part of this consumed on the coast and part of it transhipped inland. This amounts to 60,000 carloads. Not only this but the boat returning carried steel and other commodities which the railroads in the past have delivered.

In summary, I wish to urge that all who are in the least concerned about this subject acquaint themselves more thoroughly with it. While some of the alarmists may present good facts to stand on, if American industry and government give intelligent thought and co-operation to a reforestation program, the United States can have a supply indefinitely. The European countries are somewhat overcoming this problem as they felt the need decades ago. If our supply runs out, the future generations will have to depend upon other sources of supply or none.

Valuable work is being done by governmental bureaus in classifying and testing uses of tropical forests and there is a great deal of hope in this direction. The American Forestry Magazine is devoted to monthly articles of advancement of America's lumber supply, and to those who desire general information this publication is recommended.

San Jose Rose Festival



LA FIESTA DE LAS ROSAS

The city of San Jose, Garden City of the West, climaxed its recent three-day festival of the Santa Clara Rose by presenting a huge floral parade, glimpses of which are shown above. Senor A. J. McVean, District Sales Manager at San Jose, may be seen in the top photo seated on the box, second from the right of a group of Union Oil Senioritas. The smaller pictures are of a few prize-winning floats.

Lubrication in Principle and Practice

By N. W. KAUNITZ

PETROLEUM products as a power source for prime movers are important, but that importance fades in comparison with their value to present-day industry and civilization when they are used as lubricants. Power sources are many and various, and to a great extent interchangeable, but only one source that can fill the demand for lubricants has been discovered, and that is the oil well.

In spite of this, the lubrication phase of the oil industry receives only a small part of the attention from the general public, which is given to the oil industry as a whole. The explanation is found in the fact that efficient lubrication is not spectacular, because the right lubricant in the proper place, doing its work under proper conditions, is neither seen, heard, felt, nor smelled; in other words, signs of proper lubrication are negative. Nothing happens. However, the bill due to poor lubrication is enormous. "Too much oil" is a common machine shop gag whenever a neglected and ruined piece of machinery comes in for repair.

The principles of good lubrication are, as a rule, well understood, but not so well applied. Nowadays, it is easy to obtain the proper lubricant for every need of modern industry, but it is not always so easy to find the place where the oil is applied to be in good mechanical condition. As is well known, the lubricant is used to fill up the pores in the metal of the wearing surfaces, form an oil film, and thus do away with most of the friction. Friction losses mean power losses (heat losses), and losses through wear and tear, which sooner or later results in break-down of the machinery.

Hot and burned out bearings are an every day occurrence in the majority of industrial plants, and particularly in the lumber industry. It is no exaggeration to state that the reasons for poor performance in this respect will be found, largely, in faulty mechanical construction.

Two questions should always be borne in mind when designing and fitting bear-

ings or other parts of machinery which have to be lubricated. (1) Will this construction give easy access for the oil between the wearing surface? (2) Will the oil be retained between the surfaces for the longest possible time? If these questions can be answered in the affirmative, a satisfactory result will be obtained.

However, like so many other things, the best practical results can only be obtained by compromise between two principles. For instance, oil grooves cut in a bearing serve very well when applied to the first rule, but care has to be taken that they do not violate in every respect the second. Therefore, it is safe to say that the fewer oil grooves in a bearing, the better, as long as those that are cut will serve to introduce the oil between the surfaces, and, to some extent, retain it.

In an ordinary bearing, with the shaft running in one direction only, two oil grooves, branching out from the oil hole in the direction the shaft is running, and cut in the cap, is enough. The lengthways oil groove in either the cap or the bottom of the bearing is an abomination, and so are the unsystematic criss-cross grooves, often cut in the bottom. It must be borne in mind that the shaft can not run on oilways; therefore the surface cut away for grooves that are not needed lessen by that much the useful bearing surface, and increases the pressure on what remains in proportion. No particular provisions need to be made, if the bearing is level, to bring the oil to the ends, and thus out of the bearing.

Therefore, it is a good idea to cut an oil groove in such a manner that the oil will first be led out of the oil hole, then towards the center of the bearing, thus to some extent serving to retain the oil in the bearing.

