

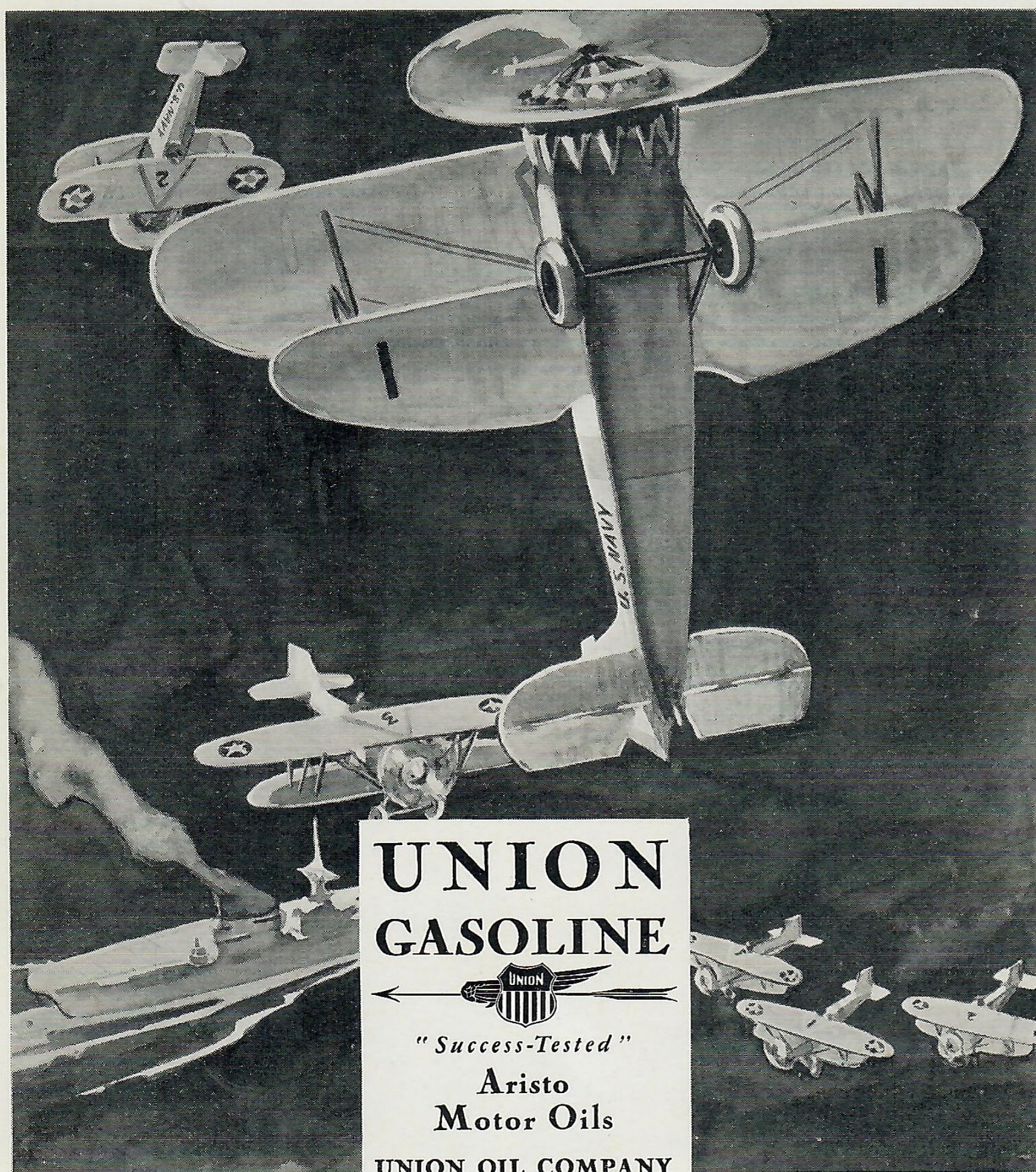
UNION
OIL
BULLETIN

MAY 1929


UNITED STATES NAVY

*adds its name to the ever increasing
list of leaders who use*

UNION GASOLINE



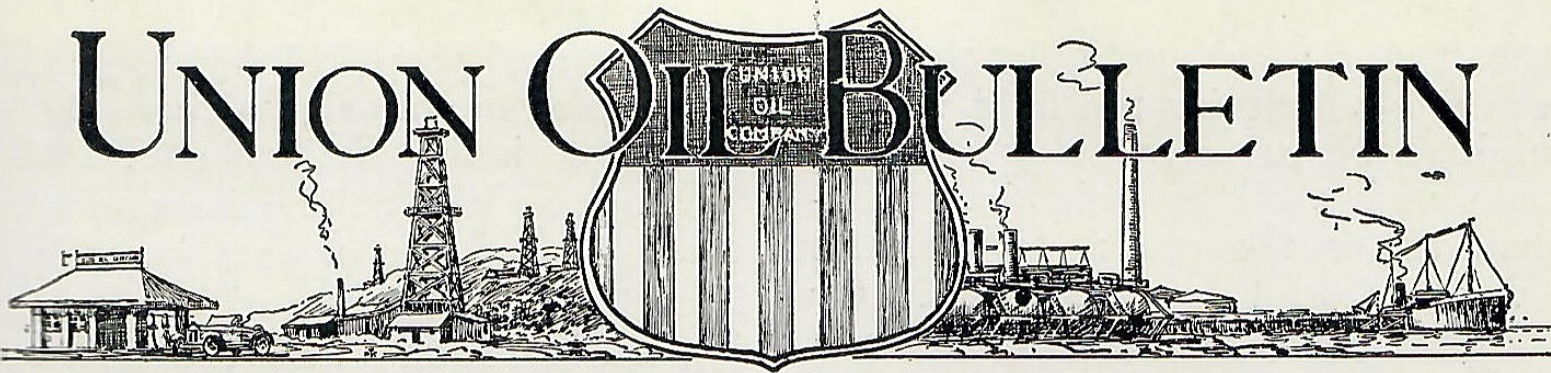
**UNION
GASOLINE**



"Success-Tested"
**Aristo
Motor Oils**

UNION OIL COMPANY

UNION OIL BULLETIN



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VOLUME IX

MAY

BULLETIN No. 5

Bridling Production

WITH all of the major companies and a majority of the smaller ones complying with the order issued April 17 by F. C. van Deirse, recently appointed oil umpire for the state by a committee representing the American Petroleum Institute, California operators are demonstrating that a determined effort is to be made to shut the daily output of the state in to 648,153 barrels, the average for 1928. The first general order of the oil umpire applied only to the south half of the state, but subsequent orders will include the northern oil fields.

Being one of the biggest producers of crude oil in California the Union Oil Company will be required to shut in a considerable volume of oil. Under the initial order the company is called upon to reduce its output in the southern fields by approximately 6250 barrels daily. This is in addition to the 12,000 barrels of production previously shut in by the company of its own volition.

At the close of the month, ten days after Umpire van Deirse issued his

order to curb production, the field department reported that the production cut was 60 per cent effective and that every effort is being made to make it 100 per cent effective.

The reduction for the company by fields is as follows: Santa Fe Springs, 3000 barrels; Long Beach, 1500 barrels; Orange Division, 1100 barrels; Santa Maria and Orcutt fields, 400 barrels; Dominguez, 200 barrels, and Ventura, 70 barrels.

The percentage each field is required to reduce its output is as follows: Dominguez, 2.4; Brea-Linda, 9; Huntington Beach, 12; Long Beach, 29; Montebello, 3; Richfield, 9; Santa Fe, Meyer zone and above, 10; Nordstrom zones and below, 23; Santa Maria, 2, and Ventura, 6.

