

UNION OIL BULLETIN



APRIL 1929

DOUGLAS *uses* UNION

... for the same reasons that you, too, will prefer this "success tested" motor fuel



It's not necessary now to service test the gasolines you use.

DOUGLAS—one of the largest airplane factories in the world—producer of the first and *only* planes to circle the globe—has done this for you.

DOUGLAS *uses* UNION because of its uniformity—its power—its mileage possibilities—its dependability.

These same quality characteristics are waiting for you at any Union pump.

UNION Gasoline

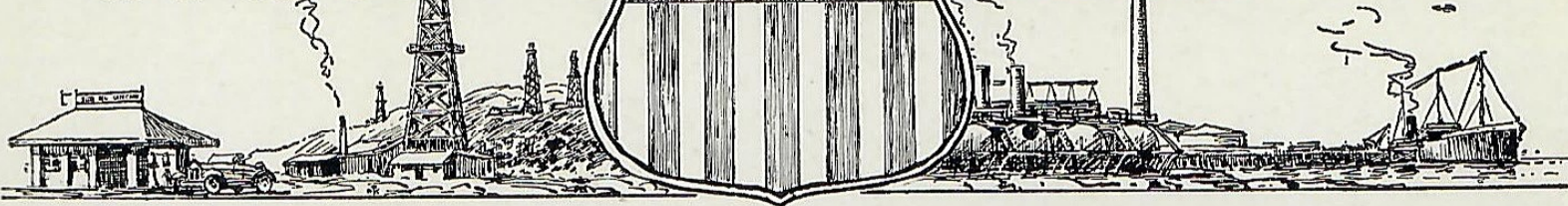


UNION OIL COMPANY

A few of the other leading western firms who have "success tested" Union Gasoline:

Aero Corporation of California
Bach Airplane Company
California Fruit Growers Exchange
California Packing Corporation
Carnation Milk Company
Durant Motor Co. of California
Lockheed Aircraft Company
M. J. B. Coffee Company
Pacific Electric Railway
Pickwick Stages
Southern Pacific
The Paraffine Companies, Inc.

UNION OIL BULLETIN



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VOLUME IX

APRIL

BULLETIN No. 4

Lindbergh and "Patrician" On Short Visit to Coast

By E. H. BADGER

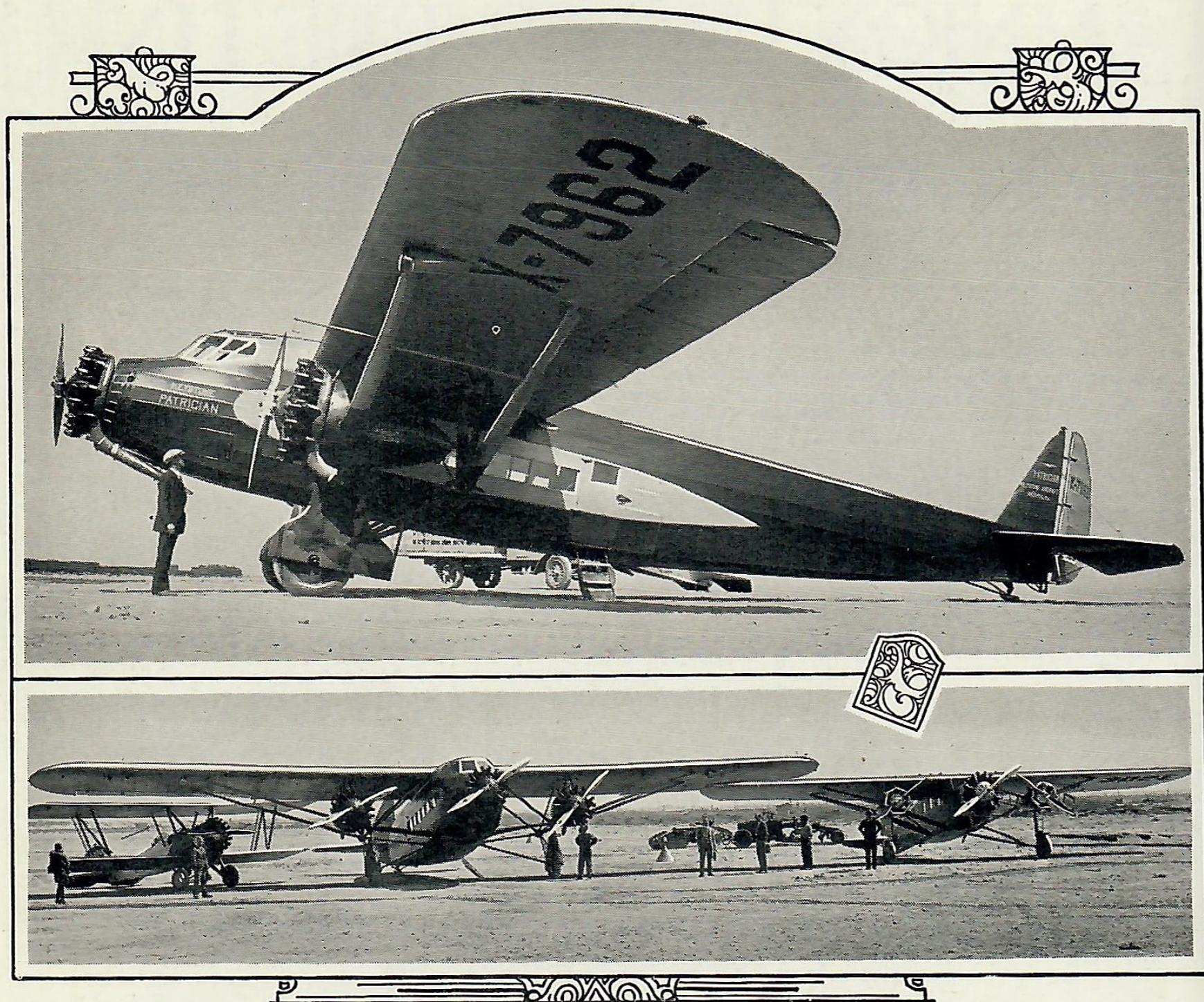
Editor of "The Bulletin"

FORGET that this long-legged, lean-loined, blue-eyed chap known to the world as Col. Charles A. Lindbergh, was the first to make a non-stop flight across the Atlantic and has since made scores of almost equally daring air pilgrimages; forget the columns upon columns that have been written about him in the newspapers and magazines of the world, and then meet him in a small group, protected from the prying gaze of a curious crowd, and you will get for the first time, a real picture of this young man who today holds first place among our living natural heroes.

He is not himself before a crowd and possibly never will be. He is not yet a hero in his own eyes. His achievements he regards as routine accomplishments and he likes to be greeted by strangers and friends as a young man, interested in the progress

of aviation, doing what he deems his part in furthering that aim. Understand this point of view, and meet him in his own element, as several members of the Union Oil Company did during his recent visit to California, and you will appreciate this ace of peace-time aces more than you ever did before. You will appreciate why he seeks cover when the crowd gathers and his camera-shyness, and why he is able to relax and be himself when he can talk aviation with men who fly and who understand its problems.

The paths of the "flying colonel" and the Union Oil Company representatives crossed last month due to their interests in the Keystone "Patrician", America's biggest passenger plane, which arrived in Los Angeles March 12th, at the end of a transcontinental hop. He was interested in the plane because it represented something new



Above are two striking views of the twenty-passenger, tri-motored Keystone "Patrician" which paid a visit to the coast last month. The upper photograph shows the length of its body and the lower one its tremendous wing spread. The little plane tucked under the right wing is a Union Oil plane. The tri-motored ship on the right is a Bach owned by Pickwick Airways.

in aviation, and the Union Oil Company was interested in the plane because it had fueled it on the western leg of its tour. The big ship was in Los Angeles when Col. Lindbergh arrived to inspect the Grand Central Air Terminal at Glendale, the western terminus of the air-rail line of Transcontinental Air Transport, for which he is technical advisor. He asked an opportunity to test it out. A request that was immediately granted. His test included a short flight at Rogers Airport, Los Angeles, and a hop with it to San Francisco with twelve passengers aboard.

The flight from Los Angeles to San Francisco, March 22, made from Rogers Airport, marked the climax of the "Patrician's" trip to the coast and the

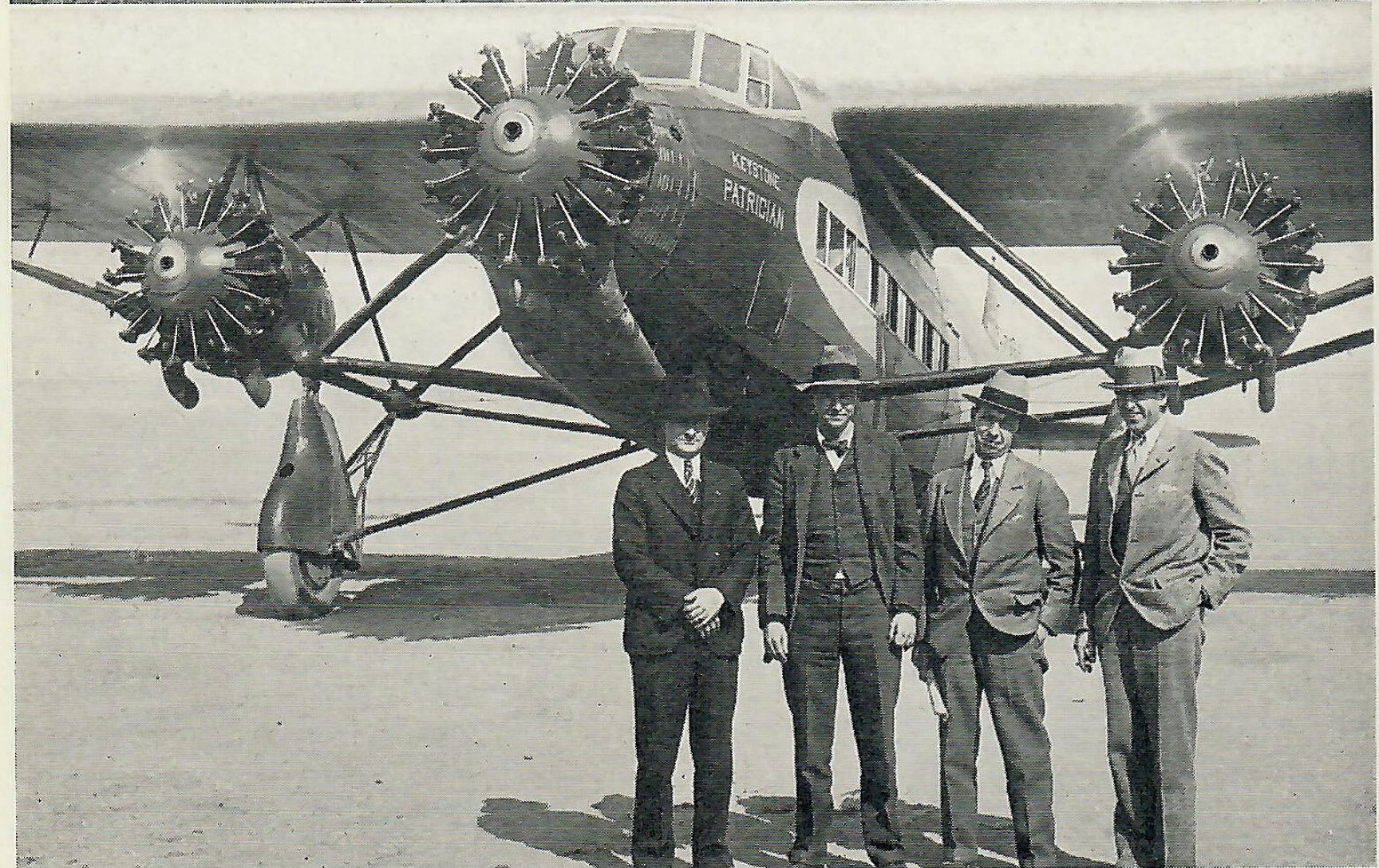
colonel's visit to the state. It was made under weather conditions that thoroughly tested the air-worthiness of the big plane and the pilot's skill at the controls.

The "Patrician" is a twenty-passenger plane and equal in size to twenty-four of that type being built in the factory of the Keystone Aircraft Corporation in Bristol, Pa. It is a fore-runner of a thirty-six passenger plane that is being designed by the same corporation. Through advance arrangements the big plane was fueled and lubricated with Union Oil products from the time it reached El Paso, Texas, where it was met by Warren E. Carey, Southern California aviation representative of the company, and Donald E. Forker, director of public-



WHEN LINDBERGH FLEW THE "PATRICIAN"

Col. Charles A. Lindbergh was caught in one of his less camera shy moments when he appeared at Rogers Airport to fly the Keystone "Patrician." At the top he is shown with Edgar N. Gott, president of the Keystone Aircraft Corp., and Capt. St. Clair Streett. In the lower left the Lindbergh smile, and at the right the Colonel meets Jack Lynch, one of his former flying instructors.



