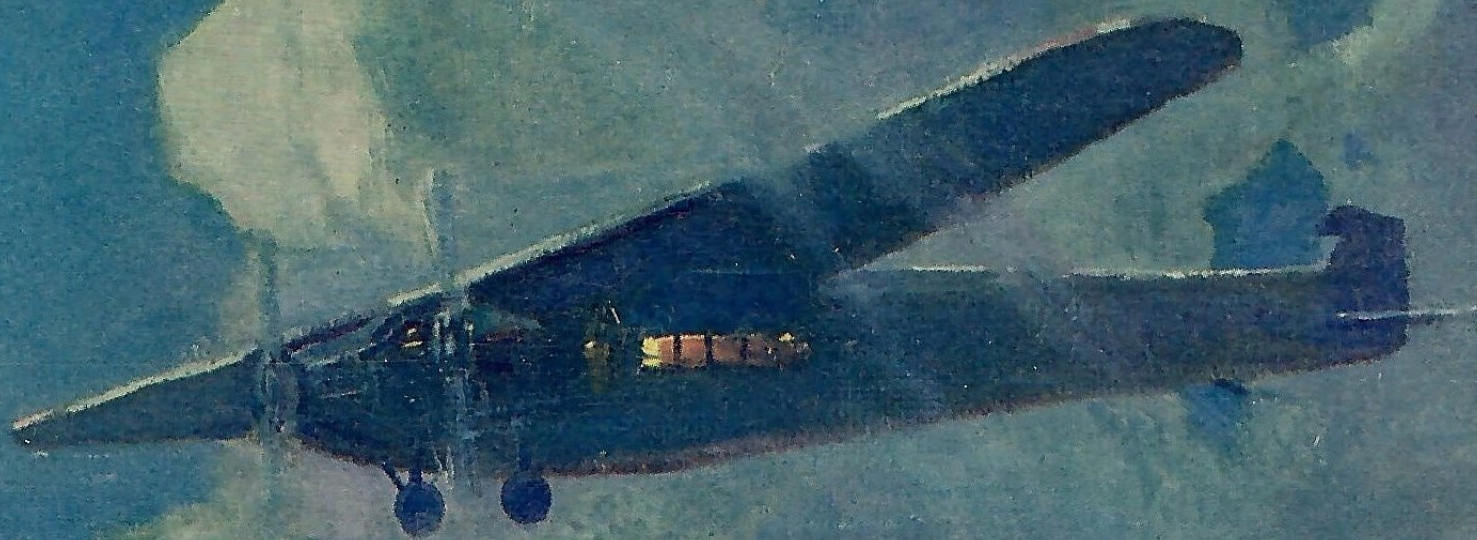


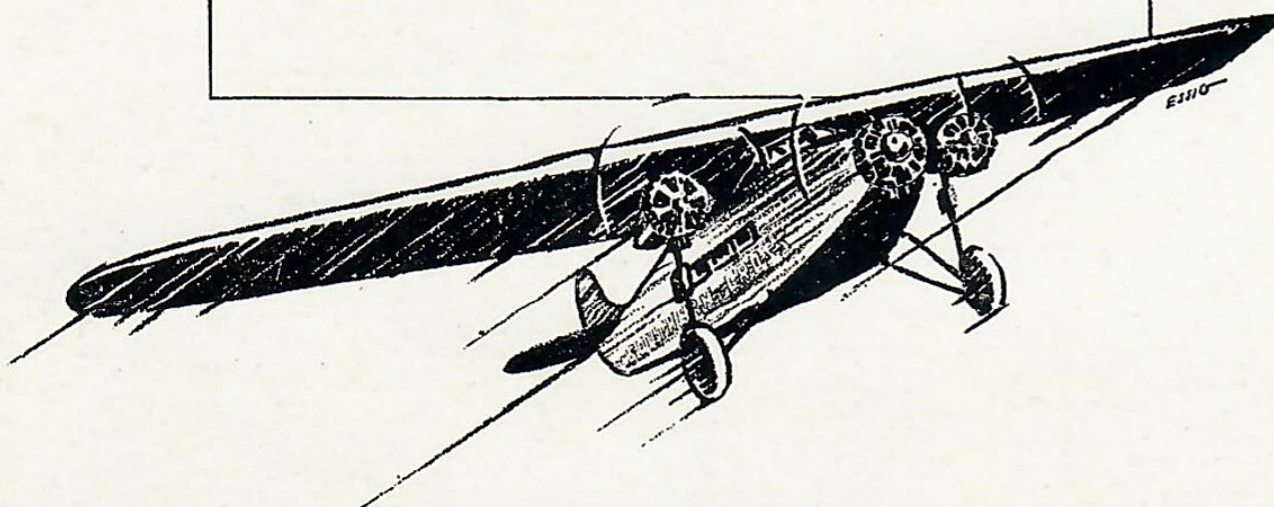
# UNION OIL BULLETIN



JULY 1928

# Here's Why Southern Cross Used UNION Exclusively

POSTAL TELEGRAPH - COMMERCIAL CABLES		
RECEIVED AT	CLARENCE H. MACHAY, PRESIDENT	This is a full-rate Telegram or Cablegram unless otherwise indicated by symbol on the check or in the address.
STANDARD TIME INDICATED ON THIS MESSAGE	TELEGRAMS TO ALL AMERICA	CABLEGRAMS TO ALL THE WORLD
SFA892 38 CABLE	BRISBANE	1928 JUN 9 PM 9 07
UNION OIL CO OF CAL LOS ANGELES		
OIL AND GASOLINE PERFECT THROUGHOUT STOP GASOLINE CONSUMPTION 35.13 PER HOUR MOTORS IN PERFECT CONDITION THROUGHOUT		
KINGSFORD-SMITH SOUTHERN CROSS		



## "Perfect Throughout" — KINGSFORD-SMITH

WHERE tremendous, unfailing lifting power and instant acceleration meant success—where Gasoline was exposed to every possible condition from sweltering heat to cold, damp blackness of hurricane, rain and fog—where "gas" had to mix with thick, moist air in low hung fogs and still function perfectly in thin, dry air 10,000 feet above the sea—Union functioned "perfect throughout".

Fuel for the Southern Cross was selected through actual service tests and Union was chosen. It delivered the dependable power behind those whirling propellers that brought success to a venture superb in the accurateness of its performance.

Union Aviation Gasoline was used throughout the 8,000 miles. First filled at Oakland, next at Barking Sands and just before the takeoff on the tropical sands just around the reef from Suva and again before the shorter Australian hop.

This same uniformity—this same dependability is offered the motorist in Union non-detonating Gasoline from blue and white service station pumps.

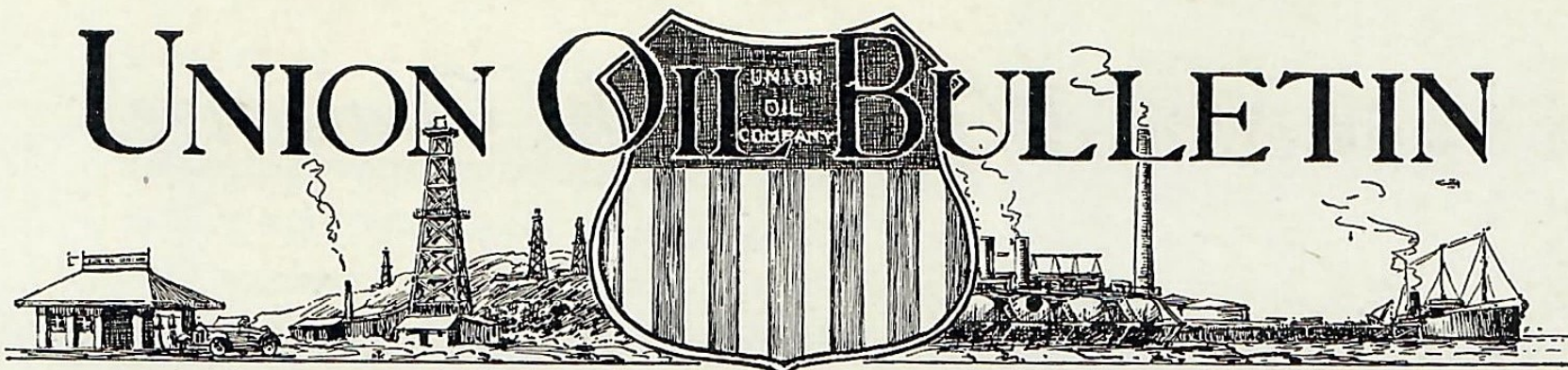
Try it today and see that "perfect throughout" means maximum performance to you.



# UNION GASOLINE

U N I O N O I L C O M P A N Y

# 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 VIII

JULY, 1928

BULLETIN No. 5

## PROGRESS

NOT just another overseas flight, but a demonstration of perfect coordination of preparatory work and operative skill—that was the accomplishment of the Southern Cross in achieving its Australian goal. The men responsible for the flight wished to dissociate the spectacular from the plane and its performance. Their sole desire was to aid in proving the ultimate value and practicability of aviation. This purpose they realized, and the result will have a profound influence in stimulating the progress of air travel.

The flight of the Southern Cross is another progressive step for the aeronautic industry in that it serves to create greater public confidence in the capabilities of the airplane, through demonstrating how the hazards of the air may be reduced to a minimum.

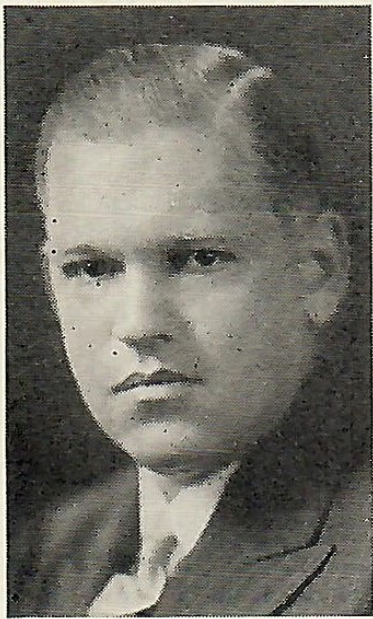
There has recently been a real awakening to the practicability of air transportation, inspired largely through such feats as have been recorded by the Southern Cross. Taking this into consideration, the petroleum industry, which has contributed its part in the advance of air knowledge as a producer of aero-motor fuels and lubricants, must prepare itself to meet the further demands which it will be called upon to fulfill, so that aviation in its relation to human progress may be carried on.

—E. W. CLARK.

## The Men Who Met the Challenge

By R. E. HAYLETT

ON July 19th last I boarded the S.S. "Tahiti" at Wellington, New Zealand, after having spent some months in Australia and New Zealand preparing for the establishment of our subsidiary com-



R. E. HAYLETT

pany, the Atlantic Union Oil Company, Ltd., now marketing petroleum products in those countries. In the dining salon that night, seated at my right at the captain's table, were three young men who were introduced to me as Captain Kingsford-Smith, Mr. Ulm and Mr. Anderson, three Australian aviators who had made preparations to fly the Pacific from California to their native country. Our acquaintance ripened quickly, and in a day or so they were Smithy, Charley and Andy to me and I Bob to them, and the warm friendship there formed has become more intimate as the months have passed.

I soon learned the details of their ambitious plans. Ever since the World War, in which they had served with distinction, they had been engaged in some form or other of commercial aviation, but for the past four years their plans had been directed toward one end, the establishment of a commercial airline from their home in Australia to the United States. To develop this enterprise, it was necessary to demonstrate the feasibility of the plan, and it was therefore incumbent upon them to prove that the flight could be safely made if the proper equipment and skill were utilized. They had recognized that it would be diffi-

cult to interest sufficient capital in their plans, and difficult indeed did they find the task. They had invested all of their own savings in the enterprise, all that they could borrow and all that they could raise through record-breaking, advertising flights made in Australia, but they were still far short of the necessary amount until a governmental body in Australia came to their support and the requisite funds were secured.

With financial worries behind them (for the time being only, as later events proved) they gave themselves up to detailed plans for the flight. It was necessary for them to understand navigation, since an accident might at any time deprive them of the services of their navigator, so while on board the S.S. "Tahiti" all three of the boys took an intensive course in navigation under the tutelage of the friendly officers of the ship. I remember their chagrin when at first it took them 27 minutes to calculate the ship's position from their observations, whereas the navigating officer would smilingly make his report in less than seven. They persevered, however, and soon were able to make accurate observations and rapid calculations either day or night.