The percentages of reduction enumerated above will not be constant, but will be changed every two weeks, according to the potential output of the various fields at that time. Should the O'Connell and Clark zones at Santa Fe Springs, for which several score wells are now being headed, continue to produce the big wells they have so

far, it is not at all unlikely that the percentage of cut for the field will go as high as 50 per cent.

Each new well brought in is permitted, under the order, to flow for ten days without being shut in. On the tenth day the production is gauged and the percentage cut for the field applied to it. Howard 10, on the company's lease at Santa Fe Springs, for instance, at the close of the tenth day was still making about 6,000 barrels. The cut of 23 per cent for the zones from which it was producing made it necessary to reduce its flow by 1380 barrels.

It is not proposed by any of the companies to shut down the wells that are now being drilled at Santa Fe Springs, as it is believed that with the wells brought in a few months ago from the Nordstrom and Buckbee falling off gradually and the new wells brought in from the deeper zones shut in, the output can be held down close to the maximum of 125,000 barrels a day allotted the field.

The curtailment program is being carried out voluntarily by the oil companies. There is no legal compulsion behind the orders of the umpire.

The Night Bombers

THE sticky darkness that precedes the dawn concealed a long gray hulk clipping through a choppy sea at ominous speed. On its broad deck, wet with the night mist, parked wing to wing, row upon row of airplanes squatted in expectant silence.

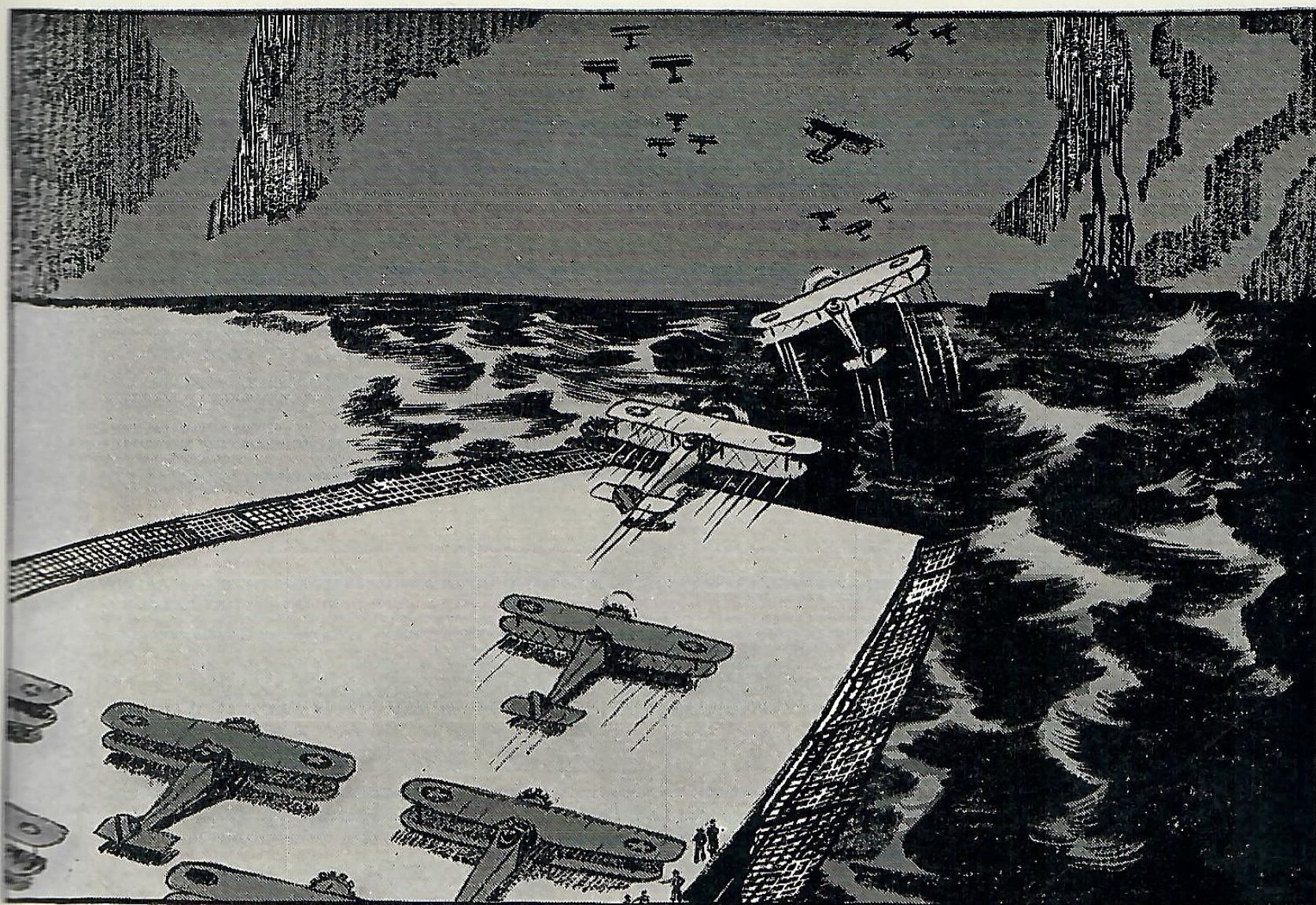
There was no hint of the activity taking place at that moment below the flight deck; of the pent up power and destructive force soon to be released with startling suddenness and deadly precision. Then as if some one had pressed a magic button, figures appeared on deck and swarmed in and around the waiting planes. There were shouts of "Contact"! followed by the explosive roar of engines, that mounted to a deafening crescendo as one by one the silent ships burst into life.