AMERICA'S BIGGEST PLANE TANKS UP WITH UNION

Union Oil Company products were used exclusively by the "Patrician" on her western flight. At the top, the big bird and a fledgling. Center—Refueling at Phoenix. Bottom—Ready to hop from El Paso, Texas. Left to right—Capt. St. Clair Streett, chief pilot; Oliver Klaxton, Wright Aeronautical Corp., representative; Ken G. Fraser, co-pilot, and Donald E. Forker of Union Oil Company.

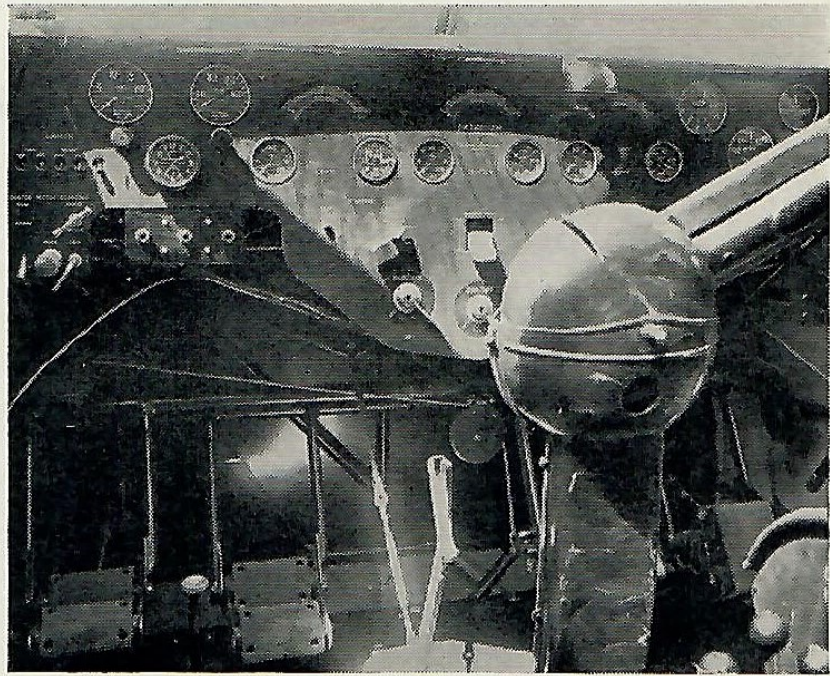
ity, until it left Salt Lake City, Utah, enroute to Minneapolis.

Carey, flying one of the company's Eaglerock planes, powered with a Wright Whirlwind motor, escorted the big ship into Phoenix, and from the latter city to Los Angeles. Along side the "Patrician," Carey's ship looked like a toy plane. It was possible to run the Eaglerock under one wing of the big ship which had a wing spread of 88 feet and an overall length of 63 feet. It was thirteen feet six inches from the ground to the top of the wings. The power plant consisted of three 525 h. p. Wright cyclone engines which drove it through the air at a cruising speed of approximately 120 miles an hour.

Edgar N. Gott, president of the Keystone Aircraft Corporation, accompanied the big plane on the trip to the coast and in several addresses made over the radio spoke highly of the cooperation received on the flight from the Union Oil Company. When the "Patrician" left for San Francisco with Col. Lindbergh at the controls he invited Carey to go along as one of the passengers. The other representative of the company on that trip was W. L. Stewart, Jr., who as a director of the company has been keeping in close touch with recent aviation developments in the west.

The other passengers on the San Francisco flight included James Warner, radio operator of the Southern Cross; Ken. G. Fraser, executive assistant of the Keystone Corporation and co-pilot of the ship; John Bowers who has forsaken the movies to take a leading part in directing the activities of the newly formed Western College of Aeronautics; William H. Henry of The Times and A. M. Rochlen of The Examiner; Capt. Walter Parkin of the Department of Commerce; W. E. Thomas and Ross Hadley of the Pacific Aeromotive Company.

Roy Harding, Northern California aviation representative of the company, took over arrangements for fueling the "Patrician" after it landed in



THE CONTROL CABIN

The instrument board of the "Patrician" is imposing to the novice and it looks as though there were a sufficient number of gadgets to keep even an expert well occupied.

Oakland and was among those who welcomed the members of the party on their arrival in the north. Harding and Carey were given an opportunity to take turns at the controls of the ship on the flight from San Francisco to Salt Lake City, made March 25.

While in Los Angeles the "Patrician" made a number of flights carrying its full capacity of passengers and on Saturday, March 16, established a new payload record when it carried thirty-three girls from the prologue of Grauman's Chinese theatre, a mechanic and two pilots to an altitude of 10,000 feet. The largest number of persons ever previously taken from the ground in a heavier-than-air plane was thirty-four carried aloft in a German flying boat.

Capt. St. Clair Streett, chief of the test flight division of the Army and rated as one of the greatest flyers in the service, piloted the "Patrician" on its western tour. He obtained leave from the Army to make the trip, and it was with decided regret that the members of the Union Oil Company, who came in contact with him during his stay on the coast, saw him depart on the journey homeward. "Bill" Streett, as his air cronies call him, is as much shorter than the average man as Lindbergh is taller, and is one of those genial, care-free fellows, who is ever obliging, yet sufficiently reserved

Union Products Win High Approval

The following telegram received by W. L. Stewart, Jr., from Ken. G. Fraser, executive assistant of the Keystone Aircraft Corporation and co-pilot of the "Patrician," should be rather gratifying to boosters of Union Oil products:

"Six hours from Oakland to Salt Lake City; seven hours from Salt Lake to Omaha. Both trips very cold; much snow. Service at Oakland and Salt Lake excellent. Carey had another hour and a half and Harding two hours and a quarter at the controls of the "Patrician." Extra heavy and ultra heavy Union Aero Oil loses less than any of the leading grades we have used in these Wright Cyclones. Ken Fraser."

to make everyone regard him with the highest respect. And Man! how he could handle the "Patrician." He took it off the ground as a rule in less than eight seconds, put it down, despite its bulk, as lightly as a pursuit ship. The day he took the thirty-three girls up on the record flight he landed it without the slightest jar.

He was selected by Col. Lindbergh to fly his Curtiss Falcon to San Francisco when the colonel took the big ship up to the Bay City.

It was cold and gusty the morning the Colonel piloted his open Curtiss Falcon from Santa Barbara to Rogers Airport to fly the "Patrician" to San Francisco, but when he climbed out of the cockpit of his plane he was wearing only a light gray suit, and a helmet, an old brown one that he has worn on many of his famous flights.

The writer has had the privilege of twice interviewing the colonel as a newspaper man and knows full well the reservation with which he greets the press. It was his good fortune to meet him this time when he didn't have to inquire as to when he was going to be married or where he was going to go from here. As the colonel left he stuck out his hand and with a friendly grin said: "Glad, to have seen you again."

This fact will possibly amuse Lindbergh: Newspaper reporters and city editors really don't like to see him come to town. Not only does it mean

ceaseless vigilance to catch him but they realize he dislikes personal publicity and resents being photographed at every turn and they hold him with such high regard that they don't like to offend him. Every reporter could approach Lindbergh with the statement: "This hurts me more than it does you." But city editors must be served and every city editor is afraid that some rival publication will beat him to a Lindbergh story, and a Lindbergh story is still one that everybody reads.

One man in the group that greeted Lindbergh on his arrival in Los Angeles had an intimate contact with him in the days when he was just breaking into the aviation game. That was Jack Lynch, pilot for W. A. Clark. Lynch is one of the country's veteran commercial flyers. It was back in 1922 that Lindbergh came to him in Lincoln, Neb. At that time he had had only four hours instruction, and Lynch is honest enough with himself and Lindbergh to admit that he didn't give promise then of being the world's greatest flyer. Those were lean days for Lindbergh. He did not have money enough to pay for instruction and in order to get flying lessons from Lynch barnstormed with him as his stunt man. He did the parachute jumping and Lynch did the flying. That was before parachutes had reached the state of perfection they have now.

Opening a New Market in Australia and New Zealand

BY J. E. GREY

Managing Director, Atlantic Union Oil Co., Ltd.

Editor's Note: It has been a trifle more than a year since the Atlantic Union Oil Company Limited, owned jointly by the Atlantic Refining Company and the Union Oil Company of California, entered the marketing field in Australia and New Zealand. The progress made in that short time is regarded as gratifying. In the following articles representatives of the company, writing from Australia and New Zealand, give a brief picture of conditions in these two countries and the activities of the company there.

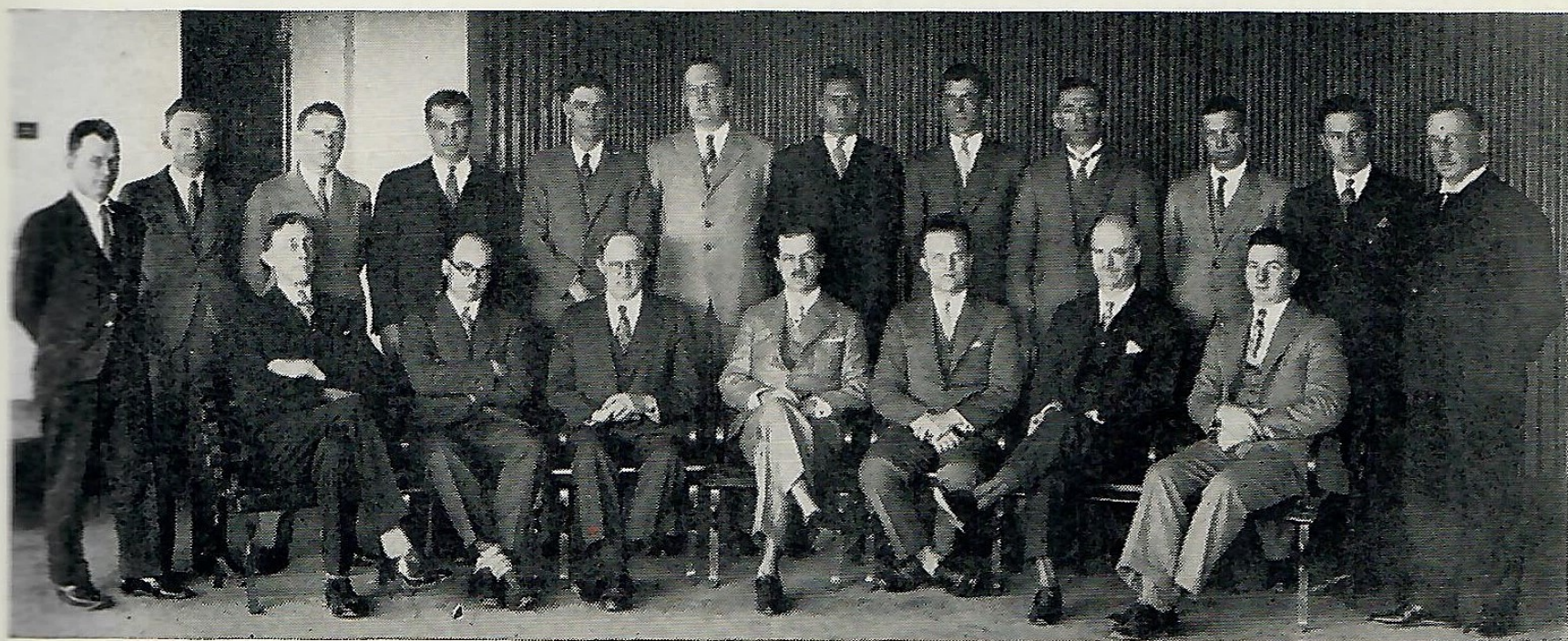
IT was with a view of avoiding wasteful duplication of capital investments and marketing effort, that the Union Oil Company of California and the Atlantic Refining Company late in 1927 decided, after a thorough survey of market conditions in Australia and New Zealand, to enter the field jointly.

The Atlantic Union Oil Company Limited was therefore incorporated in October, 1927, and construction of four ocean terminals, with a storage capacity of approximately 230,000 barrels, serving the principal cities of Aus-

tralia and New Zealand, was commenced about Jan. 1, 1928. These terminals, with some fifteen sub-stations, a large fleet of motor trucks, railway tank cars, and curb pumps, were in operation six months later.

The Company is at present operating in about 300 towns, moving its products to the consumer through some 3000 distributing points throughout an area of 600,000 square miles, and is employing nearly 600 people.