We arrived in San Francisco on August 5th, shortly before the commencement of the Dole race to Hawaii. The boys had the opportunity to study the planes, equipment, and personnel of the entrants in this race and were immediately impressed with the hazard of undertaking such a flight in a single-motored plane, such as that contemplated in their original plans. They came to the conclusion that the real object of their flight, namely, the eventual establishment of trans-Pacific plane service,

would be imperiled by their failure, and that a modern, three-motored plane would give an added factor of safety well worth the additional cost. They cabled this belief to their governmental friends in Australia, asking approval for the additional expenditure necessary to carry out their new plans, and promptly received the encouraging reply to go ahead. They purchased a giant Fokker plane, named her the "Southern Cross" out of respect to the patron constellation of their home skies, ordered their equipment, and went blithely on with their preparations; when the bomb exploded. The governmental ministry which was backing them went out of power and the new ministry refused to further support the enterprise. Here they were, stranded in a foreign country, with commitments already made far beyond their power to meet and no friends able to support them in their ambitious program. The catastrophies of the Dole flight had sharply turned public opinion against foolhardy ocean flights, and no one would believe them in their statements that theirs was not merely a stunt flight, but one that had a greater end in view.

Then followed months of disappointment. Their plane was mortgaged to meet the payments for special equipment, necessary for ocean flights but valueless on land. They were not citizens of the United States and were therefore prevented from engaging in commercial aviation, which might have brought in the necessary funds. A prize was offered to anyone who would break the world's record for sustained flight, and they made several attempts, each one falling just short of the goal, which at that time called for a flight of about 53 hours. On one occasion they stayed aloft 49½ hours and on another 50. While these flights demonstrated the air-worthiness of their ship, they did not improve their financial condition, but rather threw them further into debt.

People simply would not believe that the



*Captain Charles Kingsford-Smith, commander of the flight, about to warm up the motor.  
International Newsreel Photo.*

flight to Australia could be made. Their Australian backers, disheartened by the many tragedies attending ocean flights, implored them to give up their rash plans and return to their native land, offering to send them money for the return passage but for no other purpose. Anderson, who had returned to Australia to secure aid, failed in his endeavors. Sincere friends in San Francisco and Los Angeles provided them with the bare necessities of life, but were unable to help them further; creditors were pressing them, and their future was dark indeed.

I shall never forget one dreary afternoon last March when the two boys sat in my office discouraged and downcast. There appeared no way out but to sell the plane and go home, beaten. The irony of the situation seemed to amuse them in a bitter sort of a way, since all the money they could raise by the sale of the ship and its equipment would not completely meet their debts and they inquired whether we Americans made it a practice to imprison debtors for non-payment of their obligations. Suddenly the

## PRESIDENT CABLES CONGRATULATIONS

KINGSFORD-SMITH  
SYDNEY NSW

HISTORY WILL IMMORTALIZE YOUR FLIGHT AS THE MAGNIFICENT PIONEER AIR FEAT OF THIS AGE ACCOMPLISHED ON THE FIRST ATTEMPT stop NO FINER TRIBUTE COULD BE PAID TO COURAGE AND PREPARATION stop YOUR SHIP YOUR COMPANIONS AND YOUR OWN ABILITY MERIT THE HOMAGE OF ALL PEOPLES CONGRATULATIONS

W L STEWART PRESIDENT  
UNION OIL COMPANY OF CALIFORNIA

## THE FLYERS' REPLY

LCO STEWART CARE PETROLEUM  
LOS ANGELES CALIF

THANKS EXCEEDINGLY YOUR CONGRATULATORY CABLEGRAM  
SMITH ULM

telephone broke the gloom. It was Andrew M. Chaffey, President of the California Bank, Los Angeles, and a former resident of Australia, where he had had his first experience in banking. Mr. Chaffey had been most helpful to me a year previous when I visited Australia and I had appealed to him a few days before in the hope that he would know some one able and willing to help these friends of mine. Did I know where those two Australian aviators were? Could I get them out to the airport right away to demonstrate their plane and equipment? Mr. Chaffey and an associate of his would like to go out at once.

We reached Rogers Airport in what seemed like a little less than no time at all. Mr. Chaffey arrived shortly thereafter, and with him was Captain Allan Hancock, a great-hearted gentleman who takes delight in helping others to help themselves. Captain Hancock listened sympathetically to their story. He climbed into the pilot's compartment with Kingsford-Smith, and with Mr. Chaffey, Charlie Ulm and myself in the fuselage, we cruised over the city with the plane running at times with only one or two motors to demonstrate its air

stability in event of trouble. Captain Hancock then took the boys with him for a cruise down the coast of Lower California in his steamship, the "Oaxaca," and became thoroughly acquainted with them before offering assistance.

What a close call it was! When they returned they found that the Southern Cross had been attached by the sheriff and in a few days more it would probably have been sold at auction to satisfy their creditors; but overnight everything was changed. They were able to meet their obligations and go on with their plans. From despair they were raised to a high pitch of enthusiasm.

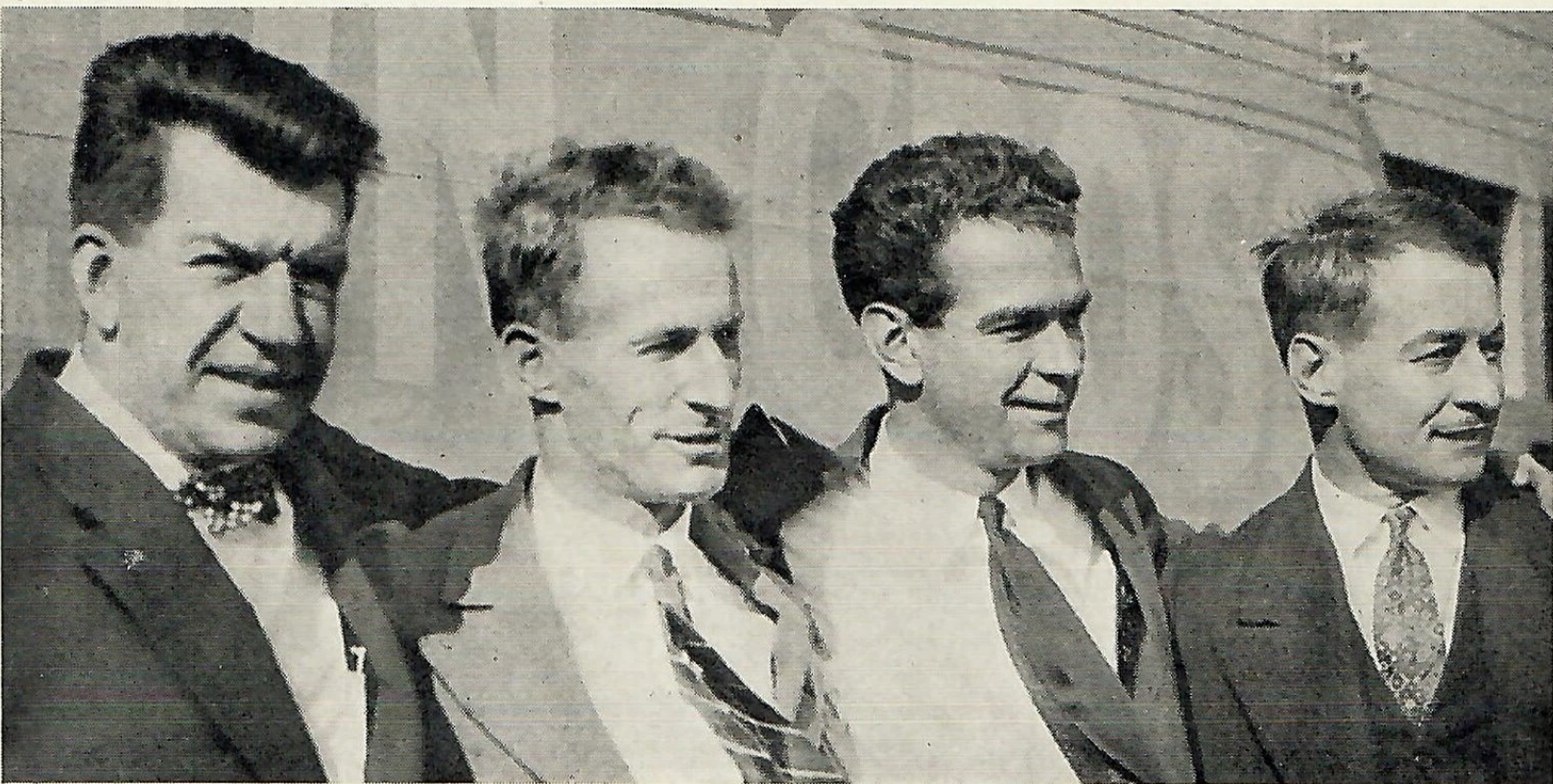
This was in the early part of April and final plans then went ahead rapidly. Arrangements were made for supplies of Union aviation gasoline and Atlantic motor oil, the product of the Atlantic Refining Company, our partner in the Australian subsidiary company, to be in readiness at Los Angeles, the official starting point, Oakland, Honolulu, Barking Sands, Suva, and Brisbane. The motors of the Southern Cross were re-conditioned; the giant plane was thoroughly overhauled to insure its being

in the best possible condition; the instruments for navigation were installed and tested, and the radio equipment, which was to mark the flight as distinct from any other ever attempted, was tuned up and tested. A schedule was laid out which called for departure from Oakland on May 31st, with the full moon, not that the moon was necessary for the flight, but for the psychological aid to the crew. Anderson, who was to have acted as relief pilot, was then in Australia and was unable to return in time, so the crew was filled out by the engagement of two Americans, Lieutenant-Commander Harry W. Lyon as navigator and James Warner as radio operator. How well these two aided the enterprise is now a matter of record. Many friends gave their unstinted help during those last weeks of feverish preparation. Representatives of the aviation and research departments of the Union Oil Company of California were in constant attendance to lend their assistance in the preparation and installation of emergency equipment. Thousands of feet of moving picture film were made, depicting all phases of the preparation and testing.

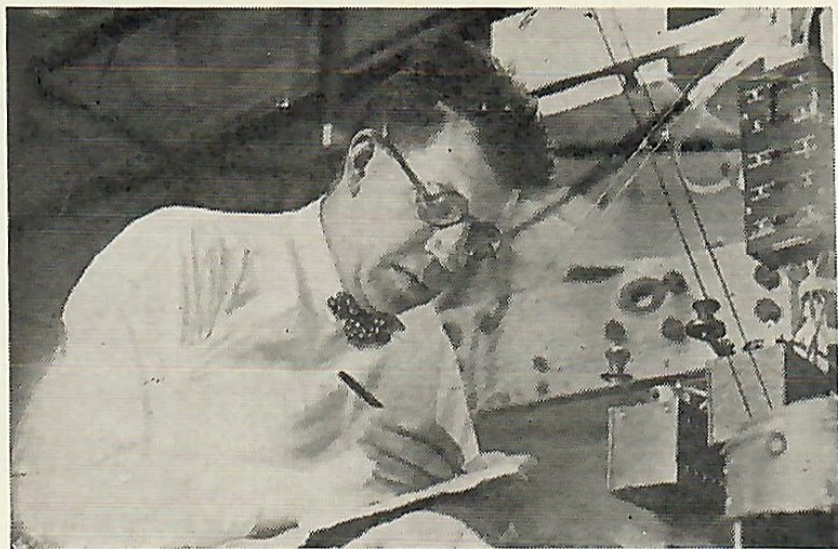
The flight itself is now a matter of history and we all know the details of the superb performance. We know of the out-

standing skill of the pilots in taking off the heavily loaded plane at each point and in flying through the storms and wind without mishap; of the navigating efficiency with which the plane was kept accurately on her course at each stage of the flight; of the amazing communication kept up between the great plane and radio stations on both sides of the Pacific, and of the unfailing confidence and cheerfulness of the crew.

Captain Kingsford-Smith, or Smithy as so many of us know him, impressed me not only by his efficiency as a pilot, but by his quiet determination and his cheerful manner. His smiling "Cheerio, old top" left one anxious to see him again as soon as possible. Other pilots have told me that with his nearly 3,500 hours flying experience he was a master at handling airplanes, and while I was not competent to judge this for myself, I always felt perfectly safe when I flew with him in the Southern Cross. There was no question in his mind of possible failure of the enterprise. Was not the ship a worthy one? Had it not been demonstrated repeatedly that it could stay in the air hours longer than the time necessary for the longest hop of the voyage? Did he not have the best and latest instruments procurable, and was not his crew efficient?



*From left to right: Lt. Commander Harry W. Lyon, Jr., navigator of the plane; Captain Kingsford-Smith; Charles T. P. Ulm, co-pilot; and James Warner, radio operator. International Newsreel Photo.*



*Lt. Commander Lyon works on his charts in the cabin of the Southern Cross. To the right is the radio apparatus.—International Newsreel Photo.*

Of course he would make the grade.

And Charlie Ulm, the serious-minded manager and promoter of the enterprise: he had much besides fame and glory hinging on the success of this flight. He left a bride of two weeks in Australia, expecting that he would fly back to her within three months, and he fretted at the events which delayed his return. Always a gentleman and at home in any company, he impressed us all with his determination to succeed and with the painstaking care with which he prepared for every contingency. Like Smithy, his only concern was that financial difficulties might prevent the start of the flight.