The climax of the maneuvers between the "Blue" and "Black" forces of the United States Navy was at hand. One hundred and forty miles away to the north, behind the protecting cordon of the "Blue" fleet, lay the Panama Canal, the objective of these grim young warriors, who were playing a war role as exactly as though

the bombs they carried were real and the enemy a hostile foe instead of fellow countrymen. The great gray hulk speeding toward the "Blue" lines was the airplane carrier *Saratoga*. The planes crowded on its flight deck totaled eighty-five.

At 4:45 a.m., still protected by the darkness, the signal to take off was given. One by one, at close intervals, the planes roared up the deck and away into the night, streaks of yellow flame shooting intermittently from their exhausts. Running lights near the wing tips blinked at various quarters off the carrier as the squadrons formed up in their designated areas, and then were extinguished as the squadrons flew away toward the Canal under an overcast sky.

One squadron was kept on deck to take-off after the rest had gotten well under way. The aerial attack was organized in three units. First, eighteen light bombers, the famous VB2B squadron, flew off. The planes of that squadron were Boeings powered with Wasps. They immediately climbed to 20,000 feet and headed for the Miraflores locks. Just as the night turned into day they appeared above the



Plane followed plane with deadly precision from the deck of the Saratoga to flash away into the darkness.

locks, dove and delivered their attack. Up to that point they had met no opposition and as the squadron passed over the locks the pilots saw the Army defense planes take off. Outnumbering the defense aircraft two to one, the VB2B pilots engaged the Army ships and were soon ruled the victors.

Then came the second wave, composed of fifty-five heavy bombers and fighters. Even the fighting planes of this group carried bombs. These they had planned to drop in the ocean, had they been compelled to protect the heavy bombers from attack, but when the bombers swooped down and delivered their destructive cargoes without opposition, the fighters followed quickly and released their bombs. This bombing detachment was known by the commander of the "Black" fleet aviation force to be strong enough to overcome any aerial opposition the defense could get together.

Not satisfied with attacking the canal from two general directions, Rear Admiral J. M. Reeves, commander of

Aircraft Squadrons, Battle Fleet, had issued orders for the heavy bombers of the second wave to split into three groups. They flew on in mass formation until they were within striking distance of the canal when they separated into three units, thus confusing the listening posts. Under Lieut. Comdr. A. C. Davis the bombers went through in three waves entirely unmolested.