Competition consists principally of four very large oil companies with



DIRECTORS AND DEPARTMENT HEADS AT SYDNEY

Front row, seated, left to right—R. M. Crabbe, manager lubricating oil dept.; H. H. Hannah, chief accountant; L. C. Hampton, director in charge of engineering; J. E. Grey, managing director; J. D. Jacobs, director in charge of sales; M. F. Dawkins, secretary of company; W. W. Ryan, metropolitan sales manager, Sydney. Back row, left to right—J. S. Hillman, lubricating oil dept.; H. M. Callaghan, manager pump dept.; V. E. Smythe, assistant chief accountant; F. P. Smith, asphalt dept.; Murray R. A. Little, N. S. W. Country sales manager; H. G. Cooper, automotive dept.; D. F. McKinley, transport manager; H. W. Mason, manager order dept.; J. G. Wilson, superintendent Balmain Terminal; A. Mitchell, manager of purchasing dept.; J. G. Lee, advertising manager; D. W. Dally-Watkins, manager credit dept.



PRINCIPAL HEADQUARTERS IN AUSTRALIA AND NEW ZEALAND

Top, left—The Wellington offices of the company are located on the third floor of this building. Bottom, left—The Melbourne offices occupy the eighth, ninth and tenth floors of the Royal Insurance Exchange Building. Bottom, right—The Tasman Building where the Auckland Offices are located. Right—The company's head office at Sydney occupies the seventh and eighth floors of this building.

highly developed organizations, entrenched after some thirty years in the field. The consumer is conservative and reluctant to risk trying a new product, which of course makes sales resistance a more serious matter than would be the case in introducing a new product in many other countries. However, we have been more successful than we anticipated, in the rapidity with which we have been able to convince the public of the truth of our claims as to the quality of "Union" and "Atlantic" products, and the general verdict is that our progress has been unusually rapid.

The major oil companies here are

marketing two grades of gasoline in bulk, as well as bulk power kerosene. The marketing of two grades of gasoline, one of which is generally used for commercial purposes, but also to a considerable extent for pleasure vehicles, has necessitated the use of an excessive number of curb-line pumps, the greatest single evil with which the industry has to contend in this market.

Due to the great distances to be covered, and also to a number of other factors, marketing costs are high, but we are hopeful that in a few years as the consumption increases, this condition will better itself.

Selling Petrol Across the Pacific

By J. D. JACOBS

Director, Atlantic Union Oil Co., Ltd.

THE American visitor arriving to-day in any of the larger Australian or New Zealand cities could very easily imagine himself back home, especially if he were to confine his observations to the methods of marketing petroleum products.

He would notice here the same overabundance of petrol (gasoline) pumps as is found in probably every American city; the same type of filling stations of Spanish style architecture; the same kind of motor oil equipment, even to the oil dispensing bottles, except that upon closer examination he would find that each bottle contains one British Imperial quart which is one-fifth larger than an American quart.

Attractive 800 to 1000-gallon tank trucks (or tank lorries, as they are called here) manned by uniformed drivers, rush about the streets, and with a little imagination one can change the color scheme and the "Union Motor Spirit" painted on the sides of the lorries to "Union Gasoline" and picture himself on the street of any California city, for they are practically the same, even to the chain dangling to the road to prevent the accumulation of static electricity.

While in California the petrol pumps must be purchased and installed by the reseller, here oil companies lend and install on lease agreement fully 98 per cent of all petrol pumps, as well as all oil storage and dispensing equipment.

Inasmuch as the petrol pump and tank cost approximately twice as much here as in America and most other items in the same proportion, it can be readily appreciated that it is far from inexpensive to market in these

countries. To add to our difficulties, in a large part of New Zealand the explosives regulations require that the tank for a petrol pump be contained in a concrete pit which adds considerably to the cost of such installations.

Competitive conditions have taught the reseller to insist that the company is entirely responsible for the equipment, and not infrequently he will submit claims for shortage on the slightest pretext, whether due to a supposed leak in the tank or its connections, or to an alleged over-delivery by the pump into the motorist's tank. (We have never received any complaints from any reseller to the effect that his pump has been giving short deliveries to his customers so we are forced to conclude that such never occur.)

In most of the country districts the same methods of distribution obtain as in the larger cities. Deliveries are made by tank lorry from country bulk depots (sub-stations) to which bulk supplies of petrol and power kerosene (for tractor use) are made by means of 5000 gallon rail tank wagons (tank cars). Petrol pumps have been generously distributed by the oil companies, although not quite to the same extent that exists in the larger cities. The Atlantic Union Oil Company has not been nearly as extravagant as its chief competitors in the lending of this equipment, but nevertheless no motorist using Union Motor Spirit or Atlantic Petrol need ever go without our products in those states in which our company is now marketing.

In certain country districts that are too sparsely inhabited to warrant the expense of country bulk depots and tank lorry delivery, the petrol pumps are serviced by the individual resellers by means of 44-Imperial-gallon gal-



The center photograph of a Sydney service station shows the typical method of dispensing petrol products in the larger cities. In the upper left hand photograph is shown one of the "super-service" stations in Melbourne. Note the conspicuous curb sign that is being used to advertise Union Motor Spirits by the Sydney station shown in the lower photograph.

vanized iron drums shipped from and refilled at the company's nearest ocean terminal.

Some parts of Australia and New Zealand are too sparsely inhabited to warrant drum deliveries, or even the installation of petrol pumps. These districts are served entirely through the medium of cases and tins, a package that long ago disappeared from the American market. Even in those districts where tank lorry deliveries are made cases and tins of Motor Spirit, Petrol and Power Kerosene are still used very considerably as a matter of convenience, particularly by the farmer.

The transition of this market from

cases and tins to bulk has been extremely rapid in recent years, for whereas, four years ago approximately 80 per cent of all sales were in this package the percentage has been reduced by now to approximately 15 per cent.

As indicated above our Company markets Union Motor Spirit (equal in quality to best domestic aviation gasoline), Atlantic Petrol (equal to best domestic motor gasoline), Atlantic Power Kerosene (for tractor use), Union Lighting Kerosene, Atlantic Motor Oils and Greases, and a complete range of industrial lubricating oils and greases marketed under various brands.

Our Marine Terminals

By L. C. HAMPTON

Director, Atlantic Union Oil Company, Ltd.

FOUR marine terminals have been erected in Australia and New Zealand to handle the petroleum products of the Atlantic Union Oil Company, Ltd., destined for distribution in these two countries. One of the terminals is located at Balmain, one of seventeen separate municipalities which make up Greater Sydney with its population of 1,250,000. The city of Sydney and the smaller communities have been built up around a beautiful natural harbor.

Balmain a number of years ago was a very high class residential district, but in the progress of the city it has gradually become an industrial center. When the site was cleared for the terminal it was necessary to remove two sandstone dwellings that were erected some seventy years ago by convict labor. The terminal is located approximately three miles from the center of the Sydney metropolitan area. The company has its own wharf and railway siding within 3500 feet of the terminal.

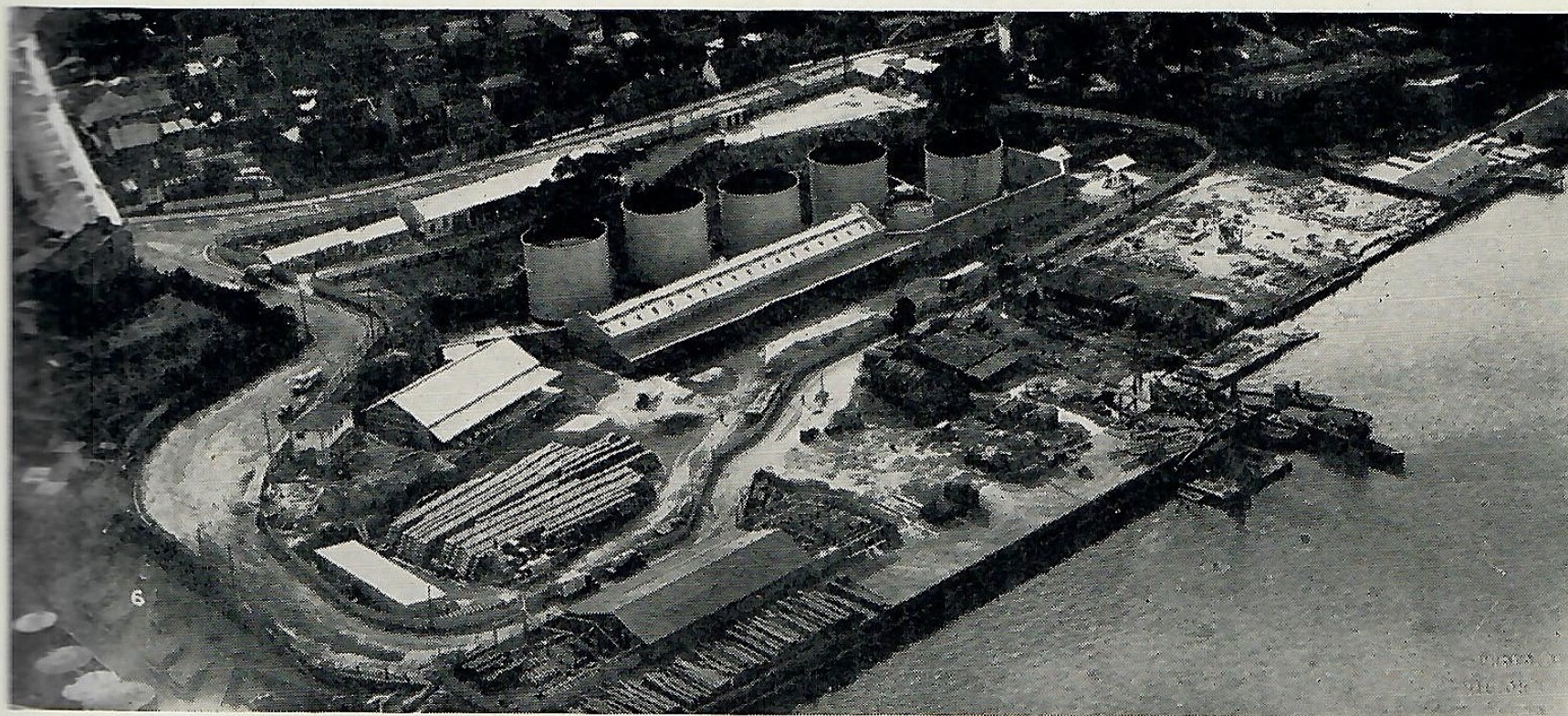
On the highest point of the property is a flagstaff on which each morning the Australian flag is unfurled.

Another of our marine terminals is located at Spotswood, six miles from the center of the city of Melbourne. It is similar in many respects to the Sydney plant, with the exception that there is a double railway track alongside the case store, and the wharf is approximately 5,000 feet from the terminal. The land and surroundings of Spotswood are perfectly level. Melbourne is about 500 miles from Sydney.

Wellington, or Auckland, New Zealand, are four days travel by boat from Sydney. The terminals at Auckland and Wellington are similar to those mentioned above with the exception that the units are smaller.