They both loved children and during the many times they visited my home they were glad to respond to the oft-repeated demand of my two youngsters for more stories about Australia, flying, and the Great War.

Their sincerity and happy dispositions helped them to make many good friends wherever they went. It would be impossible in this brief space to name all the friends who did what they could to assist, but I wish to mention two who stood by them loyally from the day they arrived in San Francisco, Mr. Sydney Meyer of Melbourne, now in California, and Mr. Locke T. Harper of San Francisco.

The boys were all good sportsmen. This was demonstrated on many occasions, but one incident in particular stands out in my

memory. On their voyage to California aboard the S.S. "Tahiti" one of the boys reached the final round of the ship's auction bridge tournament. He had a young American as a partner and was pitted against a pair of strong players, one a New Zealander and the other a Frenchman. The match, which was to be best two out of three rubbers, entered the final stage with each side having won a rubber and a game on the last one and with each side having a small score towards the last game. The Australian was playing a four trick contract which he had obtained after being bid up higher than his cards warranted, which contract had been doubled, and he was due to be set about two tricks. Toward the close of the hand the Frenchman renounced and in spite of the gasp of amazement of the large crowd of bystanders, played to the next trick, thus completing a revoke. By all the laws of the game, which should be observed in tournament play if ever, the Australian-American pair were entitled to two tricks, which would give them the contract, match, and championship, but our sporting young Australian supported by his fellow flyers and his partner, refused to accept the match through a thoughtless misplay of his adversaries. He insisted that a new deal be made and the hand replayed, which was done, and as if in reward for his generosity the hand proved to be a winning one for his side.

With my colleagues of the Union Oil Company of California, I am proud that our aviation gasoline was selected for the flight and proud that it played its part so well. Above all, however, I am happy that these splendid boys were able to realize their ambitions and achieve successfully a flight which cannot help but mark another milestone in the progress of aviation; and lastly I am glad that through their efforts there has been established another bond between those two great countries bordering the Pacific, namely, Australia and the United States of America.



## Captain Cook Sets Sail Again

By H. B. WELLER

*District Sales Manager*

*Honolulu, Hawaii*

ACROSS the equator and around the far corner of the tropics, by an air route more than half of which had never before been attempted, a Fokker monoplane manned by two Australians and two Americans came to its goal in Sydney, Australia, after more than 8,300 miles of flying. Four stops had been made: the first at the Oakland Municipal Airport, following the departure from Los Angeles; the second in the Hawaiian Islands, a distance of 2,908 miles; the third at Suva in the Fiji Islands, 3,130 miles farther on; the fourth at Brisbane on the eastern coast of the Island continent, a distance of another 1,795 miles, with 500 yet remaining before the final landing. Three engines, fueled with Union Aviation Gasoline, carried through every imaginable hazard, to success.

With the tragic aftermath of last August's Dole race from Oakland to Honolulu not yet forgotten, oversea attempts of the kind

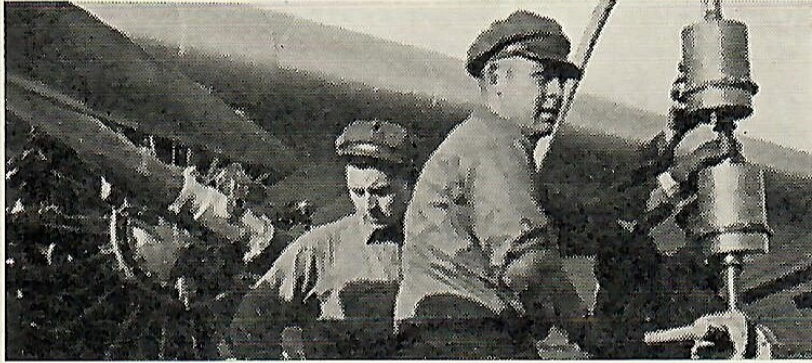
were still thought of as foolhardy and needlessly daredevil enterprises when the Southern Cross set out. Criticism reiterated the statement that these men were but repeating other tragedies. The longest lap of the flight—3,130 miles from Hawaii to Suva—was longer than any other non-stop, over-water trip before attempted. Yet the criticism was answered in the confident achievement of the ultimate goal, and answered with a constantly cheerful laugh.

From the time that the plane sailed out over the Golden Gate on the morning of May thirty-first, until the time that it had completed the hop from Brisbane to Sydney, the world was kept informed, by radio messages, of the never-failing progress. Captain C. E. Kingsford-Smith, pilot, despite his oft-times almost sleepless vigil, continued to send out his "O. K.'s." C. T. P. Ulm, organizing manager and co-pilot, kept up his assurance of everything func-



*The plane and its crew, preparatory to leaving Oakland.*

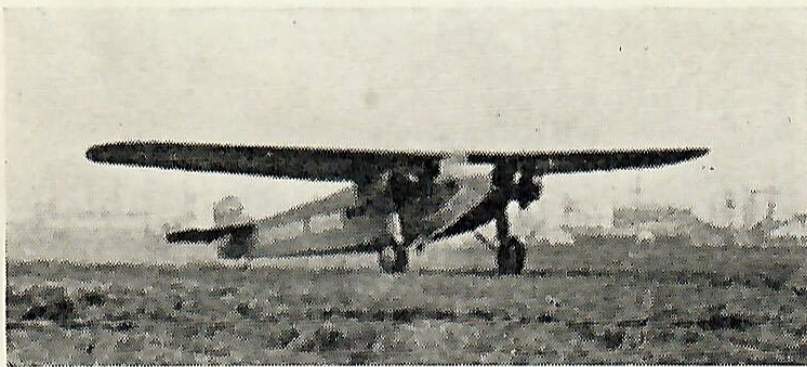
tioning as planned. Harry W. Lyon, the navigator, whose one drawback was his reputation as a humorist, contributed his wise-cracks to the history-making log:



*Fueling before the start.*

"Everybody happy, though wet underfoot . . . Love and kisses." James W. Warner, radio operator, well aware of the responsibility incumbent upon him in satisfying the world's interest, passed on a never-flagging word to the outside.

The seas were conquered once more when Hawaii was reached, and an eager crowd waited there impatiently to greet its heroes. As early as seven o'clock on the morning of June first there was a mob of people out milling around in the hot sun at Wheeler Field awaiting the arrival. Several reports came in which were given out through a megaphone: the first one being "Have sighted land;" the next, "Lost in cloud;" then nothing else for quite a while, but finally one came in, "Sighted Mauna Loa,



*Just leaving the ground.*

Hawaii." Then it was known that the plane had gone south of the cloud, which would add about 200 miles to the trip, and meant that the arrival would be delayed for about another two hours. Finally, however, the great ship came down out of the

skies in beautiful shape, and everybody was happy. Leis were hung around the necks of the flyers as they stepped out of the plane. The Governor, the British Consul, and a host of other officials and representatives were on hand to extend a hearty welcome.

A special car had been arranged to take the boys to the hotel, so they were whirled off to town, while a cordon of soldiers was put around the plane to keep back the crowd, which began rushing it as soon as its owners left.

After a short rest, the boys were up again, and as lively as crickets, attending a dinner given in their honor at the hotel. Then Mr. Ulm suggested that he go out to the field to check up on the gasoline in the plane, but on finding that this would take



*The take-off at Oakland.*

until after midnight, retired again, and the quartet got up early the next morning. At 6 a.m. there were so many reporters and photographers who were anxious to get pictures, that with breakfast included it was 9 a.m. before it was possible to get started. On arrival at Wheeler Field, however, everybody was ready for work.

Captains Smith and Ulm decided not to take more than 450 gallons from Wheeler Field, so that they were all gassed up and ready to start for Kauai at 3 p.m. Saturday, but Lt.-Commander Lyon had to get his sextant checked up and flew over to Pearl Harbor to have this done. It was 4:30 when he returned, after which they left for Kauai immediately. It took quite a little while to get off Wheeler Field on account of the rough surface: in fact the plane ran the

whole length of the field before it rose from the ground. This naturally added to the worry about taking off at Barking Sands with the extra load of gasoline, but at 5:20 the next morning the Southern Cross made a splendid take-off for Suva.

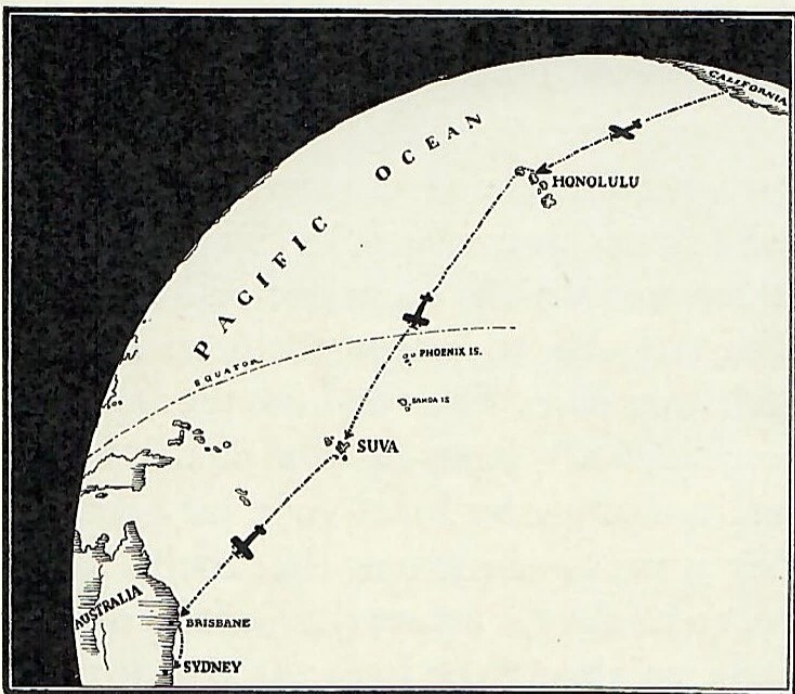
Then came the braving of the traps of a wider Pacific between Kauai and Suva, where, in the danger zones, there was almost continuous storm and rain; wind and cloud. It was a matter of "blind" flying again and again—intuitive handling along an unseen course. Rain swept in at leaky windshields. Gasoline gauges failed to register. No sooner was one battle met with a laugh than another threatened to stifle the laugh again. It did not seem possible that land could be reached with the amount of gas that was registered. First the ship had to climb higher and higher to attempt to avoid the cloudbursts: then it was forced to sweep the tips of the waves in a desperate attempt to conserve fuel. The suspense and lack of sleep could not fail to tear down physical and mental condition. Yet even when it had seemed that the plane must crash on landing at Suva, and seasoned experts were watching in suspense at the appearance of almost certain disaster, the pilot still had enough



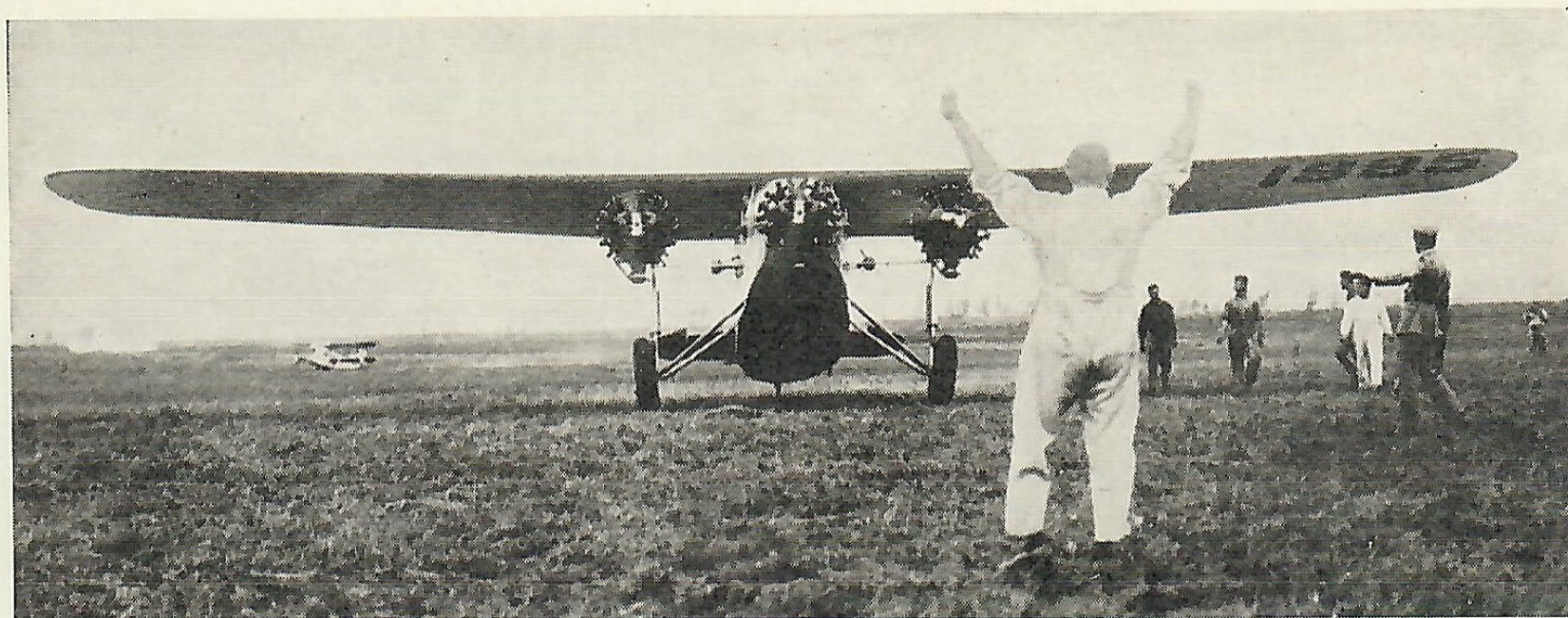
*Standing between Captains Ulm and Smith, Mr. A. C. Galbraith holds the contract for supplying fuel for the flight.*

courage to show the crowd what he could do, and the quartet, though deafened by the motors and "out on its feet," was grinning when it landed. The desperate relief driving and blind flying was referred to as a "workout," and the lack of sleep as an "inconvenience."