The ordinary bearing, is, as a rule chamfered at the edges to an angle of somewhere near 45 degrees, so as to give the oil more ease in entering between shaft and bearing. However, this chamfering does not do a lot of good, because there is still an edge capable of wiping the oil off from the shaft. The chamfer-

ing should be carried down much further into the bearing, and no clear line should be left to show where the chamfering ends, or where the bearing surface begins. This chamfer, however, should not extend to the end of the bearing, because that would violate the second rule by giving an easy outlet for the oil. Chamfering or relieving in this manner has a twofold purpose, in accord with both the first and the second rule; it gives an easy access for the oil between the wearing surfaces, and it relieves the wedging pressure set up between the shaft and the bearing, thus saving the oil from being pressed out before it has started to do its work. The nearly vertical surface on the sides of a bearing is of small account as a bearing surface, but as a friction producer thru wedging, it is very efficient.

Sharp corners, forming an obstacle to the easy introduction of the oil, should always be relieved. For example, the end corner edges of a cross-head shoe should be shaped on the principle of a ski and so be made to slide over the oil, instead of pushing it ahead. For the same reason, the edges of the oil grooves should be rounded, to give the oil a chance to get out of the grooves and under the surface of the shaft.

As mentioned before, the main factor working against the retaining of the oil between the wearing surfaces is excessive pressure. To guard against this, the bearing surface must be ample in the first place; must not be destroyed by unnecessary cutting away; must be preserved by proper alignment. In a word, all the available surface must be made to serve. It is often said that a bearing runs better after it has been hot once, and it is true under certain conditions, but only because the bearing was not properly fitted up in the first place.

Steam engine lubrication is a field all by itself, because it introduces problems peculiarly its own. However, the general principles of lubrication apply here as elsewhere. The intermittent pressure introduced by the reciprocating motion is a help, but can be a hindrance if bearings are allowed to run too loose, causing the oil film to be destroyed by pounding. The external parts of a steam engine most liable to give trouble on account of improper lubrication are the crank pin bear-

ing and the wrist pin; the one by running hot, the other by showing excessive wear. The remedy consists in applying the principles as before stated. See that oil gets in by rounding the edges of the hole in the pin, if center oiler; take care that the oil grooves register with the hole, that is, that the center of the oil groove system agrees with the hole; relieve both the pin and the brasses of the wrist pin bearing.

Trouble with cylinder and valve lubrication can in most cases be laid to faulty original construction, and often very little can be done in the way of remedy, except to take care that the best cylinder oil for that particular condition is used; sharp corners rounded on piston and valves; and insuring the steadiness of the oil supply. It seems that the last thing some engine builders consider is how their engines are going to get proper cylinder and valve lubrication. For instance, high pressure and Corliss valves do not go very well together, because, in this case, there is no way to relieve the pressure caused by the valve wedging down in the seat. Balanced slide valves, when they do not stay balanced for any length of time without attention, are also bad. To that class belongs all valves balanced by the means of steam tight strips.

It is a curious fact, that the classes of engines which have achieved the greatest perfection in lubrication are the automobile engine and the marine engine. This result has been arrived at by following the general principles as here outlined. The automobile engine gets the result by good construction and a copious supply of oil; the marine engine performs efficiently because of high class construction, and with a minimum consumption of oil; both can be taken as a standard for the engine and machine builder, so far as efficient lubrication is concerned.

Price should never be the governing factor in selecting either oil or bearing metal for any particular purpose. A soft lead-base metal, which is cheap, is better for a line-shaft bearing working under a moderate pressure than a high priced metal with a high percentage of tin. As a general rule, it may be said that soft bearing metals should be used for moderate speed and pressure, hard metals for high speed, and hard tough bearing metals for important bearings exposed to shocks.



An Oil-Thirsty Monarch in Rosecrans Field



THIS MONTH'S COVER

The old Franciscan Mission at Santa Barbara, one of the best preserved of all the California missions, has been painted in oil by Artist T. H. McKay especially for the cover of this issue of the Bulletin. This mission was established one hundred and forty years ago, and is the only one in which ministrations have never ceased since its founding.

NEW BARGE FOR UNION OF CANADA

Augmenting the present floating equipment of Union Oil Company of Canada, Ltd., in Vancouver harbor, a new steel barge with a capacity of 2,500 barrels is expected to take the water by the end of this month. The new barge is of the latest design and construction, and is being built especially for the handling of refined oils. With its commission, Union Oil Company of Canada, Ltd., will have a fleet of four barges operating in and around Vancouver, two of them handling fuel oil and the other two being refined oil carriers. The new vessel is being built by the Burrard Drydock Company of Vancouver.