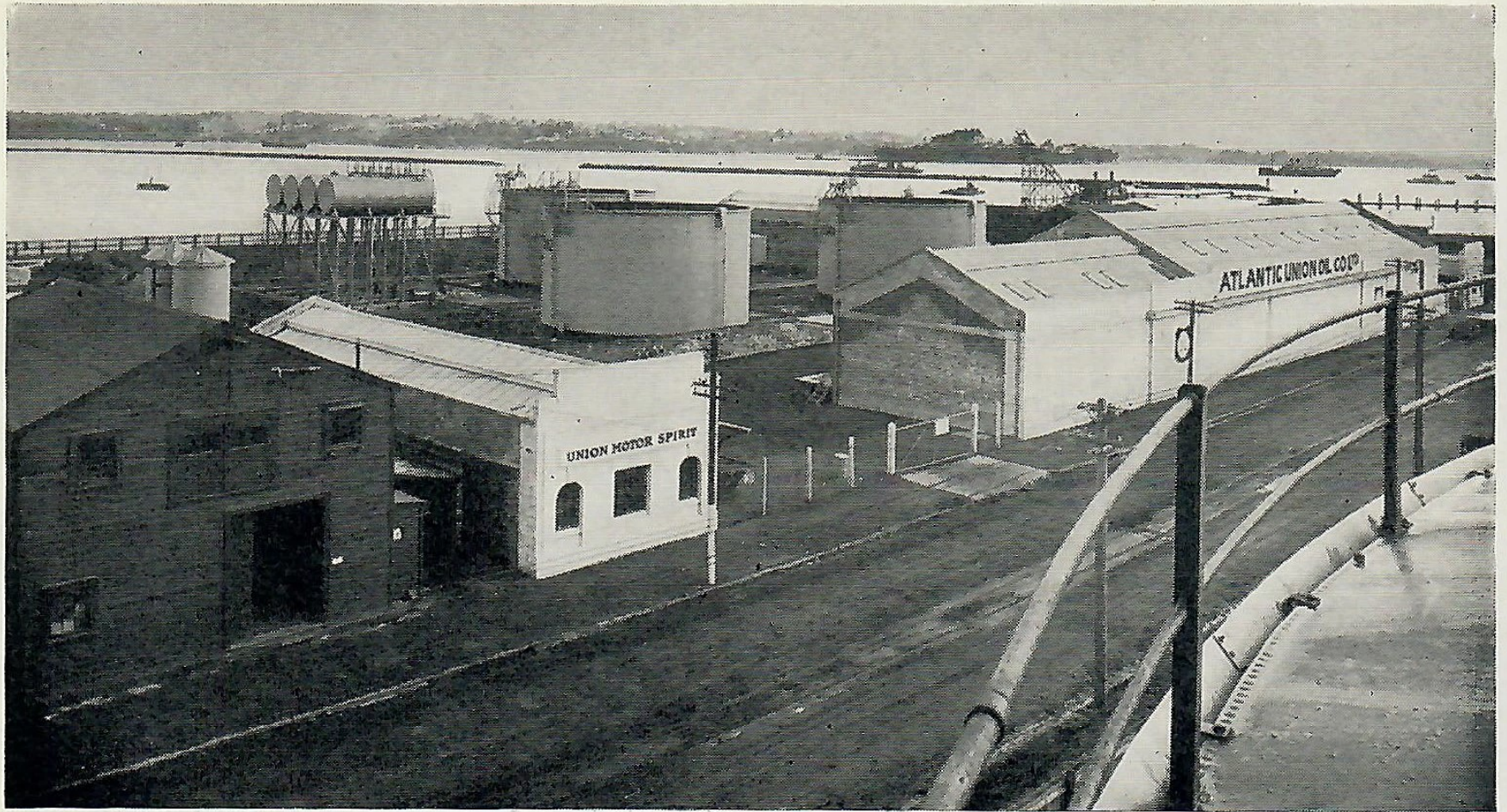
The wharf at Auckland is a few hundred feet from the terminal, while at Wellington it is about 8,000 feet.

The construction of the four terminals was carried on simultaneously, those in Australia being completed in



MARINE TERMINAL AT BALMAIN, SYDNEY

This aerial view gives an idea of the extent of the marine terminal at Balmain, one of the seventeen municipalities in Greater Sydney.



ATLANTIC UNION'S TERMINAL AT AUCKLAND

A compact marine terminal has been constructed by the Atlantic Union Oil Company, Ltd., at Auckland, New Zealand, a portion of which is shown in this photograph.

May, 1928, five months after construction work was started, and those in New Zealand a month later.

Many interesting and provoking occurrences arose during this construction work. At Melbourne the worst rains in eighty years were experienced. At Sydney our tank workers struck because a bonus was being paid at the Government Walsh Island Shipping Yards. At Wellington structural steel for the buildings was delayed six weeks by a shipping strike. Also at Wellington tank plates were received from America with nineteen bottom

plates missing in the first shipment and work was delayed one month.

Our entrance into the Australian and New Zealand markets was watched with great interest. When we stated that we would be in the market by June first with our products, it was thought to be impossible, due to the peculiar working conditions prevailing. We found that the local workmen were willing partners if handled in the right manner, and we accomplished in five months what our friends told us would require normally two to three years.

An Accountant in the Antipodes

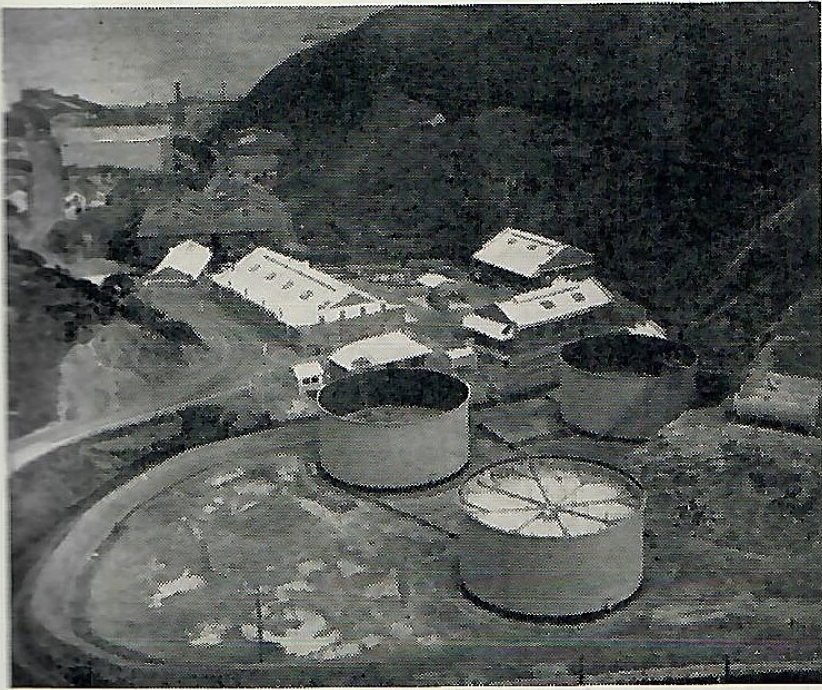
By H. H. HANNAH

Chief Accountant, Atlantic Union Oil Company, Ltd.

JUST to refresh your geography I would like to point out that Australia is a continent as large as the United States (but with a population only about five per cent as great) and New Zealand a country of over 100,000 square miles with a population approaching 1,500,000. New Zealand is

over 1,200 miles from Australia, a four-day journey by steamer.

Having arrived here some months later than anticipated, with large construction projects well under way at two points some 600 miles apart on one continent and two other projects some 400 miles apart in another country, and



SCENIC TERMINAL SITE

The marine terminal constructed at Wellington, New Zealand, occupies a scenic spot in Kainara Gorge.

with practically no accounting system, forms, instructions or staff to work with, one can well imagine what a life we've had. Instead of being "golf widows" our wives have been "office widows."

Contrary to the fears I had entertained prior to my arrival here I found the "Aussies" to be real "dinky di" folks, sincere, independent and outspoken and no one could expect more enthusiastic and willing co-operation anywhere, and during the rush of our first year they have proved themselves deserving of the highest praise.

The accounting office is usually looked upon as a necessary evil and the first to feel the knife in a period of depression but from the results of our late start here, as far as the accounts are concerned, I believe there are some now who will have more compassion and consideration for this "non-productive" unit.

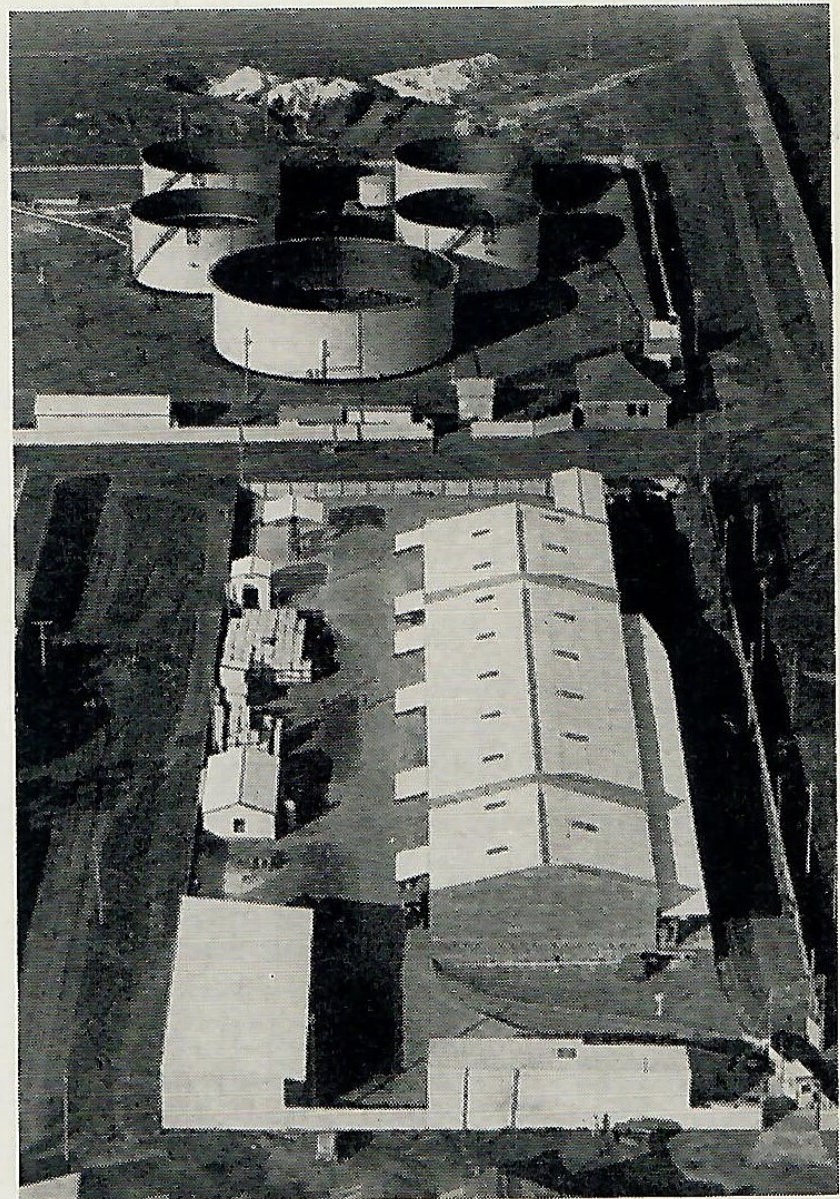
A problem of no small importance was the training of our office staff of approximately 250 persons. They were all willing and anxious to learn, however, and through perseverance during our earlier months, we have now emerged with a staff and system that are functioning and when the finer details are smoothed out, we'll get acquainted with our families again and return to a normal life.

All our forms of course have to pro-

vide for an additional column to record the three units of currency, and to watch the comptometer operators making calculations in sterling (with both hands) is fascinating and would put to shame many operators calculating the decimal system.

The use of cheques in this Country is very limited compared to the United States and negotiable cheques are the exception here rather than the rule. Before one can get even his own cheque cashed he must present it to the ledgerkeeper who rules behind a tall counter and eventually refers to your account and notes on the cheque the code that signifies to the paying teller whether or not you have sufficient credit to warrant the cheque being paid.

The fact that we are dealing through agents and under many different arrangements has not simplified our system of accounts.



SPOTSWOOD TERMINAL, MELBOURNE

This aerial view shows the extensive terminal that has been constructed at Spotswood, six miles from Melbourne, Australia.

Union in New Zealand

By E. G. MARTIN

Director, Atlantic Union Oil Co., Ltd.

TEN months ago, as strangers, we landed in New Zealand with our handbags and a purpose: today we are established traders. The name



E. G. MARTIN

of Union is known from the North Cape to the Bluff and we are beginning to realize the fulfillment of our purpose. New Zealand is a small country with a comparatively small population, but it is well catered for. So well catered for, in fact, that we are faced with all the opposition that a satisfied public creates. The New Zealander is not usually quick to accept a new article but his conservatism is quite worth while when it

comes to adherence to the goods he finds offer him value for his money.

This country has undergone only eighty years of development, but, as in other countries, her transport is fast following the highways despite the mountainous nature of the country. The demand for faster and safer travel has necessitated the improvement of her highways, and with a fund derived from a tax of 4d. per Imperial gallon on all motor fuel sold, the Main Highways Board is making rapid progress in this work.

Here, thousands of miles from the world markets, essentials have taken precedent over luxuries. Isolated from the gaiety of the world metropolis, one makes his own pleasures, and the New Zealand people have become a sports loving out-of-door race. They love their countryside and the beauty that nature has so generously endowed. With "Union" they are finding the joys of the "open road" complete.



During the tour of the Southern Cross in Australia and New Zealand following its flight across the Pacific, Capt. Kingsford-Smith insisted on fueling the big plane with the same brand of gasoline that had been used in its engines during the hazardous ocean flight.

OIL IN VENEZUELA

By E. C. TEMPLETON

Chief Geologist of the Union National Petroleum Co.

Editor's Note:—The Union National Petroleum Company, the stock of which is held jointly by the Union Oil Company of California and the Pantepec Oil Company, owns concessions in Northern Venezuela totaling approximately 880,000 acres. In view of this, we believe Mr. Templeton's article will prove highly interesting to the stockholders and employees of the company.