The "O.K.'s" which radio stations had received throughout the trip to Hawaii, were repeated after the Phoenix group had been passed on the way to Suva, even when the ship was bucking terrific head winds. Smith went on with his cheery "Hellos" to Samoa. There were times when an occasional star could be glimpsed, and there were other times when the noise outside even shut out Warner's receiving. But Ulm followed this up by "Cheerios" to the naval station at Tutuila. The Suva station, addressed as "old man," was told once more that the receiving was no good, and that the plane was still heading into a stiff breeze, but that in the face of those conditions things were still all right, justifying



*The route pursued by the flyers across the Pacific. Honolulu—then Suva—then Brisbane—7,800 miles.*



*The landing at Wheeler Field, Honolulu. International Newsreel Photo.*

Ulm's conclusion that he and "Smithy" were not intended to perish at sea, but were "born to be hung." When Koro Island was passed, Ulm had commented that they should worry now whether it rained anything smaller than paving stones. The constellation which had given the ship its name had been viewed and "looked good." Not only that, but the grin on "Smithy's" face was assurance that there was still plenty of reason for happiness and pride, and that they were still "throwing sevens."

Between Suva and Brisbane were more than 1,700 miles of ocean, spotted with coral atolls, indispensable to South Sea fiction, but useless as an emergency landing place for the Southern Cross. Mountainous New Caledonia promised but a savage reception. After a day's delay at Suva, this shortest lap of the trip, which itself would have been regarded as an enormous undertaking a year or two ago, was finally attacked despite continued bad weather, and the "Cheerios" to the world went on.

This fearless, debonair attitude was the keynote of the entire trip, and interpreted well the real caliber of all the men; of Warner and Lyon, whose maiden flight this was. Warner had heard that his old acquaintance Harry Lyon was making a hop to Australia and was convinced that he was the man for Lyon's radio operator. He told Lyon so, received and transmitted

satisfactorily on his first trip into the air, and just "went along." As for Lyon, the idea had "appealed" to him, so he simply joined, and assumed that since he knew how to navigate a ship, he knew also how to determine the drift of a plane. But there was nothing haphazard about the plans. Smith and Ulm had spent ten months of the most careful planning before they took off from Oakland, and demanded scientific precision in instruments and knowledge, for which they were amply repaid. They had struck rock-bottom more than once, financially, yet held to their determination and enthusiasm and pulled through. The spirit which had enabled them to satisfy all their demands in preparing for the initiation of the voyage, also enabled them to see it through and enjoy it, despite its unheard-of demands on them.

There were, of course, one or two humorous aspects to the adventure. There was the incident at Suva, when the Fiji guards, not understanding the language of Smith and Ulm, refused to allow them to re-enter their own ship. They had been set there to keep anybody from interfering, and were determined to be loyal to their trust, as they were, to the extent that their "boss" had to be sought before the rightful owners could go aboard, or look the engine over.

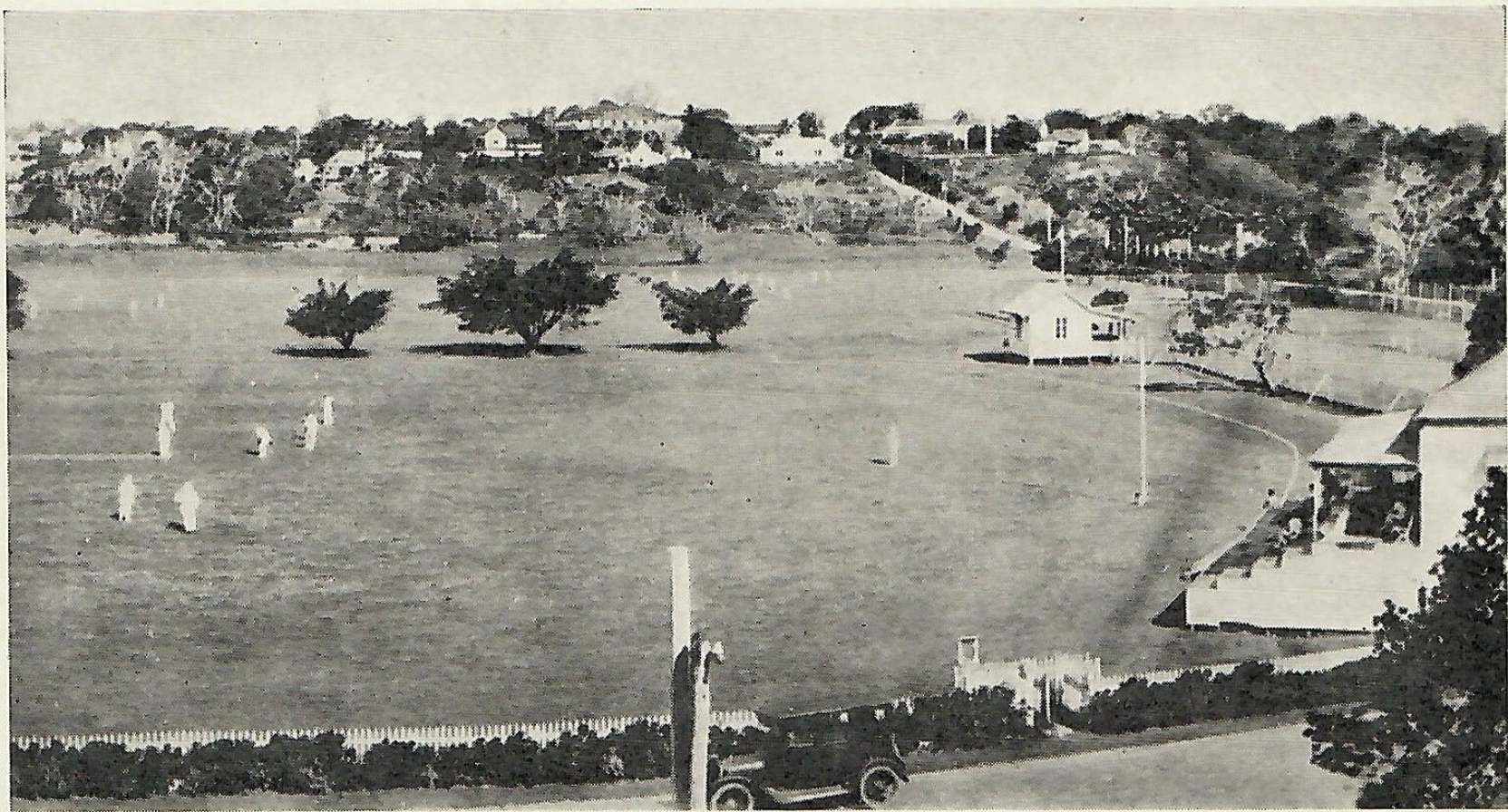
But Suva, as aforesaid, was not the ultimate goal. The hop to Brisbane, despite

the fact that there was just the possibility of an emergency landing, and that a destroyer had been sent out by the Australian Prime Minister to patrol the course, promised to afford all the thrills of the Kauai to Suva lap, prospects of bad weather again facing the flyers. A delay at Naselai Beach, due to difficulty in refueling at night, held back the plans just before the lifting of the seven-ton bit of mechanism for its final dash to Australia, but on Friday, June eighth, Kingsford-Smith and Ulm had left with their last nine hundred gallons of gasoline. The two Americans, Lyon and Warner, were taken on to Sydney, although their contract originally called for the completion of their work at Suva.

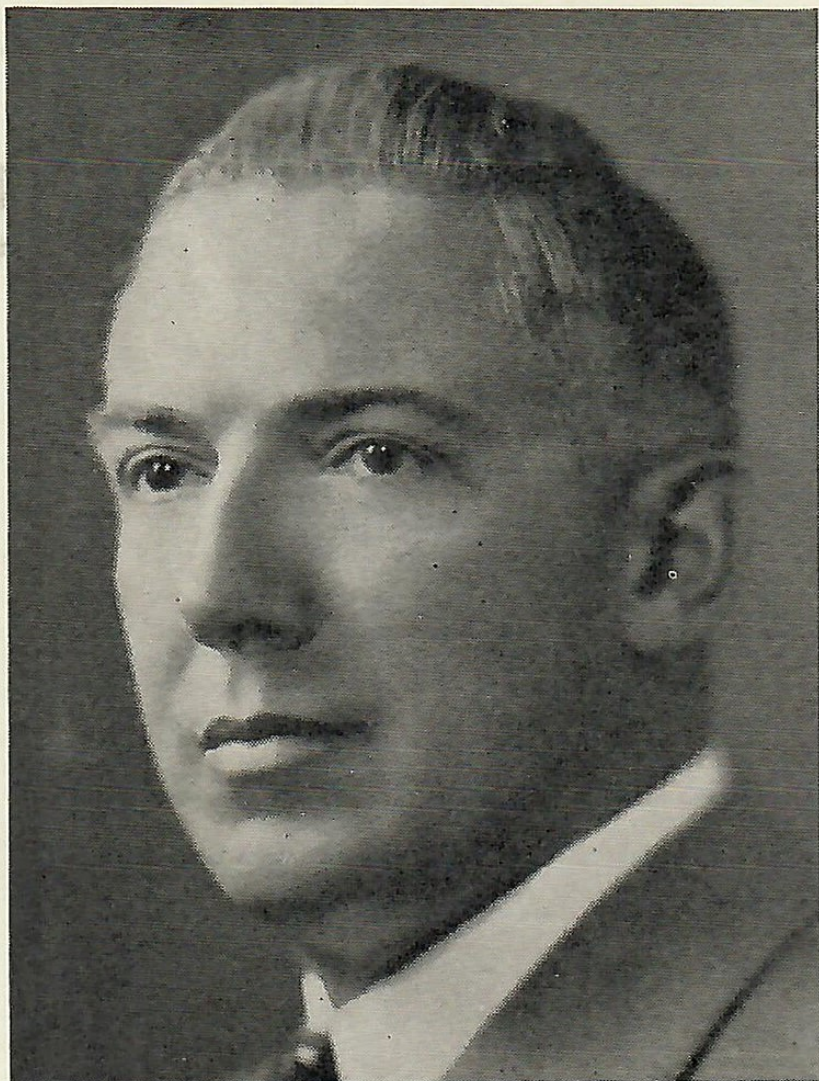
That final dash, to the coast of another continent, and thence to the ultimate goal in New South Wales, has now gone down in aeronautic history as another of its bril-

liant chapters, even greater than those which had preceded it. Good judgment, good equipment and reliable men as co-partners in the pioneer enterprise, assured the success of an ambition of eight years, as co-pilot Ulm told the crowd at the Suva reception. A tremendous amount of all-around skill was manifested by every member of the four-man crew: control was never lost under any circumstances. Luck, as Ulm declared, played no part in the achievement. Inefficient equipment was refused. Exactness was the requisite asked at the beginning, and exactness was the virtue which carried "the great game" through.

A just measure of pride can be taken in the fact that not the least of the contributors to the success of the epic was what Captain Kingsford-Smith styled "the fifth and silent partner:" Union Aviation Gasoline.



*The Albert Sports Park in Suva, which was practically laid waste to permit the airmen to land, the sports field being the only really level spot on the island. The row of trees in the center was removed, and also the fence in the foreground. International Newsreel Photo.*



MR. R. D. MATTHEWS



MR. PAUL N. BOGGS

AT THE last meeting of the Board of Directors, the necessity of additional officials to care for the company's rapidly expanding business resulted in the election of two new vice-presidents: Mr. R. D. Matthews and Mr. Paul N. Boggs, making the total number of vice-presidents, four, with Mr. E. W. Clark as Executive Vice-President.