Meanwhile the third attack unit, composed of Wasp-powered Corsairs, the last to be sent up from the Saratoga, followed the first and second units. These planes reached their objective behind the leading waves and delivered their attack.

In the meantime a Sikorsky from the Aroostook, stationed near Coiba Island, approached from the west and delivered its simulated attack without meeting opposition.

Had the bombs of the attacking force been real the Canal would have been completely demolished at the points attacked.

It is interesting to note that the planes delivered their complex attack, after making a long flight over water at night, and returned to the point of rendezvous without mishap.

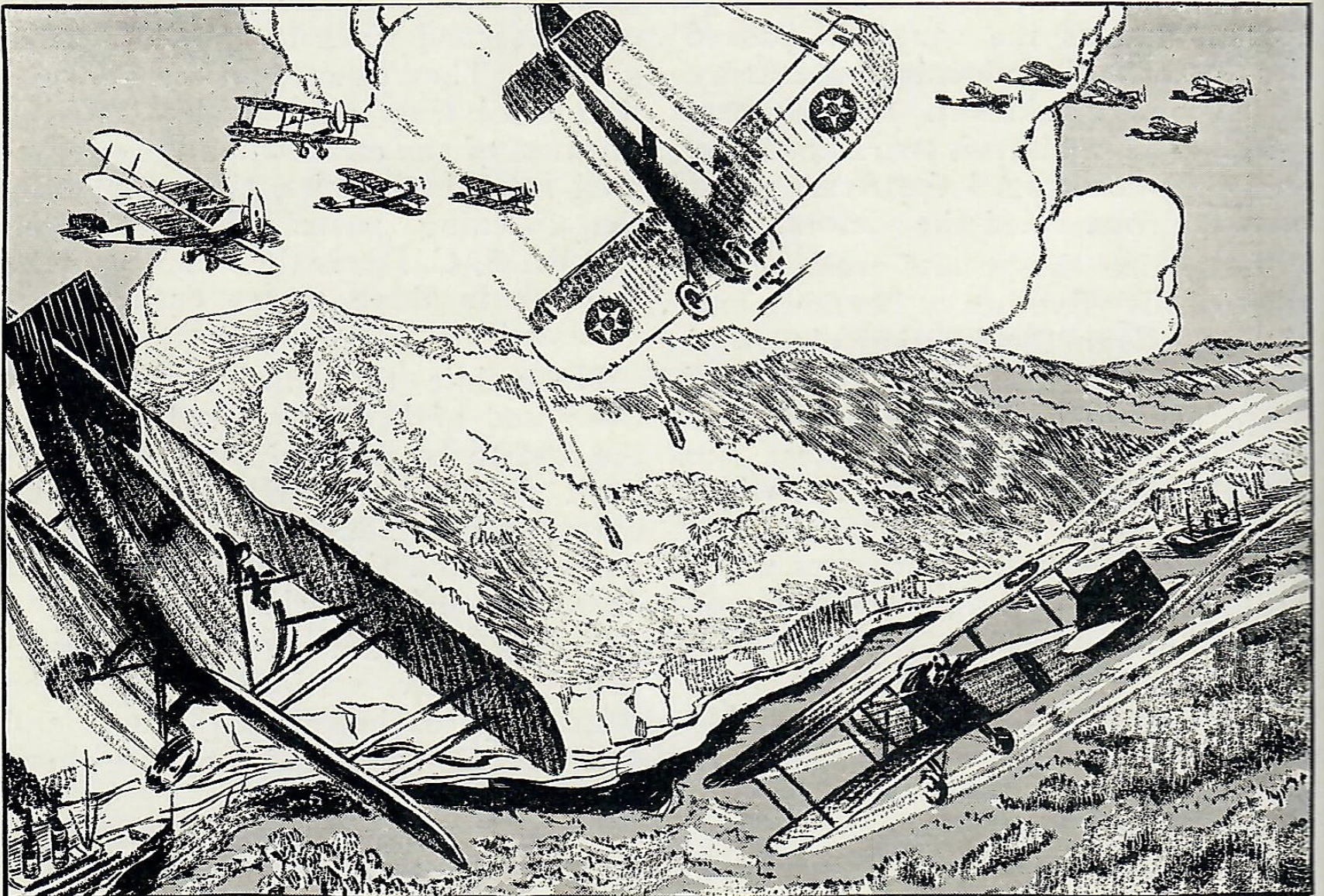
As Commander E. E. Wilson, chief of staff of the Aircraft Squadrons, explained, such an involved attack starting during the black of night was made possible only because of the discipline and training of the pilots. At San Diego for months prior to the maneuvers the Navy aviators were trained in close formation flying.