FERRY HEADS "PREPAREDNESS" COMMITTEE

At the request of the Los Angeles Chamber of Commerce, Chief Scott, of the Los Angeles Fire Department, recently called a meeting of representatives of all oil companies operating in the vicinity of Los Angeles and the harbor district for the purpose of making a survey of all pipe lines and storage facilities, and arranging a program for their protection in the event of a major disaster. Hubert C. Ferry, Supervisor of Franchises and Rights of Way, represented the Union Oil Company, and was appointed general chairman of the committee which will work in conjunction with the Chamber of Mines and Oil. Two sub-committees were appointed, and it is expected that by the next meeting, maps and other information will have been prepared that should prove of invaluable assistance in case of fire, flood or earthquake. The locations of oil lines, the companies operating them, and the facilities for handling the flow of oil are a few of the features to be analyzed by the committees.

HILL RETURNS FROM COLORADO

F. F. Hill, Manager of Field Operations, is back in Los Angeles after attending the Standardization Committee meeting of the American Petroleum Institute held recently at Colorado Springs. On the return trip Mr. Hill made a brief visit to the company's producing areas near Fort Collins.

NEW PRODUCTION

During the month of May, the company secured 5,300 barrels daily of new production. Three new wells were brought in on the Wellington structure in Colorado, they being the Gault Platt No. 1 with 1,000 barrels, the North Poudre Stuchell No. 1 with 1,350 barrels and the Eider No. 1 with 950 barrels. Stearns No. 68 in the Fullerton Field came in with 900 barrels daily, and a deepening job on No. 58 on the same property added 175 barrels a day. The Richfield district contributed 350 barrels and 275 barrels respectively from the Yorba Linda Group No. 9 and the Esther Newell No. 1, the latter a recompleted well. Hellman No. 14 in the Dominguez field came in with 140 barrels.

W. S. GRANT ASSUMES NEW DUTIES

W. S. Grant, formerly traveling auditor, and one of the best known and most liked employees in the company, has been promoted to the position of assisting G. G. Blue in matters pertaining to insurance and personnel. Mr. Grant's new work will enable him to maintain a closer contact with his host of friends within the company who assure him of their best wishes for success.

PURCHASING AGENTS ATTEND CONVENTION

E. H. Weaver, District Purchasing Agent for the company with headquarters in Seattle, H. B. Amidon, District Purchasing Agent, San Francisco, and N. A. Switters, District Purchasing Agent at Fort Collins, Colorado, journeyed to Los Angeles last month to attend the National Convention of Purchasing Agents. Mr. Weaver read a very interesting paper before the convention on the subject of lumber with relation to the Pacific Northwest, which appears in this issue.

JUNE U. S. PRODUCTION

Following is the gross estimated production of crude oil in the United States for the month of June.

State	Barrels
California	18,382,483
Oklahoma	13,952,196
Texas	11,197,396
Arkansas	5,192,319
Mountain States	3,393,691
Kansas	3,269,829
Eastern States	3,241,230
Louisiana	2,269,433
Total	60,898,677
May	62,278,390



SEATTLE EMPLOYEES' ORCHESTRA

LEFT TO RIGHT: G. B. Conkey, J. C. Pickering, D. G. Merrick, P. C. Slaton, E. A. Urie, W. F. Cooper, V. Williamson and R. C. Clifford.

This organization has grown from a nucleus of three or four members who confined their efforts to playing for the Seattle Aristo Club dances and functions to its present size in a remarkably short time. As a result of hard work and cooperation among themselves, the boys have made a name in the northern territory, and their music is becoming more and more in demand. Half of the orchestra is composed of service station operators, and the others are office employees.

MAY CRUDE PRODUCTION

The total production of crude oil in California for May amounted to 18,667,144 barrels, an average of 602,166 barrels per day. This is a decrease of 893 barrels per day under April production.

Total stocks of crude and all products in Pacific Coast territory decreased during the month 77,526 barrels. The total stocks at the end of the month were 151,733,489 barrels. The total stock decrease for 1926, up to May 31st, was 5,582,820 barrels.

Fifty-eight wells were completed during the month with an initial daily production of 15,738 barrels, compared with 95 wells completed during April with an initial production of 24,267 barrels.

Complete details of production and development by fields for May will be found on page 23 of this issue.

COMPANY ACTIVE IN COLORADO

As the result of recent completions in the Fort Collins area in Colorado, the company now has a daily gross production of approximately 5,500 barrels of crude oil. This production is coming from fourteen wells, seven in the Wellington area and seven in the Fort Collins field.