The election of Mr. Matthews and Mr. Boggs rounds out a new administration plan which Mr. Stewart deemed advisable in order to handle the rapidly increasing responsibilities due to the company's phenomenal growth within the United States and its rapid expansion abroad. The new plan of administration involves the dividing of the operations into three divisions:

Production operations, including geological, lands and leasing, drilling and production, pipe lines and storage, crude oil purchases and production publicity, under the direct responsibility and authority of Mr. St. Clair.

Manufacturing operations, including refining and storage, research, gas operations, purchases of refined and semi-refined products, and manufacturing publicity, under

the direct authority of Mr. Matthews.

Distribution operations, covering all sales activities, sales organization, facilities and storage, marine and railroad transportation, advertising and sales publicity, under the direct authority of Mr. Boggs.

Both of the new vice-presidents have been affiliated with the petroleum and allied industries for many years. Mr. Matthews joined the Union in 1914 as Comptroller, being elected shortly thereafter to the Executive Committee and the Board of Directors. During recent years his duties have extended into the manufacturing operations as well as the financial end of the company's business.

Mr. Boggs came to the Union Oil in 1924, from the Union Tool Company, then a Union Oil subsidiary. His identification with the oil industry dates back to 1902 when he became affiliated with the W. T. McFie Supply Company. Later he served as vice-president and general manager of the J. F. Lucey Company, manager of the Fulton and Adeline Consolidated Road Oil Company, and then as president of the Union Tool and Vice-President and General Manager of the National Supply Company.

## CAPTAIN JOHN BARNESON

THE RECENT resignation of Captain John Barneson as Chairman of the Board of the General Petroleum Corporation, and as Vice-President of the Standard Oil Company of New York, withdraws from active participation in the petroleum industry, one of its most justly celebrated figures.

Captain Barneson's career links the romance of the sea with the younger romance of petroleum. Born in Scotland, of a family that had followed the sea for many generations, he began his career at the age of fourteen as an apprentice on a tea clipper plying between Australia, England and China, and six years later, made his first trip to San Francisco as first officer on an English ship. A year later he was placed in command of a clipper running in the Pacific trade. He remained in charge of this vessel until 1890, when he resigned his commission, settling on Puget Sound and engaging in the shipping business.

When oil in California began to assume an important role in industry, Captain Barneson turned his attention from the sea. He had previously recognized the possibilities for fueling steamers with oil instead of coal. In association with Captain Matson, a well-known capitalist of San Francisco, he aided in the organization of the Coalinga Oil Transportation Company, which built the longest single pipe line in the state, 113 miles from Coalinga to Monterey. This line, which is still in operation, marked a new era in California oil production.

Identified with numerous important concerns, both in oil and in land development, the Captain's chief affiliation has been with the General Petroleum Company and the General Pipe Line Company and subsidiary interests. At the annual meeting of the Union Oil Company of California on January

16, 1913, he was elected a director of the Company. In June of that year he resigned. No action was taken and at the following annual meeting he was re-elected to the Board. In November, 1914, he again resigned and insisted that his resignation be acted upon. At the acceptance of this resignation, expressions of the value of his past service and interest were unanimous.

As one of the most conspicuous and substantial figures in the California petroleum industry, Captain

Barneson has ever been respected as a public-spirited leader in his work. In 1906, following the earthquake and fire disaster in San Francisco, he was one of the first men to start the work of regeneration. Such is merely one instance of his public enterprise and service. Beginning, as he did, as a sailor-boy, it was purely through determination added to exceptional physical ability and coupled with superior mentality, that he was able to overcome the difficulties encountered. The experience gained at sea proved invaluable, and was not only responsible in large part for his success, but was carried over at its best into the industry which still bestows on him its admiration.



CAPTAIN BARNESON

## *Up for the North Woods*

M. E. OATT

W. T. ROBERTS

THE man with but a two weeks' vacation, who has never yet believed himself to be able to venture the trip to the Northwest from California, or from other points equally distant, can now be assured that the roadways into the scenic spots of Washington afford him not only the time to make an easy vacation tour, but offer him the choicest panoramas of the country on every hand.

The Bellingham Bay country on Puget Sound, famous since the days of its discoverer, Captain George Vancouver, offers a variety of appeal which would be difficult to match in the better-known National Parks. This region is at easy motoring distance from Seattle.

On approaching Bellingham itself from the sea, Mount Baker rises in all its majesty. Forested hills form evergreen steps to the

mountain's sparkling snow fields. To the distant left lie the snowy ramparts of southern British Columbia. To the west the historic San Juan Islands cast their spell of charm—nearly two hundred islands, with fertile valleys, and sandy beaches fine for bathing. Orcas Island also has fine bathing beaches and is particularly popular with vacationists. In Moran State Park, Mount Constitution looks out from its summit across a wonderful bird's-eye view of sea and islands framed in a setting of snow-clad mountains.

If one approaches Bellingham from the south, he enters Whatcom County along the famous Chuckanut Drive, sections of which are carved from the mountainside. To the northward, 58 miles from Bellingham, is Vancouver, British Columbia. During the summer months a ferry from Bel-



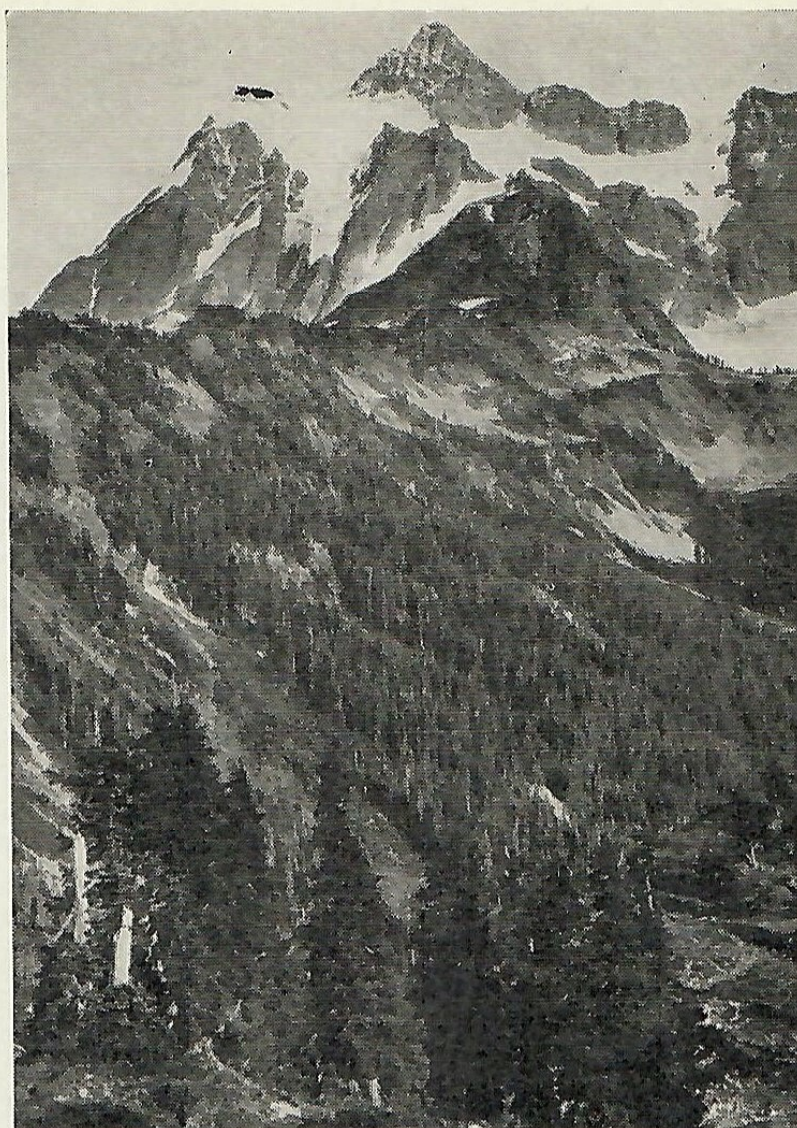
*Mount Baker and Table Mountain.*



lingham, by way of Sidney, takes the visitor across to Victoria, the beautiful provincial capital. This route carries one through the scenic San Juan Islands. Six miles east of Bellingham, lies Mount Baker National Forest—the Pacific Northwest's newest playground for tourists.

It is just a two-hour drive from Bellingham, over excellent highways, to the heart of this mountain playground, which is one of the most magnificent in the West from the standpoint of scenic grandeur. The route lies through mellow grain fields and rich orchards, following the Nooksack River for many miles; thence through vast forests of towering evergreen trees and up to heights that command gorgeous panoramas. Even, easy grades of never more than six per cent make the entire trip a treat to motorists. Numerous Union Oil stations on the route are ever ready to serve all motor needs.

Mount Baker, 10,827 feet high, worshipped by the Indians of old, and Mount



*Mount Shuksan in Mount Baker National Forest.*

Shuksan, eleven miles to the east, are the outstanding features of this district. Between the two peaks, at an elevation of 4,200 feet, nestles Heather Meadow, a beautiful alpine park carpeted with heather and dotted with mirror-like lakes surrounded by clusters of evergreen trees.

Although Mount Baker is an extinct volcano, fumes still rise from its several craters. Its summit is snow-turbaned and its slopes support miles of ice-fields and glaciers. Mount Shuksan, in contrast, bares its head to the clouds in a sharp rock pinnacle of more than a thousand feet, reaching an elevation of some nine thousand feet above the sea. Ice-filled gorges, frowning crags, massive rock faces and dashing waterfalls characterize its region.

The facilities for enjoying oneself are unlimited. There are mountain climbing, hiking, trail riding, fishing, bathing and boating in the entire district about the Sound, to mention but a few of the more popular pastimes.



*Mount Baker National Forest Highway*

# NEWS OF THE MONTH



## ELSIE JANIS ON KFI FLIGHT PROGRAM

A special Union Oil program celebrating the successful arrival of the Southern Cross at Brisbane, was broadcast from KFI over the Pacific Coast network on Friday evening, June 8th; Elsie Janis, Orpheum and musical comedy star, featuring the musical entertainment with a song in honor of the flyers. R. E. Haylett, who accompanied Captains Kingsford-Smith and Ulm on their ocean voyage from Australia when they came to this country to secure financial backing, spoke on this program, along with Anthony Fokker, builder of the plane, and Major Moseley of the Western Air Express.

Frank Gage also appeared on the musical part of the celebration, which was completed by a gala orchestra presentation. Miss Janis, who remained in Los Angeles for the especial purpose of participating in the broadcast, flew to Oakland after the concert in order to fill an opening engagement there.

The words of the song which Miss Janis herself wrote and sang, follow. They are to be sung to the tune of "Valencia":

Australia—  
 Can you hear the mighty cheer  
 We're giving here  
 —Way over there?  
 Australia—  
 We are proud to yell it loud  
 And tell the crowd  
 How much we care.  
 Australia—  
 Only yesterday it seemed  
 The way to you was miles and miles  
 But since then,  
 The men aboard the Southern Cross  
 Have built a bridge of cheers and smiles.



*Miss Janis and party arrive in Oakland, the morning following the concert.*

## NEW SITE AT ANACORTES

A site has been acquired on the water front of Anacortes for the construction of modern storage and delivery facilities to serve steamers, tugs and gas boats with their various fuel requirements.

## TO BROADCAST "SYMPHONIES UNDER THE STARS"

Beginning Saturday, July 14th, the Union Oil Company will broadcast a weekly Hollywood Bowl concert over the Pacific Coast network. Music-lovers all up and down the coast will thus be enabled to tune in through KFI, Los Angeles; KPO, San Francisco; KGO, Oakland; KGW, Portland; KFOA, Seattle; or KHQ, Spokane; receiving a program of outstanding musical merit, which will vary in length from one and a half to a little more than two hours. Such stars as Percy Grainger and Madame Schumann-Heink will be featured, while internationally known conductors will direct the Bowl orchestra of 100 pieces.

Programs for the eight-week series of concerts to be broadcast will be distributed gratis by Union Oil stations and independent dealers handling company products, throughout the company's entire coast marketing territory.

## AVIATION GAS WINS RACE

At the Walla Walla air derby, held at the end of May, the American Eagle of the Mackenzie-Morrow Aviation Company, piloted by A. W. Davis, won the fifteen mile OX<sub>5</sub> race, using Union Aviation gasoline.

The aviation company took occasion to commend the Seattle office for services rendered by its agent, Mr. Don C. Sheehan, at the derby.

## TOURS COAST AIRPORTS

Piloted by Mr. C. F. Lienesch, manager of technical relations, the Union Oil plane served as the sole escort for the Southern Cross when the latter flew out from the Golden Gate on May thirty-first. Mr. Lienesch had assisted materially in the preparatory work for the flight, maintaining contact with the personnel of the Australia-bound ship, and acting frequently as messenger between the Oakland Municipal Airport and Mills Field at San Francisco.

After escorting the Southern Cross at the take-off, Mr. Lienesch left Oakland on a tour of California airports, visiting Corning, Sacramento, Lodi, Fresno and Visalia before returning to Los Angeles. On June fifth the plane joined an air convoy at Phoenix, Arizona, to participate in the dedication of new airports at Flagstaff and Prescott.