FOR the year 1928 Venezuela ranks second among all of the nations of the world as a producer of crude oil, having stepped forward from a virtual tie with Mexico for third place in 1927 and taken unchallenged possession of second place from Russia. Complete figures are not available as this is written but Venezuela's contribution to the world's total for the year was not far from 107,000,000 barrels. Although this is less than one-eighth of the quantity produced in the United States during the same period, it represents about a twelfth of the world's production outside of the United States. Excluding only the United States, it exceeds the 1928 production

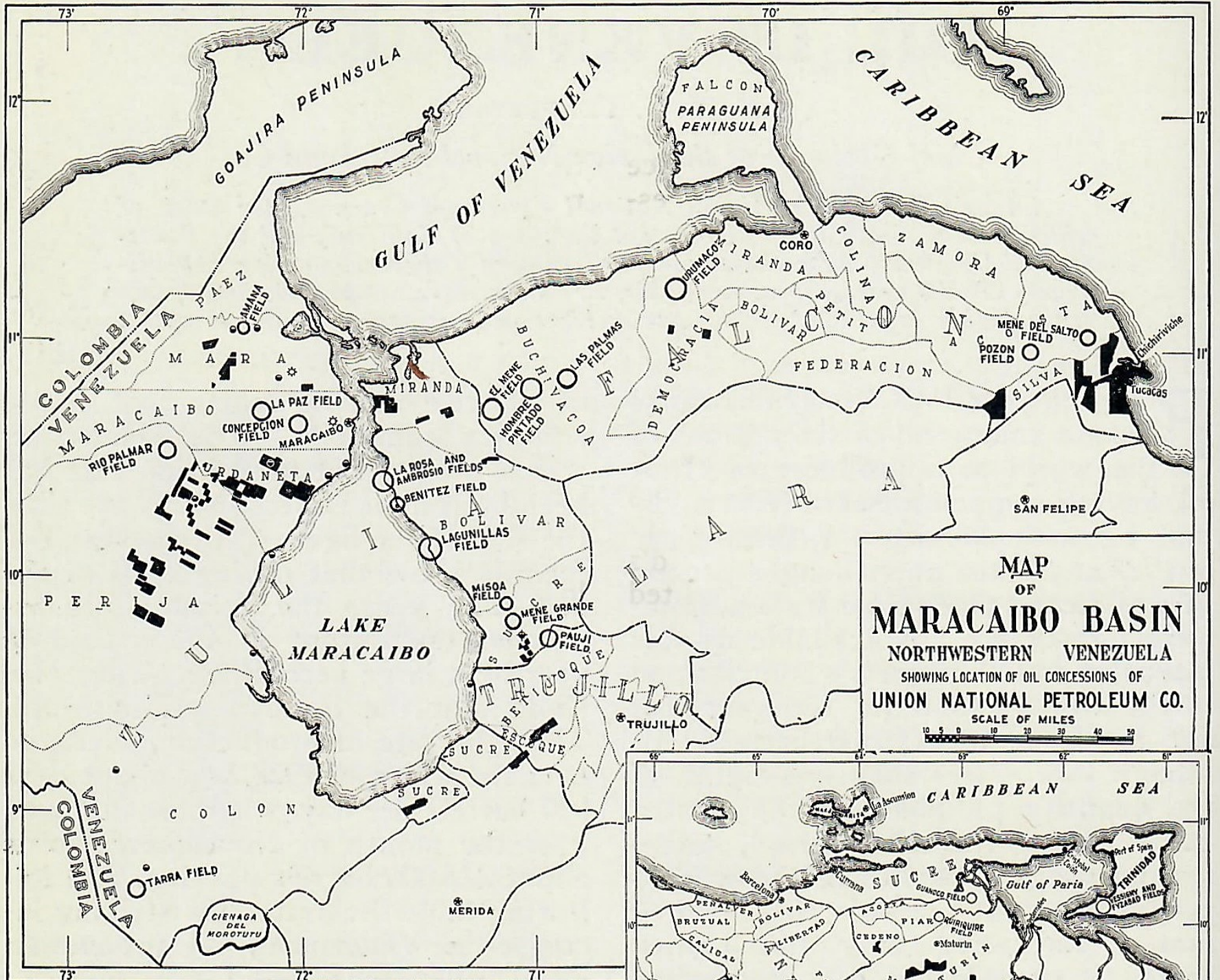
of all the rest of North and South America combined. The manner in which the present production rate has been built up is no less impressive than the size of the figures themselves. The records show that during each of the last nine years the country has increased the output of the preceding year by a large percentage. They also show that the trend is still upward. Thus the rate of production, averaged over the whole of 1928, was about 293,000 barrels per day, whereas, averaged over the month of November, it was about 375,000 barrels per day. The following table illustrates the striking increase in Venezuelan oil production since 1919:

Year	Approximate Total Production (Barrels)	Approximately Average Daily Production throughout the year (Barrels)	Approximate Percentage of Increase over Previous Year's Production
1919	226,000	730	
1920	466,000	1,275	75%
1921	1,500,000	4,100	220%
1922	2,340,000	6,400	56%
1923	4,200,000	11,500	79%
1924	8,754,000	23,900	108%
1925	19,687,000	53,900	124%
1926	37,381,000	102,400	89%
1927	64,000,000	175,400	71%
1928	107,000,000	293,000	67%

The statements and figures set forth above will serve to show that Venezuela has already "arrived" as a very real and important factor in supplying the world's demand for oil. It is the writer's belief that it will become more and more important in this respect for a good many years to come; first, because the fields thus far discovered are still, comparatively speaking, in their infancy, and secondly, because it is

highly probable that other fields will be discovered there from time to time. Thus far only a very small part of all the possible oil land in the country has been adequately tested and future exploratory operations may confidently be expected to meet with at least some measure of success.

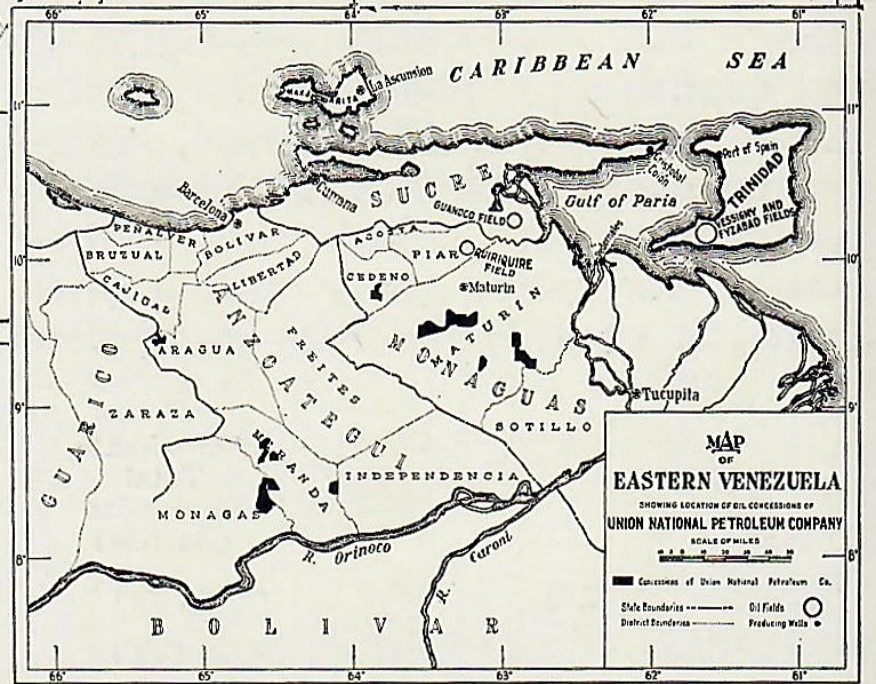
Very nearly all of the oil which Venezuela has produced up to now has come from the Maracaibo Basin. This



MAP OF MARACAIBO BASIN
 NORTHWESTERN VENEZUELA
 SHOWING LOCATION OF OIL CONCESSIONS OF UNION NATIONAL PETROLEUM CO.
 SCALE OF MILES

VENEZUELA CONCESSIONS

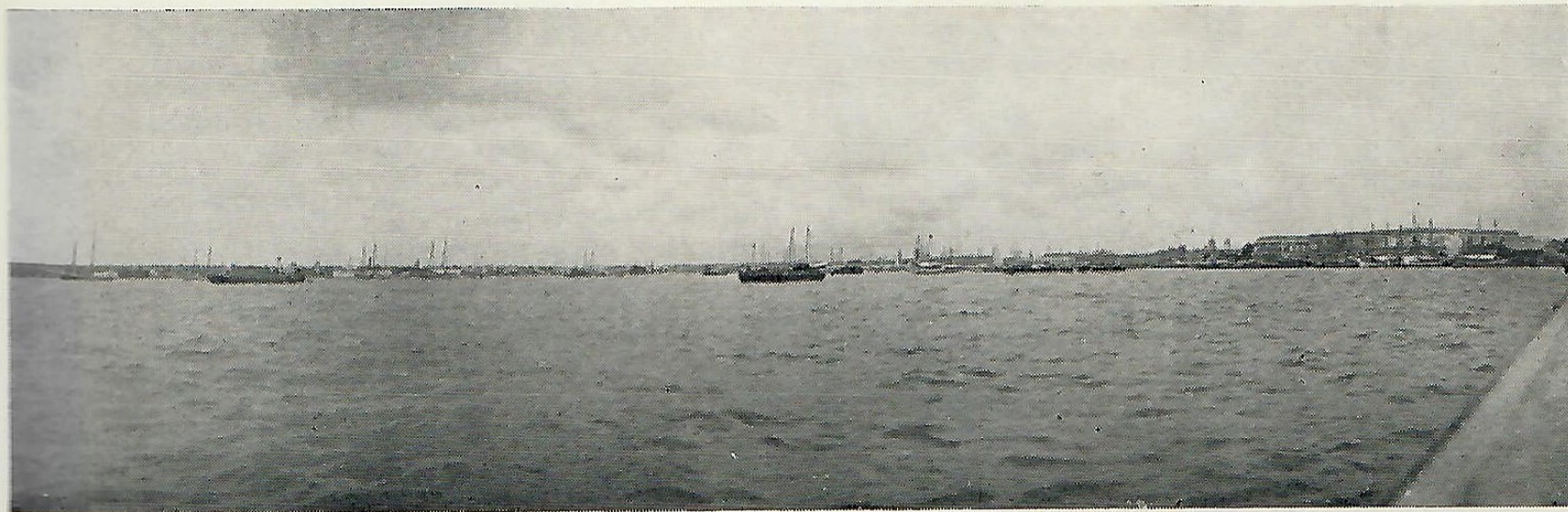
In the above maps the location of the Union National Petroleum Company's concessions in Venezuela totaling approximately 800,000 acres are shown in black. Some of those thin lines represent several thousand acres. The oval areas indicate the location of the present proven oil fields. The large map covers the area known as the Maracaibo Basin. The smaller one the eastern portion Venezuela.



MAP OF EASTERN VENEZUELA
 SHOWING LOCATION OF OIL CONCESSIONS OF UNION NATIONAL PETROLEUM COMPANY
 SCALE OF MILES

is a large, flat-bottomed, V-shaped depression in the northwest part of the country, which lies between two high ranges of the Andean mountain system and embraces an area of perhaps 15,000 square miles. Lake Maracaibo, a shallow body of fresh but slightly brackish water, having an extreme length, north and south, of about 130 miles, and a maximum width of more than 60 miles, covers an area of about 4500 miles in the center of the Basin. At the north end, the lake narrows to a neck only a few miles wide which leads to the Gulf of Venezuela. A narrow and somewhat tortuous channel in this neck permits the passage of boats

which draw not more than eleven and a half feet of water, making it necessary to transport oil in shallow-draft tankers from lakeshore ports to deep-water ports on the Caribbean Sea. Nearly all of the oil produced leaves the country in this way, some of it going to the Dutch island of Curacao, some to the island of Aruba, also Dutch, and some to a deep-water harbor on the Venezuelan peninsula of Paraguana, from which points it is shipped, before or after refining, to various parts of the world. One of the world's largest refineries, with a capacity of more than 125,000 barrels a day, has been built on the island of Curacao by the Royal Dutch-Shell interests and is kept operating at or near



HARBOR AT MARACAIBO, VENEZUELA

The fleet of shallow-draft tankers that transport oil from the fields in the Maracaibo Basin to the Gulf of Venezuela make their headquarters at Maracaibo on the north end of Lake Maracaibo.

full capacity in the treatment of Maracaibo Basin oil.