Nine strings of tools are at present being operated by the company on its Colorado properties. In two of the wells, hole is down more than 4,400 feet, and should pick up the oil sands within the next few weeks.

PORTLAND ARISTO CLUB

A dance was recently held under the auspices of the Portland Aristo club which proved a very successful affair. Music was furnished for the dancers by the Club orchestra under the direction of W. H. Hurley.

The Portland Club was organized early this year for the purpose of carrying on various entertainments to be given by and for the employees. Plans are now being completed for a picnic to be held some time during the month of August.

The officers of the Club are: N. A. Broeren, President; Vic Brown, Vice-President; P. E. Moor, Treasurer and E. S. Ketchum, Secretary.

NEW PROVIDENT FUND ADMINISTRATOR

The recent employee's ballot for the election of a new administrator of the Provident Fund to succeed M. F. Robertson, whose term of office has expired, gave Wm. Groundwater, Manager of Transportation, a safe lead over other nominees. Mr. Groundwater will serve for three years beginning July 1st, 1926. This honor is highly significant of the confidence all employees have in his shrewd judgment and ability.

W. L. Stewart was also reelected as representative of the Board of Directors at the last meeting of that body. The present members of the Board of Administrators of the Provident Fund are W. L. Stewart, R. D. Matthews, I. B. Newton, Wm. Groundwater and Gerald G. Blue, Secretary.

UNION OIL NIGHT AT THE EGYPTIAN

Through the courtesy of Sid Grauman, coupled with the energetic efforts of G. G. Blue, Manager of Insurance and Personnel, a mammoth Union Oil theater party was held at Grauman's Egyptian Theater in Hollywood on the evening of June 29.



Left to Right—J. M. Geary, Manager of Sales; John Bowers, Marguerite de la Motte and Sid Grauman.

Fifteen hundred employees and their guests from the Los Angeles district attended the performance, and many more applicants for tickets were turned away. With John Bowers and Marguerite de la Motte acting as host and hostess, and "Mary's husband and Doug's wife" on the same bill, the entertainment was of the highest order.

OLEUM FIRST AID MEN GET CALL

Two members of the first aid team at Oleum Refinery were recently dispatched to a small neighboring town to administer first aid to the victim of a twelve-foot sewer trench cave-in. Although the doctor in attendance believed the man to be dead, the first aid men began applying artificial respiration, which was continued for nearly seven hours. All hope finally had to be abandoned, and a post mortem examination later showed the lungs to be crushed and that death had actually taken place a few minutes after the accident.

The significance of the incident lies in the fact that had there been any possibility of a recovery, the faithful and perfect work done by the company's first aid men could not have failed in its purpose. Since this unfortunate accident, there has been a marked increase in interest shown at Oleum in first aid work, and a number of men have requested first aid training.

NEW ROAD MAPS ISSUED

The company has prepared road maps covering the entire Pacific Coast slope, including British Columbia, Arizona and Nevada, for the use of the motorist. They have been placed with independent dealers handling Union Oil products and also with the company's service stations for distribution to all who may desire them.

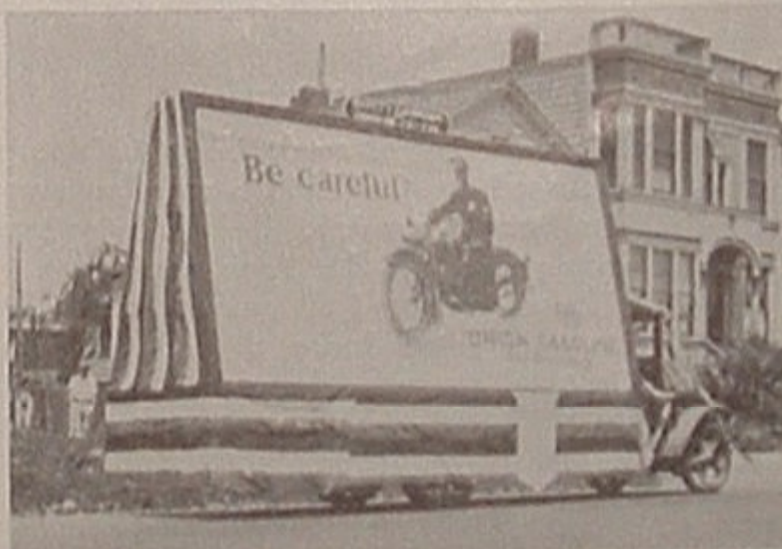
In all, four maps have been prepared. One deals with California, Oregon and Washington; a second covers British Columbia; a third deals with Arizona and the fourth with Nevada. Each map, which is made up in handy pocket size, carries a wealth of information to the motorist. There is shown, for instance, such important facts as paved through routes, paved secondary routes, graveled through and graveled secondary routes, and unimproved routes. Local roads are also indicated. Cities and towns and even the smallest hamlets in many instances are shown together with the distances separating them.