## PROMOTION IN SOUTHERN DIVISION

Mr. C. E. McLean, formerly Office Manager of the Los Angeles Branch Office, has been appointed Sales Promotion Supervisor, Southern Division, succeeding Mr. R. Linden. Mr. A. G. Roseman, formerly superintendent of the L. A. Yards, has been appointed Office Manager of the Los Angeles Branch to succeed Mr. McLean.

## PERMIT FOR WORK AT TAFT

A 480-acre government prospecting permit has been secured, embracing almost all of section twenty-seven, near Taft. This adjoins proven territory, and development work is expected to start immediately.

### GOLD PANNED ONCE MORE AT COLMA

About seven hundred and fifty Masons from all parts of the State gathered at the old historical site of Colma June 2nd and 3rd, to celebrate the Seventy-fifth Anniversary of the chartering of the Mother-Lode Lodges in 1853. Colma took on the appearance of 1849, with the old time prospectors, sluice boxes, placers, pony express, etc. Camp was pitched on the bank of the American river, where an outdoor kitchen served the good old menu of beans and "sowbelly."

Many of the old time sports were indulged in by the 1928 prospectors; also much time was spent panning for gold at the site where gold was first discovered in California. The moderns had the old timers bested in this art, for the gold was ready for immediate use as watch charms, teeth, etc.

A four-act pageant was presented on a large open-air stage, erected on a mountain overlooking the American river. The theme of the pageant was the part Masonry played in the early history of California.

Pinole Lodge No. 353 was represented by J. N. Holden, Refinery Engineer, O. N. Nichols, Machinery Foreman, E. W. Smith, Yard Foreman, and L. A. Scroggins, Machinist, who entered into the spirit of the time with that vigor which is characteristic of the sons of Ethyl.

### NEW HIGHWAY MAPS ISSUED

For the convenience of those auto-vacationists who contemplate the exploration of Pacific Coast scenic wonders, the company has issued a new twelve-page map folder of convenient pocket size, which is more than a mere publication of routes and listing of points of interest. In addition to providing the motorist with the most up-to-date information on highways and trails in Arizona, California, Nevada, Oregon, Washington and British Columbia, it contains a complete list of auto camps along the main traveled highways, information on the choice scenic gems in the national parks and a map of the park-to-park highway.

These maps are distributed gratis to all motorists, through the Union Oil stations and independent dealers handling Union Oil products, from Mexico to British Columbia.

### CITY OF BERKELEY CONTRACT

Four thousand gallons of gasoline will be supplied by the company to the fire department of the City of Berkeley for the coming fiscal year, according to the terms of a contract awarded last month.

### DRILLING IN COLORADO

A road has been built to the site of the first drilling of the company on upper Poose Creek, Colorado, the drilling outfit to be brought from Vernal, Utah. The first well to be sunk is the Heuschkel Number One, a permit well on the forest reserve.

### SAN DIEGO FETES BAXTER

On Thursday, June 14th, the employees at the San Diego Main Station gave a beach party in honor of Mr. Paul D. Baxter, who leaves that district to assume the duties of District Auditor at Phoenix. As a token from his fellow-workers, a ring was presented to Mr. Baxter, the presentation being made by J. D. Nesbitt, Assistant Sales Manager.



*The new record-maker. From left to right: Major Roberto Fierro of the Mexican Air Service, his mechanic, and Mr. R. D. Herrera, Union agent at Packard.*

### AVIATION IN MEXICO

Bettering by two hours the time made by Pilot Emilio Carranza in the first non-stop solo flight from the border to Mexico City, a monoplane built at Governor Rodriguez' factory in Tijuana and piloted by Major Roberto Fierro of the Mexican Air Service, flew from Mexicali to the Mexican capital in twelve hours and forty minutes, taking off at 12:09 a.m. on May 30th, and landing at 2:40 p.m. the same day. The plane was fueled with Union Aviation gasoline.

Because of the lack of specified emergency landing fields in Mexico, and the hundreds of miles of uncharted distances, the accomplishments of Pilot Carranza and Major Fierro are regarded as particularly notable, and indicate the rapid development of aeronautics in Mexico, now further sponsored by the turning out of up-to-date planes in the Tijuana factory. This project is the first of its kind whose inception was actually of the Mexican republic.

Governor Rodriguez has also sponsored and aided in making possible the existence of the first Aviation Club to be organized in Mexico. The club is located in Mexicali, and has to date some twelve students, four of whom have received their pilot's license. Mr. C. D. Herrera, Union Oil agent at Packard, is one of these four.

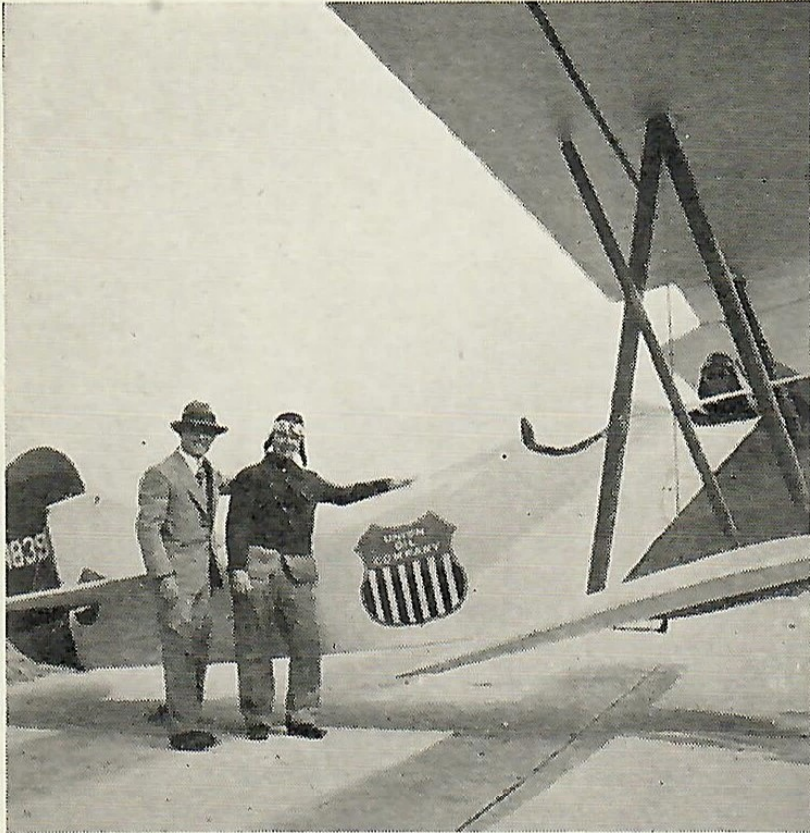
### THIS MONTH'S COVER

Representing in vivid color the pathway of the Southern Cross through storm-clouds, high above the ocean, this month's cover, by Jack Wilkinson Smith, offers a striking conception of the giant monoplane winging towards its goal. Though the waves below offer no security, the few stars which show themselves through the storm, give promise of the ultimate achievement.

### ORANGE PARK PICNIC

More than 2,000 Union Oil employees and their families attended the annual picnic held at Orange County Park, June 2nd. The event opened with a picnic luncheon under the live oaks, followed by sports and a ball game in the afternoon. From five to seven, the barbecue was served, followed by an hour's program of short talks and entertainment by company talent. Dancing started at 8 P. M., and lasted for the rest of the evening.

W. D. Kuhns, production foreman in the Brea field, had charge of arrangements. Frank Hill, manager of field operations, and George Prussing, secretary of the Safety Board, were among the speakers.



*Mr. Jones sees Mr. Lienesch off.*

#### PLANE USED IN EMERGENCY ADVERTISING WORK

Demonstrating the possibilities of air travel for emergency work, Mr. C. F. Lienesch made a flight throughout the sales districts of Central California on June thirteenth, distributing advertising material at San Jose, Oakland, Sacramento, Stockton and Fresno. An impromptu schedule was maintained within four minutes of its original, at each point, the air mileage of 878 miles being covered in 9 hours and 45 minutes flying time, or 12 hours and 34 minutes total elapsed time.

In order to cover this same distance with automobile, it would require a mileage of 998, which represents three days of driving, so strenuous as to be difficult to achieve in three consecutive days, and which, averaging 30 miles an hour would require 33 1-3 hours of actual driving.

#### WHARF AT JUNEAU

A new wharf has been erected on Gastineau Channel, Alaska, for Union storage equipment which is expected to be ready for service early in July.

#### NAVY BUSINESS INCREASES

Announcement has been made by the Navy Department of the award of contracts to the company for supplying gasoline, fuel and Diesel engine oil for navy department ships at Pacific Coast, Hawaiian and Philippine stations. The contracts are for the year beginning July first.

#### TEST WELL AT SAN LUIS

Oil interests in San Luis Obispo county were revived at the beginning of June when the company moved its rigging into Phoenix canyon preparatory to drilling a test well. Spudding-in was tentatively scheduled for July first.

#### UNION REPRESENTED ON BOARD

At the third annual election of officers and directors of the California Natural Gasoline Association, held at the Alexandria Hotel, Los Angeles, June 20th, R. W. Garman of the Union Oil Company was chosen a director for a two-year period.

#### ORCHESTRA ENTERTAINS

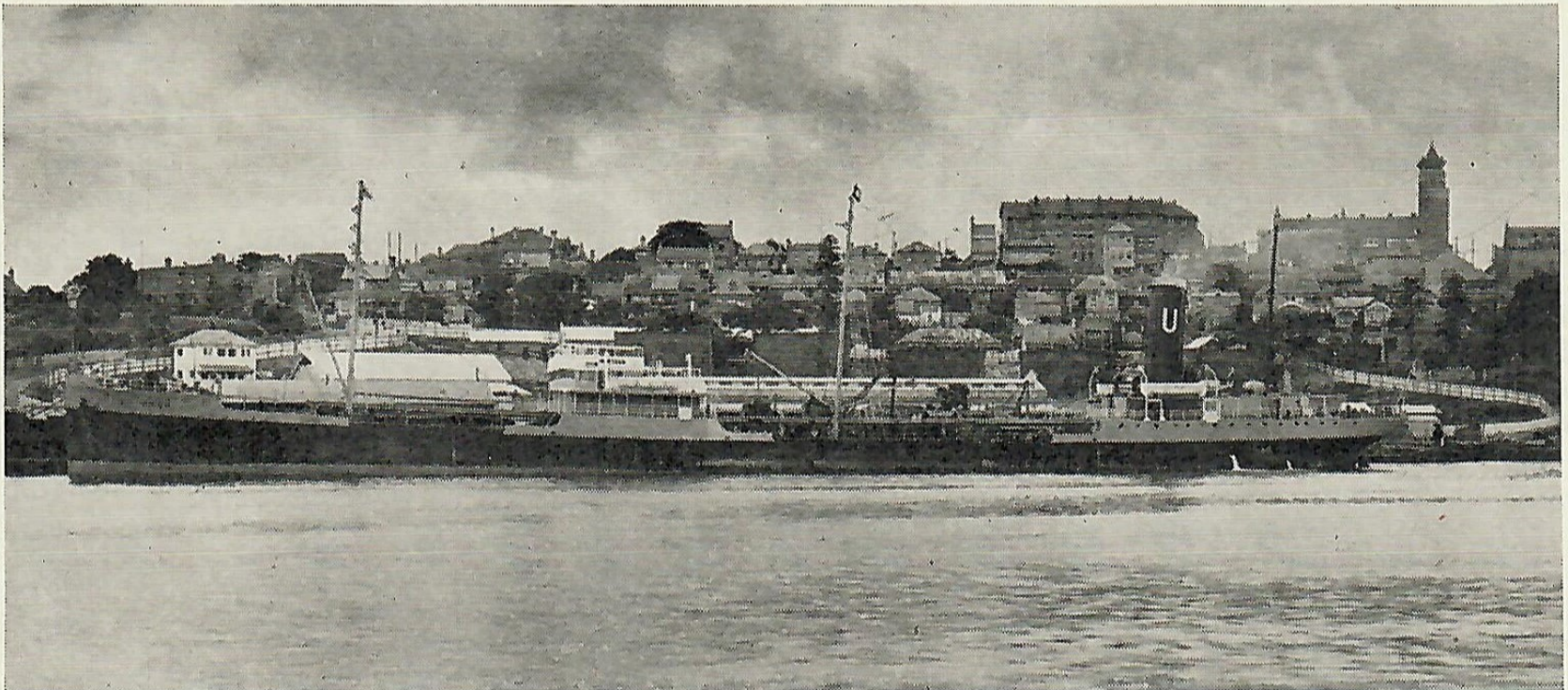
In celebration of the successful flight of the Southern Cross to Australia, the Union Oil Syncopaters at San Pedro entertained the Long Beach Junior Chamber of Commerce at the latter's annual inaugural dinner and dance. The orchestra was composed of Sydney Creba, piano; Arthur Bettinger, violin; Ernest Shepherd, cornet; Howard Dunn, saxophone; Richard Miller, banjo; and Cecil Pritchard, traps, with Frank McCollum, manager.