At the present time there may be said to be seven distinct proven oil-fields in the Maracaibo Basin. These, in order of their present importance, are the La Rosa-Lagunillas field, the Mene Grande field, El Mene field, La Paz field, Concepcion field, La Tarra field and Rio de Oro field. They occur at widely separated localities in the basin. The first two are large fields of extremely high potential production and seem likely to prove to be among the most highly productive fields of the world; the next three are smaller and shallower fields, whose total production up to the point of exhaustion will not be large but will by no means be a negligible quantity. The last two are pretty definitely proven fields which, because of their remoteness and lack of suitable transportation facilities, have not yet been placed upon a regular production basis. Oil has also been found in an encouraging quantity in a number of wells drilled at various other points in the Basin but hardly in such quantity or under such circumstances as to prove the existence of oil-fields in the commercial sense. They do testify, however, to the widespread occurrence of oil throughout the Basin and make the eventual discovery of new fields of major importance in the Basin appear to be no less probable than it appeared to be in the Los Angeles Basin, say fifteen years ago, before the discovery of the Richfield, Signal Hill, Santa Fe Springs, Huntington

Beach, Inglewood, Dominguez and other fields.

Brief reference to the Mene Grande and La Rosa-Lagunillas fields may be in order at this point. These two fields, up to now, have yielded more than ninety per cent of all the oil Venezuela has produced. Mene Grande is a one-company field owned by the Caribbean Petroleum Company, a Royal Dutch-Shell subsidiary. As the company has had no side-line competition to worry about in this field it has not forced its development program. Although the field has already been proved to be of impressive size areally, its limits have not yet been defined. A large aggregate thickness of oil-bearing sands and a comparatively slow rate of decline of its wells are among its features. At present the Mene Grande field has a developed po-



A WELL LOCATION

Picking site for first well drilled by Union National Petroleum Company south of Mene Grande field.

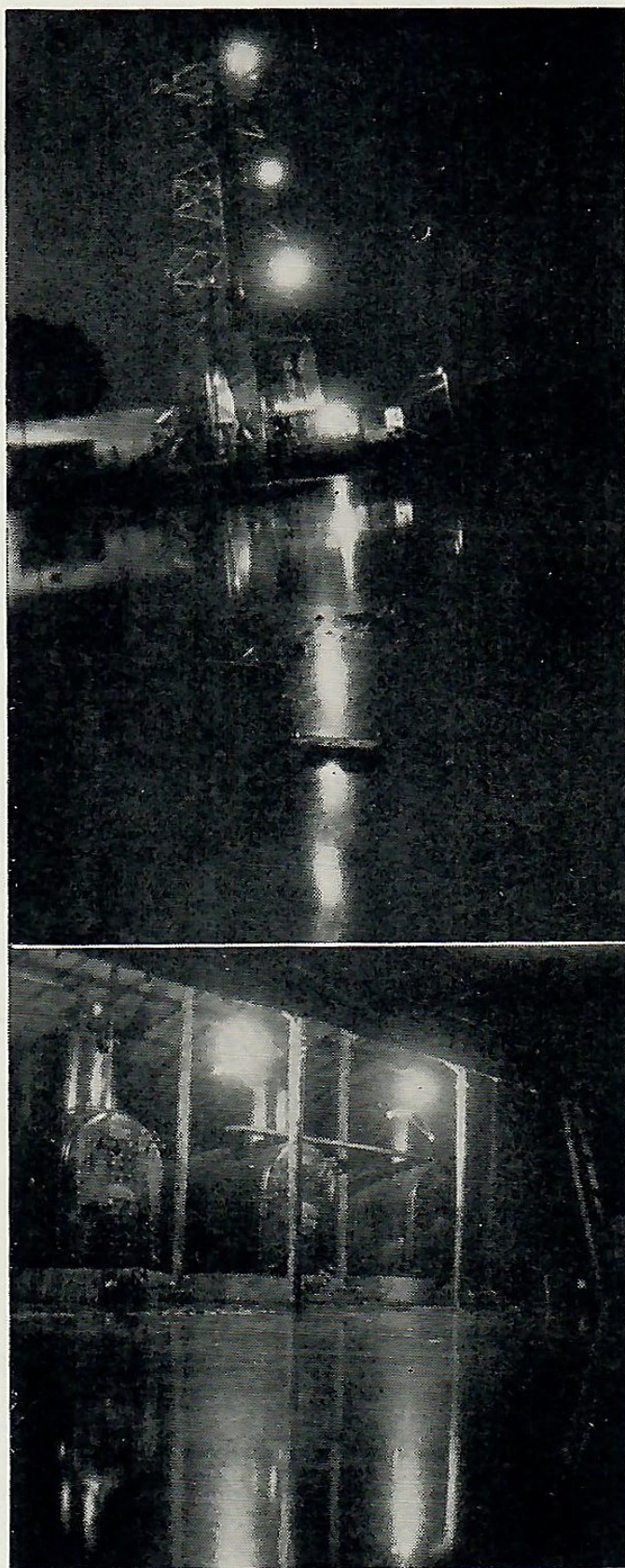


FIRST—THE ROAD BUILDERS

Carving a road through the jungle to enable a new drilling project to get under way.

tential production capacity of more than 50,000 barrels per day from about 100 wells, but during most of the past year and a half or more the wells have been cut down so as to produce not much more than half of that. The La Rosa-Lagunillas field is noteworthy for its tremendous length and its present high rate of production. It embraces a number of centers of drilling, each of which was formerly regarded as a separate field and known by a separate name, "Ambrosio", "La Rosa", "Tia Juana", "Punto Benitez", "San Matias" and "Lagunillas", all of which are now considered to be parts of the single continuous field to which the term "La Rosa-Lagunillas" is applied. The length of this field is about thirty-five miles. It follows along the east shore of Lake Maracaibo and most of the production is from wells drilled in the lake. As in the case of Mene Grande, the La Rosa-Lagunillas field has not yet been completely outlined, and it may be found to extend westward under the lake to a much greater width than can now be considered as proven. Much virtually proven oil-territory in this field still remains undrilled. During 1928 the field yielded an average daily production of around 250,000 barrels a day from between 500 and 600 wells, some of which were completely shut-in part of the time.

Although most of the drilling for oil in Venezuela has thus far been confined to the Maracaibo Basin and no important oil-fields have yet been found elsewhere in the country, nevertheless, there are other extensive areas where the prospects are not to be regarded lightly. Geological formations similar to those of the Maracaibo Basin have a widespread occurrence in Venezuela, and oil seepages are by no means unknown in other parts of the country. Most of the great stretch of territory which drains into the north bank of the Orinoco River, and is commonly known as the "llanos" is



WHEN IT RAINS IT POURS

Night scene after a tropical shower. Looks almost as if the drilling crew would need life preservers.

believed to be underlaid by formations which may be expected to be oil-bearing where structural conditions are right. Various of the large American oil companies have acquired extensive holdings in this territory. Another area of possible future importance is in the eastern part of the State of Falcon, where a British group has recently found high-grade oil in encouraging amounts from a number of shallow wells. If the history of oil-field discovery and development in the United States may be taken as a criterion, it may be said with a good deal of assurance that many oil fields still unknown remain to be discovered in Venezuela and that the country will for a long time to come be of increasing importance as an oil-producer.

The Union Oil Company of California first entered Venezuela less than two and one-half years ago when it acquired a half-interest from the Pantepec Oil Company in concessions aggregating several hundred thousand acres in northern Venezuela. These holdings were transferred to the Union National Petroleum Company, organized under the laws of the State of Delaware for the purpose of developing the concessions. While the Union Oil Company and Pantepec hold the stock jointly, control of operations is in the hands of the former.

Most of the concessions involved are in geologically blind territory but their distribution throughout large areas of prospective oil land present an attractive picture. The company has not yet discovered oil on any of its holdings but its program of exploration is still in the early stages. But one well has been drilled up to date. This was drilled jointly by Union National and the Texas Company a few miles south of the Mene Grande field. It was put down to a depth of nearly 5400 feet before it was abandoned. Preparations to drill another test well—this one in the District of Urdaneta on the west side of Lake Maracaibo—are now under way. The Union National is also participating in a test well to be drilled by Standard of California near El Rosario in the

District of Perija, about twenty-five miles southwest from the above mentioned well in Urdaneta. The expense of drilling the well will be shared by Union National, Standard and the Texas Company, all three of which have considerable territory around the well.

MEXICAN PAPER IGNORES WAR

While the Mexican revolution rages in the headlines of our American newspapers it fails utterly to get a mention in "The Tampico Tribune," published in Tampico, Mexico, a copy of which was recently mailed to Chester Brown, director of exploration and production. The leading article of the paper, a weekly printed in English, and dated March 9, was devoted to Col. Charles A. Lindbergh's flight between Mexico City and Brownsville, Texas, to open an air route between these two points.

It would appear from the paper that Mexico has become as air-minded as we have in the United States. There were fifteen articles besides Col. Lindbergh's flight dealing with aeronautical activities in the various parts of the Southern Republic.

Publicity regarding the excellent performance of various makes of American cars for sale by Tampico dealers is given generous space, but the poor revolutionists, there is no mention of them. The city of Tampico appears to be going about its business unperturbed. Even the ball games are not being called off on account of the civil conflict, as is apparent from an enthusiastic account of three different games held during the week.

MEXICAN WELL UNMOLESTED

Word received by Chester Brown, director of production and exploration, from the Union Oil Company of Mexico's test well being drilled on the Miahuapam Concession in the state of Vera Cruz, Mexico, indicates that the revolutionists so far have not molested the well or in any way interfered with the drilling operations. The well is now down about 4300 feet and is reported to be encountering a considerable amount of gas.

FLIES TO TEXAS MEETING

Earl B. Noble president of the Pacific Coast section of the American Association of Petroleum Geologists and a member of the geological department of the Union Oil Company, made the trip to the annual meeting of the association at Fort Worth, Texas, by airplane. He was a member of the party taken in the ship operated by "Brick" Elliott of the Elliott Core Drilling Co.

NEWS OF THE MONTH

"UTACARBON" FLIES NAVAL PENNANT

The fourth Naval Reserve pennant and warrant to be awarded to a tanker of the Union Oil Company fleet was presented to the "Utacarbon" at Wilmington March 16. The other vessels of the fleet that have been similarly honored in the past few months are the "La Placentia," the "La Purisima" and the "Warwick."

The presentation of the pennant and warrant was made by Commander J. F. McClain, U. S. N., personnel officer of the Eleventh Naval District, to Capt. T. R. Fischer, master of the "Utacarbon." Commander McClain was assisted by Lieut. Commander F. L. Dewey. The Transportation Department of the company was represented by H. E. Cattermole, a lieutenant in the U. S. Naval Reserve, and A. L. Quackenboss, an ensign in the Naval Reserve.

Six of the officers of the "Utacarbon" have qualified for Naval Reserve commissions as follows: Capt. T. R. Fischer, lieutenant com-

mander; First Mate R. H. Simonsen, ensign; Second Mate F. A. Klippstein, ensign; Chief Engineer W. R. Davis, lieutenant; L. DeSmith, first assistant engineer, lieutenant; K. Ofverberg, second assistant engineer, ensign.

Following the presentation ceremonies a buffet luncheon was served on the ship.

TANKER "RADIANT" SOLD

The "Radiant", one of the company's smallest tankers, was last month sold to the Gladstone Transportation Company of New York. Delivery of the tanker to the new owner was made on March 1. It was immediately loaded with a cargo of gas and refining crude for Baltimore.

The "Radiant" was purchased in January, 1926. The first year it was used as floating storage in Alaskan waters and since then has been in coastwise trade, largely between Seattle and Portland. It was a vessel of 3240 tons deadweight or 1250 net tons.



"UTACARBON" PRESENTED NAVAL RESERVE PENNANT

The above photograph was taken during the Naval Reserve pennant presentation ceremonies on board the "Utacarbon". From left to right in the picture—Lieut. H. E. Cattermole, Lieut. H. D. Watson, Ensign A. L. Quackenboss, Lieut. Commander F. L. Dewey, Commander J. F. McClain, personnel officer of the Eleventh Naval District; T. Doepel, third assistant engineer; Chief Engineer W. R. Davis, Capt. T. R. Fischer, Third Mate W. H. Roberts, First Mate E. F. Dorsch and Second Mate F. A. Klippstein. Standing just to the side of Commander McClain are L. DeSmith, first assistant engineer, and A. Vrooman, second assistant engineer.

PIPE LINE ANNIVERSARY

The twentieth anniversary of the completion of the Union Oil Company's pipe line from Orcutt to Bell Station was observed on the 23rd of last month.

Construction was started Nov. 16, 1908. Some time previous to that date the Palmer Union Oil Company completed its Palmer No. 1 and the Associated Oil Company had to take the oil from the well for a short time until the company's line could be completed.

The last bit of work was finished on the line, March 23, 1909. On that day a pump was set and steam obtained from the Palmer Union Oil Company to operate it. We started at once to pump the company's production to our Orcutt Station.

This line has been in continuous service since then, although it has taken care only of the production in the Bell district.

I. L. Wayne, who is senior engineer at the present time, was the engineer who started pumping through the line when it was first completed. He is one of the oldest men in the pipe line division having put in more than twenty years service with the company.