It is considered likely that the attack on the Canal would have been much more spectacular had the airplane carrier Lexington, with a quota of planes almost equal to the Saratoga, not been ruled sunk as a result of an encounter with vessels of the "Black" fleet. Its planes would have presented serious opposition to the attackers.

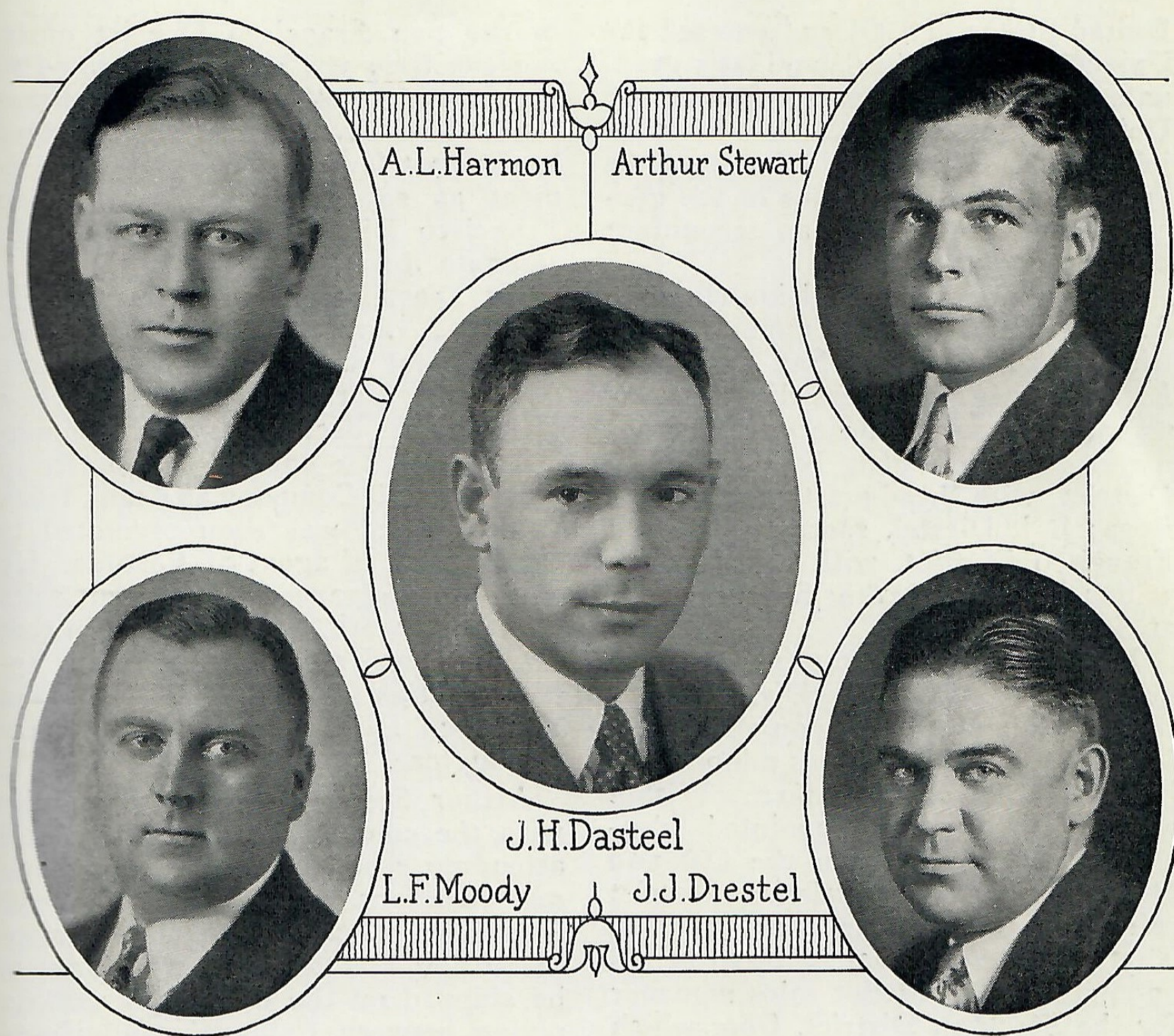
While the attack on the Canal was the climax of the naval maneuvers in Central American waters during the months of February and March, it rep-