#### PROMOTIONS IN SALES DEPARTMENT

J. H. Dasteel, formerly sales manager at Oakland, has been appointed district sales manager at San Francisco, succeeding W. L. Matlock, who is on leave of absence. Mr. Dasteel is succeeded at Oakland by F. W. Nevitt, who since April first of last year has been assistant sales manager there.

E. J. Munn, former assistant sales manager at the Los Angeles office, has been appointed sales manager in charge of the Fresno district, succeeding H. P. Warner, resigned.

In the promotion of the three above-mentioned men, the Company has maintained its policy of taking ability as the criterion of advancement. Seniority alone has not earned them progress, but greater responsibility has become theirs through consistent development of whatever ability they first possessed.



*The La Brea, Union Oil tanker, at the Sydney terminal, New South Wales, discharging its first full load of Union products for the Australian market. Since the centers of population in the Antipodes are located largely at coastal points, bulk distribution through storage terminals is the present method of marketing, though gasoline and other refined products for points in the interior are still shipped by barrel from California.*



*The above photograph is of the Company's float entered in the Southwest Exposition parade held at Long Beach, May 26th. Local and national civic organizations participated in a three-hour spectacle as they passed to the Exposition Grounds.*

#### GIRLS' SOCIAL CLUB

For the purpose of becoming better acquainted, and having at least one social event per month, a Social Club for Union Oil Girls has been formed. The club meets the second Tuesday of each month in the cafeteria for a short business meeting, and the last Saturday afternoon of each month has been set aside for the social gatherings. The dues are 25 cents per month.

At the business meeting held June 19th, the following officers were elected:

*President*

Helen Curran, Insurance & Personnel, Rm. 903

*Vice-President*

Connie Willard, Geological & Land, Rm. 517A

*Secretary*

Ruth Carpenter, Sales Branch Office

*Treasurer*

Katherine Miller, General Accts., Rm. 918

*Asst. Treasurer*

Alice Kroeger, Sales, Branch Office

*Social Chairmen:* 12th floor, Esther Pollock; 11th floor, Frances Davidson; 10th floor, Bertha Wuesthoff; 9th floor, Margaret Kearney; 8th floor, Violet Ingram; 7th floor, Louisa Stoughton; 6th floor, Irene Becker; 5th floor, Charlotte Rickenbacher; 4th floor, Nina Charleville; Branch, Estelle Davidson; Branch, Jean Holubar.

#### MAY CRUDE PRODUCTION

The total production of crude oil in California for May amounted to 19,331,866 barrels, an average of 623,609 barrels per day. This is an increase of 14,252 barrels per day over April production.

Total stocks of crude and all products in Pacific Coast territory decreased during the month 562,981 barrels. The total stocks at the end of the month were

139,177,333 barrels. The total stock increase for 1928, up to May 31st, was 336,983 barrels.

Sixty-four wells were completed during the month with an initial daily production of 66,117 barrels, compared with 65 wells completed during April, with an initial production of 71,703 barrels.

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

#### SIX-DAY WEEK ADOPTED

Employment for a large number of additional men in the California oil industry was forecast this month in the adoption by the Company of the six-day week for certain classes of employees of its field, refinery, gas and pipe line divisions who have heretofore been operating on a seven-day basis.

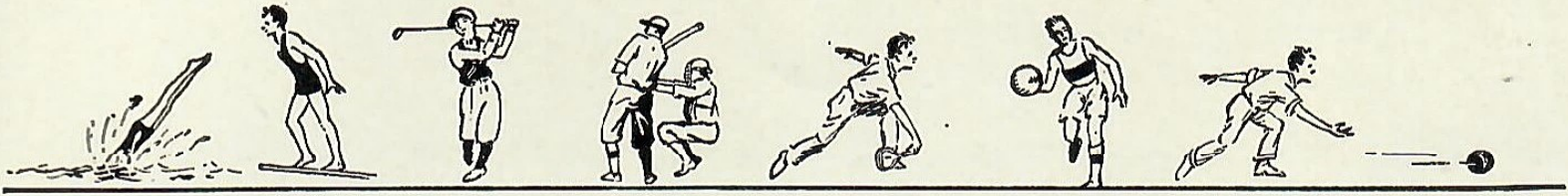
This policy will mean the immediate employment of nearly 200 more workers. Other big California oil companies are expected to take similar action, making new jobs for oil workers throughout the state.

The men affected are the "tour" men, including drillers, tool dressers, rotary helpers, pumpers, engineers, firemen, stillmen, dehydrator, compressor and absorption plant operators, gaugers and line walkers.

As other workers in the fields, refineries and pipe lines have already been on a six-day basis, the oil industry will, if the new rule is adopted by other major companies, be operating on a six-day week program throughout.

In announcing the new plan, L. P. St. Clair, vice-president in charge of production for the Union Oil Company, stated: "Besides providing employment for additional men in the California industry, we feel that the adoption of the six-day week for oil workers will result in better general working conditions and a higher degree of efficiency throughout the fields, refineries and the industry in general."

# S P O R T S



## BASEBALL

The enthusiasm engendered by the L. A. inter-department indoor baseball league has prompted the players and managers to enter two teams in the Los Angeles Industrial League. One team is a combination of the L. A. District Sales and L. A. Lubricating Division, known as the "Aristos," while the other is from the Head Office, the "Ethyls."

To date each team has played three games with conspicuous success, the Aristos winning all three games, and the Ethyls winning two. The one lost by the Ethyls was to the Aristos, who are at present an even possibility for the championship.

## COMPTROLLERS WIN

By winning all five of its games, the Comptrollers Team of the Los Angeles District Indoor Baseball League captured an easy first place in the second round play, and won the right to meet the L. A. Branch team in the Championship playoff. The Branch won the first round, though faring badly in the second. A fast game is anticipated in the finals, as the two squads are fairly evenly matched.

The following is the standing at the end of the second round:

TEAM	WON	LOST	PER CENT
Comptrollers	5	0	1000
L. A. Lub.	3	2	600
Engineering	3	2	600
Trans.-Mfg.	2	3	400
Purchasing	2	3	400
L. A. Branch	0	5	000

## UNION OIL DAY AT NEPTUNE BEACH

Recorded as the largest gathering of Union employees in the Bay District, a Field Day was held at Neptune Beach, Alameda, on the afternoon and evening of June 23rd. Representatives from the San Francisco and Oakland sales offices, the Central Division Garage, and the Oleum Refinery had drawn up a tentative program to include athletic competition in track events, games and swimming, to be followed by supper and a ball-room dance and prize contest. More than seven hundred employees and their families were present.

## OLEUM REFINERY BANQUET

On May 27th, the Oleum Refinery Foreman's Association held its first annual banquet in the canyon behind the tank farm. Every one of the forty-five men present had a thoroughly enjoyable time, Joe Piequet as chef preparing the meal, the main course of which was fried rabbit. The festivities of the day ended with the usual ball game.

## UNION WINS INDUSTRIAL MEET

Entering for the first time the annual Industrial Track and Field Meet sponsored by the City Playground Department, the Union Oil walked off with first place honors at the Roosevelt High School field on Saturday, June 23rd, scoring 37 3-5 points as against 17 for its nearest competitor, the Hammond Lumber Company. The Bank of Italy came third with 14 points, the City Water and Power Department, the Fire Department, and the Union Pacific Company tying for fourth with 10 4-5 points each.

Spencer Selby, Engineering department of the L. A. Refinery, proved a one-man track team in himself, winning high-point honors with 18 points, by placing first in the hundred, the broad jump and base-circling, and taking second in the 75 yard dash.

One of the best marks of the day was set by Knox Richards of the Gas Department at Dominguez, who cleared 6 feet 2 inches in the high jump.

Thirty-five organizations in all were in the competition, 111 individual competitors taking part.

The summary:

75 yard dash:	Won by Camminiti, Selby (Eng. Ref.) 2nd, Nenguier 3rd. Time: 7.4 seconds
880 yard run:	Won by Kodie, Anderson 2nd, Wilcox 3rd. Time: 2:07.8
100 yard dash:	Won by Selby (Eng. Ref.), Arnold 2nd, Camminiti 3rd. Time: 10.2
220 yard hurdles:	Won by Hall, Korb 2nd, Richards (Gas, Dominguez) 3rd. Time: 26.6.
220 yard dash:	Won by Nenguier, Pozzo 2nd, Gibbs (Gas, Dominguez) 3rd. Time: 24 s.
Mile run:	Murdoff and Anderson tied for first, Wilcox 3rd. Time: 4:51.
440 yard run:	Won by Bestajian, Camaniti 2nd, Smouse 3rd. Time: 55.2.
Circling Bases:	Won by Selby (Eng. Ref.), Korb 2nd, Rigel 3rd. Time: 14.6.
Pole Vault:	Snoden, Stanley and Walker (Service Stations), Maccunhaby, Riegel, all tied. Height: 11' 6".
Broad Jump:	Won by Selby (Eng. Ref.), Rigel 2nd, Nenguier 3rd. Distance: 22' 3 1/2"
12 lb. Shot Put:	Won by Enisman, Rigel 2nd, Riling 3rd. Distance: 49' 3".
High Jump:	Won by Richards (Gas, Dominguez), Veitch 2nd, Sperry 3rd. Height: 6' 2".
Baseball Throw for Distance:	Won by Walker (Crude Oil), Green (Field, Maricopa) 2nd, Anderson (Eng. Home Office) 3rd. Distance: 341 feet.
Half-Mile Relay:	Won by Bank of Italy.

# SAFETY IN THE UNION



## IS THERE SAFETY IN THE UNION?

The west end of the Producers and Lompoc pipe line held its annual safety dinner in the spacious grounds of the Santa Margarita pump station on June 9th.

Following a barbecued dinner in the cool of the evening, there was some speaking, both from the speakers' table and from the audience. Charlie Woods of Maricopa presiding at the former, called on Superintendent George Gosline of Ventura, who responded with some experiences taken from his own district. Next Dr. Teass told of the building and outfitting of the San Luis Obispo general hospital. "The technique of curing human kind of its ills," said the doctor, "has brought forth so much equipment that no individual practitioner can hope to provide it all. It is therefore necessary to take the patient to the hospital, just as one takes one's car to the repair shop and for exactly the same reason. There will be found the tools and equipment, the skilled nursing and dieting which modern science has given the physician as aids in his work. The San Luis Obispo hospital has filled a great need in the community and deserves the support of the taxpayers who have made it financially possible."

Ed Gluyas and Homer A. (Si) Delaney spoke of their work as safety men. The response showed plainly that the men on the pipe line appreciate having some one detailed to work with them in the elimination of dangerous practices.

William Groundwater, Manager of Transportation, back once more in his familiar haunts, spoke feelingly of the progress that has been evident in making equipment safe but stressed the need for personal vigilance and caution. Taking two recent serious accidents as his text, he urged men to think through to the end, to keep their minds on the work at hand, to plan what they were doing. "Only a few accidents," he said, "have been caused by any other agency than that of the man involved. Machinery has been guarded and operations made safe but the things which a man does with his hands and feet can only be controlled through his mind and over that he himself must rule."

Last on the program, George F. Prussing spoke of the greater aspect of safety that appeals to every man who has responsibilities of family. "For most of us, not having been born to financial independence," he said, "the security for the future is our greatest concern. Safety for our loved ones far more than our own miserable hides, is what we seek. And since this world is so organized that men can accomplish together what they would never undertake singly, it becomes necessary for us to choose those with whom we wish to work and live.

"We here assembled have chosen Union Oil Company of California and the question which I should like to discuss this evening is whether or not that company is a safe company to work for. Let us analyze it and see.

"The oil industry is less than seventy years old but, no industry, except agriculture, comes so directly into the lives of civilized people as does petroleum. It is not only automobiles that are absolutely dependent upon it. Every wheel that turns, every engine, motor and dynamo would stop instantly if deprived of the

lubricant which guards it from the destructive action of friction. No need to mention the illumination of the desert places, by-products such as paints and medicines which have been added year to year. It is obvious, I believe, that if a man were to choose an industry in which to work, he could not choose more safely than you and I have. Still, that in itself doesn't make the Union Oil Company a safe concern, for while the industry will undoubtedly continue to prosper, there have been individual companies that have petered out and dropped by the wayside.

"We must judge the future by the past. For thirty-eight of the sixty-nine years since oil was first produced commercially in this country, Union Oil Company has produced it at a profit and in ever growing quantity. And during those thirty-eight years its management has been so consistently conservative and wise that it has grown from within to its present vast proportions. There has been no change in management, because none was needed. Young blood has been brought into the organization but never at the expense of those who have grown old in the work. Calling the roll of the men in responsible charge of operations, one is immediately struck by the fact that these men have risen from the ranks through their own efforts and are what they are today because of what they have learned in this Company.