UNION ETHYL POWERS WINNER

Continuing his sensational speed boat victories in Florida, Dick Loynes, the young Long Beach sportsman, last week scored a sweeping victory in the Miami regatta in the limited, 151 class, when his two boats, Miss California and Smiling Dan II, won first and second places respectively. In the unlimited event Smiling Dan II took first place.

In February, Loynes won the Royal Poinciana Trophy Cup with Miss California and on March 9, in the Sarasota Regatta drove his favorite speeder to a new world's record for the limited, 151 class, when he negotiated a six-mile course at an average speed of 49.20 miles per hour.

In all of his races Loynes has fueled his boats with Union Ethyl gasoline shipped

from Los Angeles to Florida for the regattas. Loynes has piloted Miss California in all the races in which he has participated and Verne Walker, also of Long Beach, has piloted Smiling Dan II.

In a wire sent to C. F. Lienesch, head of the technical relations department of the Union Oil Company, telling of the Miami regatta, Loynes pointed out that all three first places in the limited event were won by users of Union Ethyl gasoline, as Habana II, loaned gas from Loynes' supply, took third place, being nosed out by Miss California and Smiling Dan II. In the unlimited race Habana II placed second to Smiling Dan II, winner of the event.

TANKER IS RECHRISTENED

The rechristening of the tanker "Hopsborg", recently purchased by the Santa Maria Steamship Company, subsidiary of the Union Oil Company of California, and chartered to the Union Oil Company of Canada, was made the occasion for a colorful ceremony in Vancouver harbor, March 18. The tanker was rechristened the "Unacana" by Mrs. R. J. Kenmuir, wife of the general manager of the Union Oil Company of Canada.

William Groundwater, manager of transportation of the Union Oil Company and M. W. McAfee, manager of the northern division, attended the ceremony.

A banquet was held at the Royal Vancouver Yacht Club in the evening following the christening ceremonies. The "Unacana" is to replace the Olinda in British Columbia waters.

NEW MARKETING STATIONS

Three new type "C" marketing stations are to be constructed in Washington during the next few weeks. One is to be built at Reardan, one at La Crosse and a third at Creston.

A new distributing station was opened last month at Copalis, Washington, with J. H. Steel the agent in charge.



UNION ETHYL FUELS RECORD BREAKER

Dick Loynes piloting Miss California to a new world's record for the limited, 151 class, in Sarasota regatta.

25 YEARS WITH COMPANY

J. E. Reed, head driller on the test well being drilled at McGowan, Pacific County, Washington, and one of the Union's oldest drillers from the standpoint of service, last



J. E. REED

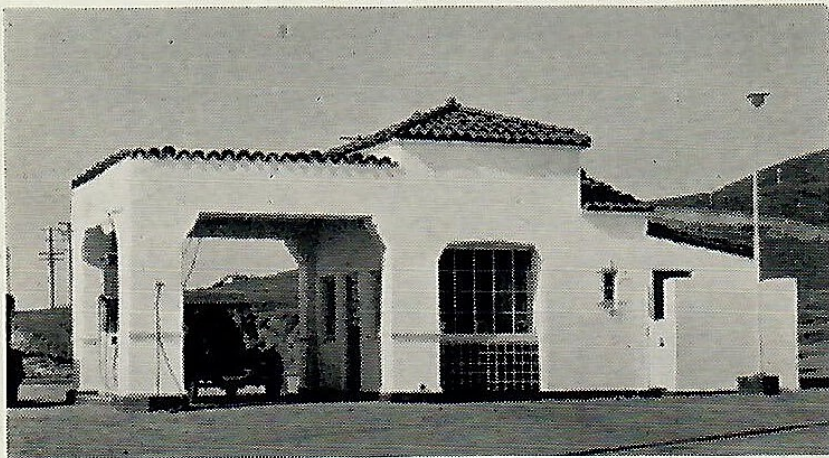
month was awarded a three-ruby service pin on the completion of twenty-five years in the employ of the company.

The records show that Reed started to work for the company Jan. 1, 1904. For the first year he served in the capacity of a tool dresser in the Santa Maria field. From 1905 to 1908 he was employed as a rig builder in the same field. At the end of that time he went back to dressing tools

at Lompoc. In 1910 he was advanced to driller and drilled for four years at Lompoc. He was switched to Taft in 1914 and served for a year as a driller and rig builder. The following year he went back to Santa Maria as a driller and rig builder and remained there until 1918, when he was transferred to Brea. For the next ten years, with the exception of two years during which he was loaned to the Bastanchury Ranch, he remained at Brea in the capacity of a driller. In September, 1928, he was transferred to Santa Fe Springs and the first of the year was chosen as the head driller for the McGowan test well.

NEW DOMINGUEZ STOREKEEPER

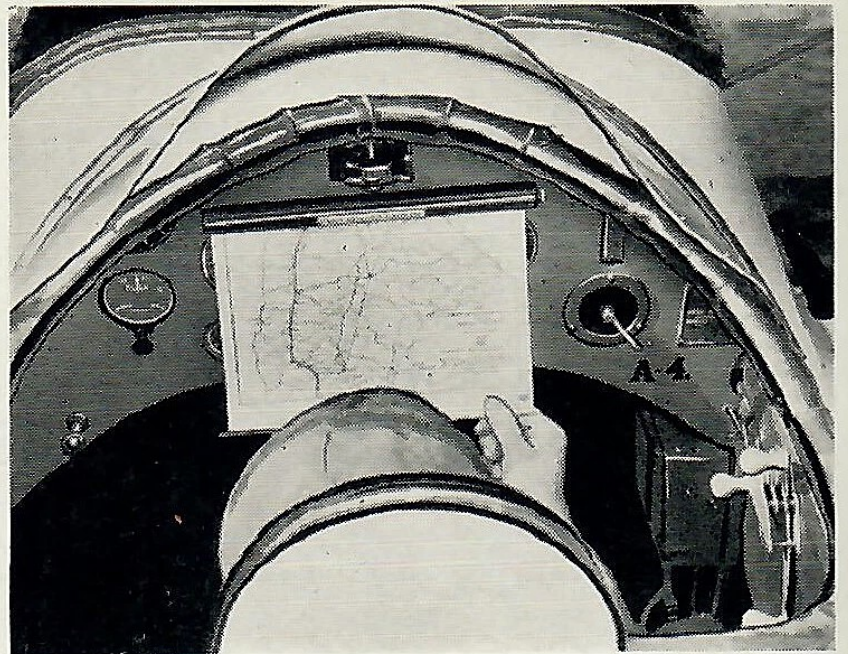
B. J. Conliffe has been appointed storekeeper at the Dominguez District warehouse, Compton, California, succeeding H. J. Craig, who has been transferred to the Purchasing Department at Los Angeles.



STATION AT SAN CLEMENTE

This attractive new station of Spanish design, with white stucco exterior and red tile roof, was recently completed at San Clemente.

NEW COAST AVIATION MAPS



A handy new aviation roll map, showing the various sections of the west coast, including airports and other information of importance to the flyer, has just been prepared by the technical relations department of the Union Oil Company for distribution, without cost, among the aviators of the Pacific Coast. The map, operated on a spring roller, is contained within a small cylindrical metal holder that is held on the instrument board by means of suction cups.

When a flyer desires to locate his position and determine the course he is going to take, all he has to do is to reach up and pull down the map immediately before him on the instrument board and let it fly back into place when he has gotten his bearings. This eliminates the cumbersome folding and unfolding of maps while the pilot is attempting to keep his plane on an even keel.

There are three separate maps, one for Oregon and Washington, one for California and Nevada, and one for Arizona.

ORANGE DISTRICT QUINTET WINS

The Orange District basketball team of the Union Oil Company won the championship of the Orange County Industrial League last month, by defeating the J. & N. Shop of Anaheim, in the final game, with the score of 23-14. Orange District finished up with a record of eight league games won and three lost, winning the right to play for the championship by finishing the second half of the schedule undefeated. J. & N. Shop won the first half of the schedule and met Orange District in the post-season for the championship, with the aforementioned result. A silver cup will be awarded to the Orange District team, emblematic of the championship. The members of the team who played all through the season are: Barry, Chalfant, Hoxsie, Jacobson, Trotz, Morgan, Gordon, Windes, Clark and Williams. The team was coached by Wayne Williams, who played on the Aristos in 1927. Manager of the team was J. P. Rockfellow, personnel director in Orange District.

CALIFORNIA OIL STATISTICS, FEBRUARY, 1929

Prepared by American Petroleum Institute, Pacific Coast Office

P R O D U C T I O N

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

DISTRICT	BARRELS PER MONTH	DAILY AVERAGE		
		Feb., 1929	Jan., 1929	Feb., 1928
Kern River.....	496,600	17,714	18,079	27,176
Mount Poso.....	3,067	110	94	107
Fruitvale.....	20,069	717	865	....
Round Mountain.....	745	27	41	95
McKittrick.....	139,936	4,998	4,960	4,841
Midway-Sunset.....	1,978,609	70,665	72,417	80,627
Elk Hills.....	525,604	18,772	19,064	24,396
Lost Hills-Belridge.....	126,046	4,502	4,360	4,406
Coalinga.....	282,826	10,101	9,673	19,542
Kettleman Hills.....	96,622	3,451	4,016	....
Wheeler Ridge.....	21,649	773	774	953
Watsonville.....	1,750	62	63	57
Santa Maria.....	145,071	5,181	4,913	6,533
Summerland.....	3,375	121	122	126
Elwood-Goleta.....	605,245	21,616	16,688	325
Rincon.....	91,297	3,261	3,572	421
Ventura Avenue.....	1,553,422	55,479	54,153	53,348
Ventura-Newhall.....	156,593	5,593	5,664	6,056
Los Angeles-Salt Lake.....	41,616	1,486	1,497	1,603
Whittier.....	44,198	1,578	1,569	1,722
Fullerton (Brea Olinda).....	372,224	13,294	14,233	17,096
Coyote.....	352,508	12,590	12,421	13,833
Santa Fe Springs.....	5,300,380	189,299	153,538	37,905
Montebello.....	311,905	11,138	11,001	13,035
Richfield.....	488,237	17,437	18,112	19,948
Huntington Beach.....	1,314,567	46,949	48,035	57,951
Long Beach.....	5,163,028	184,394	181,775	118,486
Torrance.....	424,885	15,157	14,866	19,560
Dominguez.....	303,958	10,855	10,252	12,692
Rosecrans.....	191,350	6,834	7,172	7,489
Inglewood.....	730,497	26,089	26,899	30,708
Newport.....	1,540	55	55	22
Seal Beach.....	975,419	34,836	31,879	40,957
Ptrero.....	16,678	595	773	....
Lawndale.....	20,291	725	790	....
TOTAL.....	22,300,707	796,454	754,385	622,016
January.....	23,385,939	754,385		
Increase.....	*1,085,232	42,069		

* Decrease.

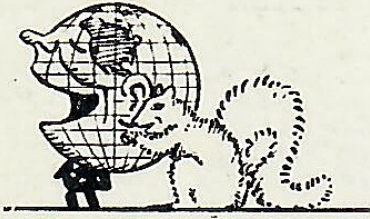
	STOCKS			
	Feb. 28, 1929	*Jan. 31, 1929	Feb. Stock Increases	Feb. 29, 1928
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel.....	100,778,348	99,869,306	909,042	96,239,379
Refinable Crude, 20° A.P.I., and lighter.....	23,081,832	20,118,007	2,963,825	20,676,318
Gasoline.....	12,290,690	12,057,326	233,364	14,247,079
Naphtha Distillates.....	1,825,502	1,644,474	181,028	1,845,109
All Other Stocks.....	9,965,232	9,921,944	43,288	9,187,790
TOTAL ALL STOCKS.....	147,941,604	143,611,057	4,330,547	142,195,675

* Revised.