SANTA MARIA EMPLOYEES HOLD OUTING

Three hundred employees, representing all departments in the Santa Maria district, attended the barbecue and picnic held on the Newlove Lease June 20. An interesting feature of the program following the splendid dinner was a bitterly contested putting match. Lafe Todd, Superintendent of the Producers Pipe Line, sponsored the outing.

BOOSTING SAFETY

When the East Bay Safety Council held their Safety Parade in Emeryville recently, it gave District Sales Manager Ensminger an opportunity



to display the company's efforts in behalf of safe motoring. The entry is shown above. The picture just below shows the company's exhibit in the Roseburg Strawberry Carnival Parade, which also drew much favorable comment.

California Oil Statistics, May 1926

PRODUCTION

(Figures of production and stocks are in barrels of 42 Gals.)

DISTRICT	BARRELS PER MONTH	DAILY AVERAGE		
		May 1926	April 1926	May 1925
Kern River	369,345	11,914	11,947	17,607
McKittrick	166,804	5,381	5,510	5,654
Midway-Sunset	2,924,004	94,323	94,238	103,645
Elk Hills	1,041,885	33,609	32,680	38,496
Lost Hills-Belridge	142,700	4,603	4,643	4,945
Coalinga	628,922	20,288	21,011	21,376
Wheeler Ridge	29,049	937	997	872
Watsonville	1,782	57	57	57
Santa Maria	157,582	5,083	4,958	7,260
Summerland	3,983	128	128	129
*Ventura Avenue	1,018,873	32,867	27,647	18,123
Ventura-Newhall	185,395	5,980	5,883	6,338
Los Angeles-Salt Lake	55,626	1,794	1,828	1,966
Whittier	65,756	2,121	2,131	1,906
Fullerton	541,754	17,476	17,969	11,542
Coyote	523,446	16,885	17,085	21,085
Santa Fe Springs	1,496,422	48,272	49,076	52,767
Montebello	555,282	17,912	17,992	18,742
Richfield	402,224	12,975	12,956	11,088
Huntington Beach	1,363,458	43,982	44,238	42,020
Long Beach	3,306,842	106,672	109,561	108,928
Torrance	927,631	29,924	29,571	36,804
Dominguez	652,629	21,053	21,009	36,958
Rosecrans	514,266	16,589	18,052	19,845
Inglewood	1,588,209	51,252	51,790	18,826
Newport	2,675	86	104	130
TOTAL	18,667,144	602,166	603,059	607,107
April	18,091,771	603,059		
Decrease	575,373**	893		

*Previously included with Ventura-Newhall.
**Increase.

STOCKS

	May 31, 1926	Apr. 30, 1926	May Stock Decreases	May 31, 1925
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel	88,475,401	86,291,516	*2,183,885	65,620,145
Refinable Crude, 20° A.P.I., and lighter	37,044,292	38,393,564	1,349,272	45,149,666
Gasoline	10,804,022	11,271,718	467,696	11,363,943
Naphtha Distillates	5,184,540	5,641,183	456,643	6,435,416
All Other Stocks	10,225,234	10,213,034	*12,200	9,308,112
TOTAL ALL STOCKS	151,733,489	151,811,015	77,526	137,877,282

*Increase.