"No company can long endure that does not make a reasonable profit from its operations. True, but no company can grow that does not plough back into its physical equipment a fair share of each year's profit. That is perhaps the greatest single criterion on which the management of a company is judged by men of experience and by that test our Company stands ace high. Today, in spite of frequent stock dividends, its book value stands close to four times its par value.

"We seek an industry which will continue and a company that has established the habit of prosperity and success but we must go even farther if we are to be really safe. We must inquire as to the plan or theory which governs the management's relations with the men who work. Industrial relations is a fancy term applied to most anything from an employment bureau with a lot of fancy forms, up to a real organization for dealing with men and their problems. But that is only machinery. The important thing is the idea behind the machinery, the feeling that dictates what shall be done.

"And there too, we can feel secure. For years this company has demonstrated its appreciation of the fact that the company is the men who work for it. Various financial schemes for expressing that idea have grown up, and there has been change from time to time in the manner in which it has been administered. But essentially they have all been to the end that when a man has given the best years of his life to the company there will be a means provided for guaranteeing his financial security to the end of his days. Our present provident fund plan is the marvel of all who have had the chance to compare it with similar plans in vogue elsewhere. It does more than grant a pension, for it teaches the art of saving, that same ploughing back into the soil of the profits of today, so that the tomorrows may be brighter.

"I think we have chosen wisely."

THE MONTH OF JUNE IN WESTERN COLORADO  
PREPARING TO DRILL AT POOSE CREEK



*Difficulties en route*

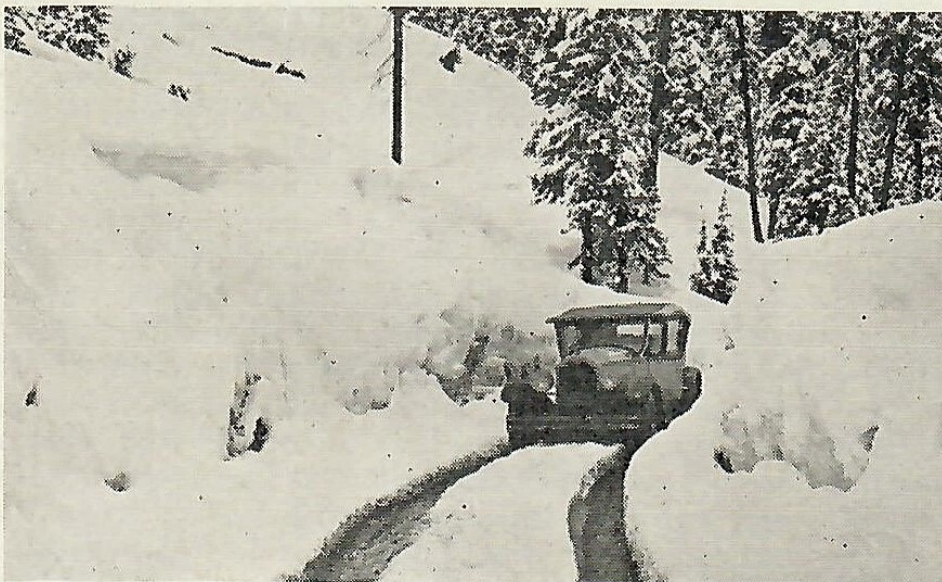


*The road camp at the well location*

*Surer transportation where no roads are*



*View of the camp*



*Rabbit Ear Pass, on the main road from Poose Creek to Fort Collins*



*William G. Gallagher, Chief Geologist*



# California Oil Statistics, May, 1928

Prepared by American Petroleum Institute, Pacific Coast Office

## PRODUCTION

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

DISTRICT	BARRELS PER MONTH		DAILY AVERAGE	
	May 1928	Apr., 1928	May, 1927	Apr., 1927
Kern River	213,158	6,876	9,782	14,065
Mount Poso	1,442	47	19	75
Round Mountain	3,746	121	113	19
McKittrick	157,005	5,065	5,031	5,082
Midway-Sunset	2,188,399	70,593	73,100	90,170
Elk Hills	723,623	23,344	23,627	24,843
Lost Hills-Belridge	126,033	4,066	4,052	3,826
Coalinga	325,249	10,492	10,791	20,068
Wheeler Ridge	30,298	977	876	1,025
Watsonville	1,783	58	57	57
Santa Maria	178,345	5,753	6,202	4,979
Summerland	3,820	123	125	135
Goleta	3,005	97	154	162
Rincon	90,041	2,904	1,945	—
Ventura Avenue	1,494,421	48,207	51,127	40,581
Ventura-Newhall	178,878	5,770	5,692	6,075
Los Angeles-Salt Lake	46,345	1,495	1,608	1,744
Whittier	52,302	1,687	1,696	2,046
Fullerton (Brea Olinda)	506,546	16,340	16,125	15,851
Coyote	421,449	13,595	13,579	14,278
Santa Fe Springs	1,144,650	36,924	36,897	42,920
Montebello	376,030	12,130	12,513	15,362
Richfield	587,371	18,947	19,458	21,183
Huntington Beach	1,677,118	54,101	54,415	76,928
Long Beach	5,619,187	181,264	153,706	92,093
Torrance	549,865	17,738	18,745	23,825
Dominguez	387,544	12,501	12,664	16,385
Rosecrans	193,937	6,256	6,563	10,188
Inglewood	911,424	29,401	29,761	35,837
Newport	350	11	7	47
Seal Beach	1,121,472	36,177	38,852	49,372
Potrero	17,030	550	72	—
<b>TOTAL</b>	<b>19,331,866</b>	<b>623,609</b>	<b>609,357</b>	<b>629,228</b>
April	18,280,729	609,357	—	—
Increase	1,051,137	14,252	—	—

## STOCKS

	May 31, 1928		May Stock Decreases	
	Apr. 30, 1928	May 31, 1927	Apr. 30, 1928	May 31, 1927
Heavy Crude, heavier than 20° A. P. I., including all grades of fuel	94,889,736	95,398,359	508,623	92,812,985
Refinable Crude, 20° A. P. I., and lighter	19,875,112	19,685,626	*189,486	27,365,926
Gasoline	13,307,666	13,755,230	447,564	13,752,436
Naphtha Distillates	1,745,312	1,778,981	33,669	3,659,951
All Other Stocks	9,359,507	9,122,118	*237,389	9,924,425
<b>TOTAL ALL STOCKS</b>	<b>139,177,333</b>	<b>139,740,314</b>	<b>562,981</b>	<b>147,515,723</b>

\*Increase

## DEVELOPMENT

	DEVELOPMENT			Daily Initial Output	Active Producing	Abandoned Wells	
	New Rigs Up	Active Drilling	Completed			Drillers	Producers
Kern River	4	6	2	275	1,209	..	..
Mount Poso	4	3	1	800	2	2	..
Round Mountain	3	3	2	845	2	..	..
McKittrick	1	1	..	..	292	..	3
Midway-Sunset	9	10	5	398	2,443	1	7
Elk Hills	1	..	..	..	223	..	1
Lost Hills-Belridge	..	1	2	142	298	..	..
Coalinga	2	4	..	..	799	..	..
Wheeler Ridge	1	2	..	..	32	..	..
Watsonville	..	..	..	..	6	..	..
Santa Maria	1	5	..	..	213	..	..
Summerland	..	..	..	..	90	..	..
Goleta	1	..	..	..	3	2	..
Rincon	7	12	8	4,547	16	1	..
Ventura Avenue	7	29	5	8,755	117	..	..
Ventura-Newhall	3	24	1	100	506	2	..
Los Angeles-Salt Lake	..	..	..	..	327	..	2
Whittier	..	..	..	..	174	..	1
Fullerton (Brea Olinda)	1	7	..	..	378	..	..
Coyote	1	4	..	..	208	..	..
Santa Fe Springs	..	1	..	..	304	..	6
Montebello	1	2	..	..	166	..	..
Richfield	3	7	..	..	259	2	3
Huntington Beach	1	9	6	1,492	566	..	10
Long Beach	38	165	29	47,856	707	..	1
Torrance	..	..	1	47	650	..	..
Dominguez	..	3	..	..	76	..	..
Rosecrans	..	2	..	..	106	1	1
Inglewood	..	1	1	750	219	..	..
Newport	..	1	..	..	2	..	..
Seal Beach	1	5	1	110	137	1	3
Potrero	..	..	..	..	1	..	..
Miscellaneous Drilling	9	143	..	..	..	7	..
<b>May</b>	<b>99</b>	<b>450</b>	<b>64</b>	<b>66,117</b>	<b>10,531</b>	<b>19</b>	<b>38</b>
<b>April</b>	<b>97</b>	<b>450</b>	<b>65</b>	<b>71,703</b>	<b>10,716</b>	<b>17</b>	<b>18</b>
Decrease	2*	..	1	5,586	185	2*	20*
Average for year 1927	97	404	75	39,992	11,276	23	21
Average for year 1926	95	422	76	32,635	11,288	24	17
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	..

\*Increase

# REFINED AND CRUDE



Right on the heels, as it were, of the arrival of the Southern Cross in Brisbane, comes the following profound prediction of safe air travel to come: "Army Air Chief Says Dirigibles Will Take Passengers Overseas in Three Years."

\* \* \*

*Which would scarcely be apropos as a vacation recommendation for the patient who asked his doctor what his chances were for continued life.*

"Ob, pretty good," flashed back the medic, "but don't start reading any continued stories."

\* \* \*

And then, from the Pittsburgh Sunday Post, we have the following sidelight on this imminent political situation: President Coolidge had for breakfast, on Friday, with griddle cakes and sausages, Borah of Idaho, Walsh of Montana, Curtis of Kansas City, and Watson of Indiana.

\* \* \*

"We trust," says the Digest, "They agreed with him."

\* \* \*

*A good pipe-liner should not only know his onions. He must also be thoroughly familiar with his leaks.*

\* \* \*

Comes the summer, vacation time, the lure of the open road, and every motorist out to bag his daily limit—And that reminds us of this little gem:

Motorist: Say, will five dollars pay for that old hen I've run over?

Fancier: Better make it ten. I've got a rooster that thought a lot of that hen, and the shock might kill him too.

\* \* \*

The Sydney (Australia) Bulletin lends us this, which also has its bearing on something or other:

"Mr. Brown, I believe? My grandson is working in your office."

"Oh, yes! He went to your funeral last week."

\* \* \*

*It only goes to show what science can do.*

\* \* \*

It is on authoritative record, for instance, that Pittsfield is the city in which was woven the first All-American broadcloth for President Madison's inaugural suit of clothes, and the seat of one of the largest units of the General Electric Company.

No business that is split up into a series of units by departmental barriers, can possibly keep abreast of the times.

\* \* \*

In other words, no matter how smart you are, you can't get along without the other fellow.

\* \* \*

*Speaking of that tricky landing at Suva, another item was brought to our attention in the following clipping, with regard to a feat just as remarkable: "No trace of the flyers was found, but the condition of the plane indicated that they had jumped from the plane before it landed, or left it after it descended."*

\* \* \*

Valet: "There's a burglar downstairs, sir!"  
De Vere Smith: "Righto, Judson—just fetch my gun and sports suit—the heather-mixture one."

\* \* \*

Then there was the objection raised by the patriotic politician to the party of English visitors to this country who brought their own automobiles with them. The objection was, of course, that although they were using their own autos, they would probably be using our pedestrians.

\* \* \*

*Experimentation is the mother of invention, or something to that effect.*

Willie: Ma, if the baby was to eat tadpoles, would it give him a big bass voice like a frog?

Mother: Good gracious, No! They'd kill him.

Willie: But they didn't.

\* \* \*

There is less importance in the choice of work to do, than in the initiative with which any work is done.

\* \* \*

*While we hate anything that is at all common, we should really enjoy being a common stockholder.*

\* \* \*

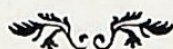
Owing to the increase in the price of firecrackers, it is expected that all Scotch-Americans will celebrate the Glorious Fourth by enthusiastically snapping their fingers.

\* \* \*

*Keep away from the loud speaker, Junior. The announcer sounds as if he had a cold.*

# And Over the Moon

By CLEMENT WOOD



*I won't be blown like a leaf in a gale  
With a tumbling mast and a shredded sail;*

*I'll knot my hands in the mane of the wind,  
And link my legs for a bellyband;*

*Nose to his shoulder, haunched on his rump,  
Set for the jerkiest stumble or jump,*

*A part of him—No, that's not it:  
With arms for reins and my will for a bit,*

*I'll be the brain that he must obey;  
I'll hold him taut to the sky-blown way*

*I choose—trampling the loose sea,  
Storming through city and low valley,*

*Foot off the last rock above the green,  
And over the moon, and over the sun.*

*Back, you ask, once we've trod sky?  
Could you tell me a single reason why?*