	DEVELOPMENT			Daily Initial Output	Active Pro- ducing	Abandoned Wells	
	New Rigs Up	Active Drill- ing	Com- pleted			Drill- ers	Pro- ducers
Kern River.....	2	6	3	775	1,127	....	....
Mount Poso.....	5	8	11	2,300	3	....	....
Fruitvale.....	2	5	1	1,000	2	....	....
Round Mountain.....	2	3	1	225	2	....	....
McKittrick.....	....	2	....	....	285	....	....
Midway-Sunset.....	9	21	6	1,574	2,400	2	1
Elk Hills.....	....	1	....	....	213	....	....
Lost Hills-Belridge.....	5	5	3	57	317	....	....
Coalinga.....	....	....	....	....	782	....	....
Kettleman Hills.....	6	13	....	....	1	....	....
Wheeler Ridge.....	....	....	....	....	34	....	....
Watsonville.....	....	....	....	....	7	....	....
Santa Maria.....	....	4	1	250	231	....	....
Summerland.....	....	1	....	....	89	....	....
Elwood-Goleta.....	1	6	....	....	7	....	1
Rincon.....	....	7	1	115	26	....	....
Ventura Avenue.....	6	51	2	3,978	147	....	....
Ventura-Newhall.....	....	27	....	....	519	....	....
Los Angeles-Salt Lake.....	....	....	....	....	320	....	....
Whittier.....	....	....	....	....	166	....	....
Fullerton (Brea Olinda).....	....	6	....	....	378	....	....
Coyote.....	....	1	....	....	208	....	....
Santa Fe Springs.....	47	162	40	100,278	385	....	1
Montebello.....	1	1	1	170	170	....	....
Richfield.....	1	8	....	....	273	....	....
Huntington Beach.....	1	4	1	100	557	....	....
Long Beach.....	4	116	20	15,936	891	1	2
Torrance.....	....	....	....	....	597	....	....
Dominguez.....	....	1	....	....	75	....	....
Rosecrans.....	....	4	....	....	103	....	....
Inglewood.....	1	....	....	....	222	....	....
Newport.....	....	2	....	....	4	....	....
Seal Beach.....	1	7	....	....	138	....	....
Ptrero.....	....	3	1	450	3	....	....
Lawndale.....	20	54	....	....	1	....	....
Miscellaneous Drilling.....	19	137	....	....	....	6	....
February.....	133	666	92	127,208	10,683	9	5
January.....	164	654	94	187,800	10,750	19	18
Increase.....	31	*12	2	60,592	67	10	13

* Increase.

REFINED AND CRUDE



Many of our readers will find it difficult to believe, but it now seems to be pretty well established that the automobile was in use even prior to the invention of the horse.

* * *

For instance, we find in the Bible a statement to the effect that Elijah ascended on high.

* * *

In our Latin primers we read that Caesar crossed the river Tiber by means of Fords.

* * *

And it is common knowledge that the ancient Spaniards were tickled pink when they got five hundred miles or so to the galleon.

* * *

Speaking of automobiles, we frequently get very much exercised over the expense of running the car. Yet there are times when it costs much more to leave it standing. For example when it is left standing by a fire hydrant.

* * *

Also for your information, a traveller's check is an entirely different thing from a flat tire.

* * *

Ear specialist (to Cockney patient)—Now my man, what about this ear?

Cockney—This 'ere wot.—Everybody's Weekly.

* * *

We were inclined to be a trifle skeptical about the reputed absent mindedness of the college professor until we actually saw one boil his watch and hold an egg in his hand for three minutes.

* * *

George Prussing says, "It's a funny thing that a man can see a pretty ankle three blocks away, while driving his car on a crowded city street, but the same man, out in the wide open country, will fail to notice the approach of a locomotive the size of a schoolhouse, dragging a flock of forty box cars."

* * *

Another admonition from the Safety Department: Never stoop to tie your shoe lace while going through a revolving door.

It is stated that a wealthy Scotchman is contemplating the purchase of the Thousand Islands, and is at present on his way to the United States to count them.

* * *

Social Worker: Do you believe in the transmigration of souls?

Fisherman: "No, sir. I likes 'em fried in the ordinary way."—Tid Bits.

* * *

Lots of old fashioned people are violently opposed to the dances and other social functions now so popular with the younger set, but these same people will freely admit they never had any compunction in their younger days about attending husking bees, which we know positively were simply shucking affairs.

* * *

And then, of course, it must be remembered that Gus Sonnenberg, the Dartmouth football star, became champion wrestler of the world by throwing a big party.

* * *

The story of Cinderella, we are informed, is to be found, in every European language. So is the other one about being kept late at the office.—Iowa Frival.

* * *

A young man by the name of C. H. Fore was arrested recently in Los Angeles on a charge of intoxication. Every oil chemist will recognize CH₄ as one of the saturated series.

* * *

According to Judge, American chewing gum has gained a strong foothold in Japan.

* * *

And cross-eyed Scotchmen were unknown before the advent of the three-ringed circus.

* * *

Dad Armstrong the Lakeview pumper declares "It is no disgrace to wear a toupee, but just the same you should keep it under your hat."

* * *

Angry Customer—I say, that horse you sold me has dropped down dead.

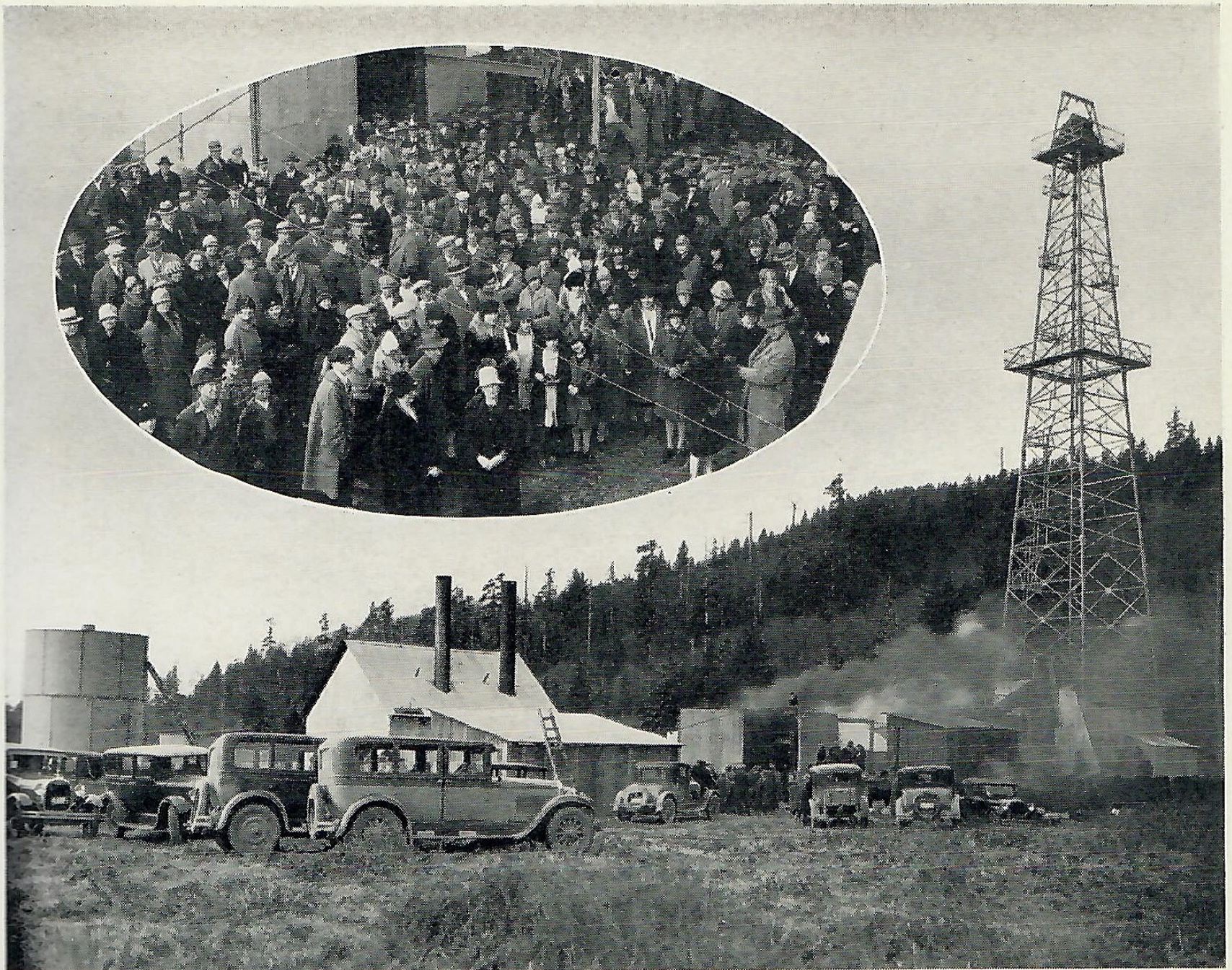
Dealer—Can't 'elp that, sir. 'E never did that while I 'ad 'im.—Answers.

* * *

In conclusion we offer the following parting advice—wet the comb.

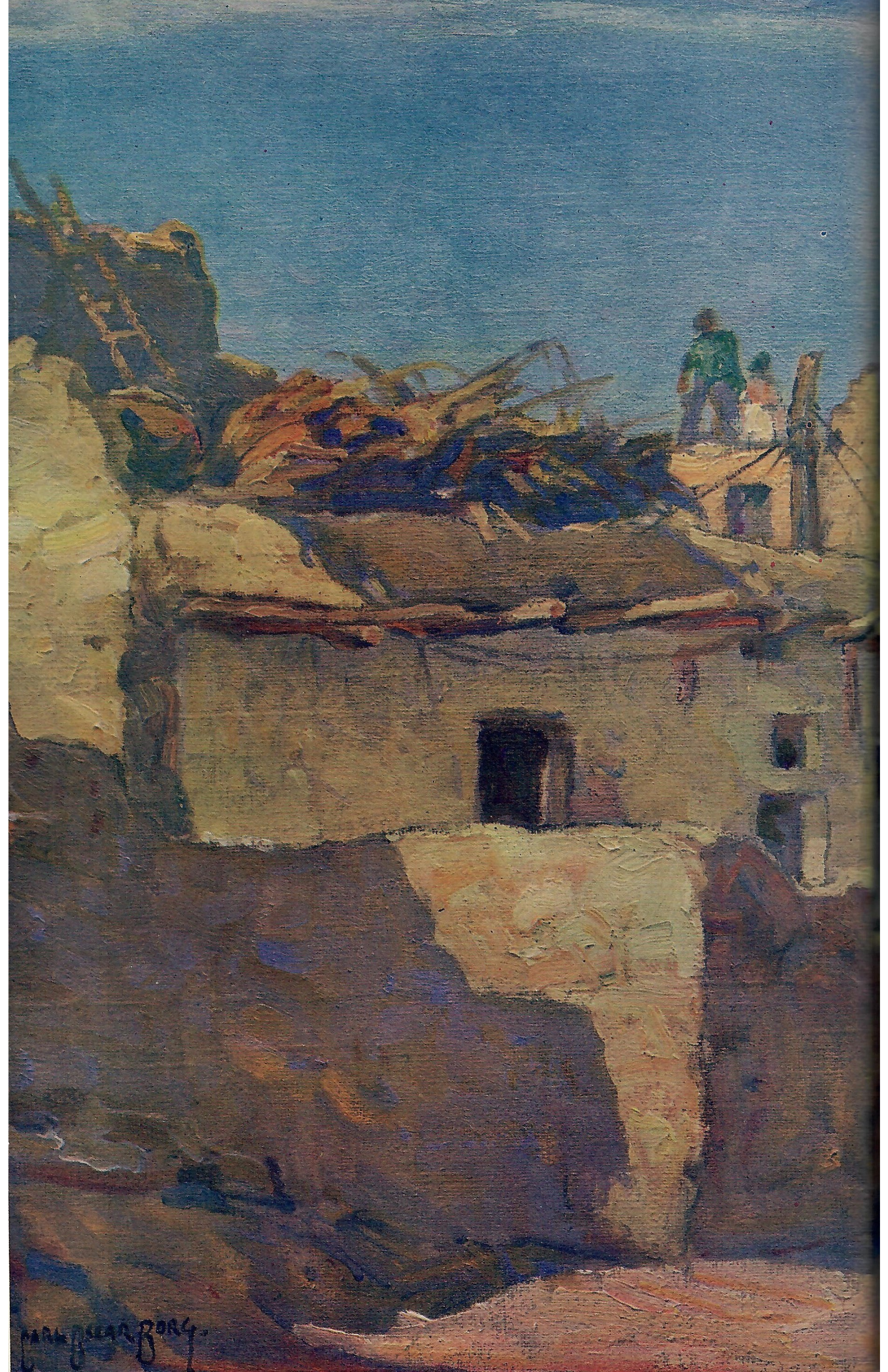
* * *

All of which proves that the jawbone of an ass is as dangerous today as it was in Samson's time.



WASHINGTON TEST WELL CENTER OF INTEREST

The above photographs show a portion of the crowd that gathered at McGowan, Washington, in southwest Pacific County, to witness the spudding in of the Union Oil Company's test well. The members of the drilling crew are shown in the bottom picture. Left to right, standing—G. W. Black, superintendent of drilling operations; C. J. Cresap, tool dresser; Louis McBeath, tool dresser; Frank Plaucher, driller; Burl Elder, tool dresser; J. E. Reed, head driller; J. B. Shreves, tool dresser; Rollin Rhodabarger, tool dresser; kneeling—Leo E. Murray, tool dresser, and L. D. Shryock, driller. The pooch is the mascot of the well.



MARSHALL BORG