DEVELOPMENT

DISTRICT	New Rigs Up	Active Drilling	Completed	Initial Output Daily	Active Producing	Abandoned Wells	
						Drillers	Producers
Kern River	4	8	2	205	1,595	4	—
McKittrick	—	7	1	4	305	1	—
Midway-Sunset	20	50	16	1,270	2,946	—	—
Elk Hills	1	1	2	314	264	2	—
Lost Hills-Belridge	—	4	—	—	296	—	—
Coalinga	1	6	1	75	979	—	1
Wheeler Ridge	—	1	—	—	24	—	—
Watsonville	—	—	—	—	6	—	—
Santa Maria	—	6	—	—	233	—	23
Summerland	—	—	—	—	135	—	—
†Ventura Avenue	7	23	2	6,585	56	—	—
Ventura-Newhall	5	32	—	—	520	3	—
Los Angeles-Salt Lake	—	—	—	—	376	—	1
Whittier	—	6	—	—	188	1	—
Fullerton	1	15	2	475	429	2	1
Coyote	—	1	1	148	215	1	1
Santa Fe Springs	1	1	1	130	347	—	1
Montebello	—	10	1	150	171	1	2
Richfield	3	12	—	—	186	—	1
Huntington Beach	12	13	5	1,596	349	4	1
Long Beach	7	61	16	2,610	790	4	6
Torrance	3	6	3	332	631	—	5
Dominguez	—	6	1	86	68	—	—
Rosecrans	2	6	2	545	124	1	—
Inglewood	2	6	2	1,213	196	1	1
Newport	—	4	—	—	8	—	—
Miscellaneous Drilling	9	109	—	—	—	10	—
May	78	394	58	15,738	11,437	35	44
April	69	393	95	24,267	11,389	28	22
Increase	9	1	**37	**8,529	48	7	22
Average for Year 1925	105	417	79	42,247	11,393	28	12
Average for Year 1924	103	510	103	42,412	10,903	28	21
Average for Year 1923	111	759	82	114,690	8,928	—	24
Average for Year 1922	115	605	67	43,700	9,410	—	17
Average for Year 1921	90	536	57	15,631	9,425	—	14

†Previously included with Ventura-Newhall. **Decrease.

Refined and Crude



There may be no real saturation point in the automobile market, but it has been seen in some drivers.

* * *

"Look, mother, there's a holdup."
"Yes, Dear—but don't point, it's very rude."

* * *

Waitress—Tea or Coffee?
Diner—Coffee, without cream.
"You'll have to take it without milk, we have no cream."

* * *

"I hear you are leaving the village, McTavish. Moving nearer London, I understand?"
"Aye."
"And why are you going?"
"My crystal set's not loud enough."

* * *

Beryl—"You must have been very pretty once, mummie."
Mother—"Why do you think that, darling?"
"Because you've got such a lovely little girl."

* * *

"See that man, Johnny? Well, he's six feet in his boots."
"Gwan; you don't expect me to believe that. You might as well say he's six heads in his hat."

* * *

Milligan: "If I be afther lavin' security equal to what I take away, will yes trust me till nixt week?"
Grocer: "Certainly."
"Well, thin, sell me two av thim hams, an' kape wan av thim till I come again."

* * *

A kiss in time save electric light bills.

* * *

"Joan's going to have another operation."
"Really? What's she got?"
"Money."

Doctor—Did you follow my advice and drink hot water one hour before breakfast?

His Patient—I did my best, but I couldn't keep it up more than ten minutes, doctor.

* * *

"You cad!—I can't find words to express indignation."
"Then why get wild when I say you are ignorant?"

* * *

He is safe from danger who is on his guard even when safe.

* * *

"Catch me, Perkins, I'm dizzy."
"Wassamatter?"
"I've been reading a circular letter."

* * *

Mother—"What did mother's little baby learn at school today?"
Son—"I learned two kids not to call me mama's baby."

* * *

Oleomargerine is something you take for butter or for worse.

* * *

The new messenger was a red-headed Irish boy, and the manager had sent him on an errand in one of the most fashionable districts. Half an hour later the manager was called to the phone and the following conversation took place:

"Have you a red-headed boy working for you?"
"Yes."

"Well, this is the janitor at the Oakland Apartments, where your boy came to deliver a message. He insisted on coming in the front way and was so persistent that I was forced to draw a gun."

"Good heavens! You didn't shoot him, did you?"

"No, but I want my gun back."

Hiking

By CHARLES T. HICKEY

*The trail went winding up a thousand feet
And dipped and sagged and wobbled here and there,
Exposed me to the glaring summer heat
And sprayed with dust the "balmy mountain air."
A couple tons of lead were in my pack,
The muscles of my body all were sore,
And if it chanced I ever could get back
My hiking would be done at home, I swore.*

*But months have passed and I am home once more
Breathing the stifling, fetid city air,
With clouds of people clacking past my door
And loud, discordant noises everywhere;
So I am getting all prepared to slip
Away and take a good long hiking trip.*