resented only a portion of the intensive flying engaged in by the 250 planes carried by the three airplane carriers and ships of the battle and scouting fleets. Never in the history of any nation had that number of planes previously been carried to sea.

The Union Oil Company took an exceptionally keen interest in the concentration of the naval aircraft in Central American waters, as it had supplied the three airplane carriers and the ships of the Battle Fleet leaving from Pacific Coast ports with some 400,000 gallons of aviation gasoline to be used during the maneuvers. The operation of this large number of planes under varying conditions provided one of the severest tests that could be given a fuel. A record of the maneuvers shows that approximately 2600 flights were made, and that the planes were in the air a total of 6,000 hours and flew a half million miles over land and water. Out of all these flights there were only two forced landings, neither of which were traceable to fuel.



Just at the break of day the bombers appeared over the canal and launched their deadly attack.



Central Division Revamped

THE recent consolidation of the San Jose District with San Francisco and Los Angeles districts and the merging of a portion of Sacramento and San Francisco districts with the Oakland District, has resulted in several changes being made in the personnel of the Central Division now headed by J. H. Dasteel. This new alignment has given the Central Division four well-balanced districts, San Francisco, Oakland, Fresno and Sacramento, and greatly facilitates the administrative and marketing details.

Mr. Dasteel, who has been appointed manager of the Central Division, has just completed his sixteenth year with the company. He entered the com-

pany's service in March, 1913, in a clerical capacity. Fourteen months later he was appointed cashier and credit man in the San Jose District. He was later appointed assistant sales manager of the district, which post he held until the early part of 1927 when he was appointed the district sales manager in Oakland. From there he was transferred across the Bay to San Francisco as district sales manager, which position he held up to the time of his recent appointment as manager of the Central Division.

Mr. Dasteel was born in London, England, where he received his elementary and a portion of his high school education. He came to the

United States in 1904 and entered the University of California and later graduated from the Institute of Law of the University of Santa Clara. Prior to joining the Union Oil Company he gained a varied experience in the general mercantile lines as an accountant and salesman.

As a result of the Division changes, A. L. Harmon has been appointed district sales manager for San Francisco; L. F. Moody, assistant district sales manager for San Francisco; L. J. Lohmeyer, special agent San Francisco District with headquarters at Santa Rosa; J. J. Diestel, special agent San Francisco District, with headquarters at San Jose, and Arthur Stewart agent at San Jose.

Mr. Harmon, the new sales manager of the San Francisco District, came to the Union Oil Company Nov. 11, 1922. He served in various minor posts before becoming a salesman. Within a short time he was appointed lubricating sales engineer in the Oakland District and then assistant district sales manager of the same district. That advancement was followed by his appointment as district sales manager for the Stockton District, from which post he was transferred to San Francisco as district sales manager upon the merging of the Stockton District with that of Fresno and Sacramento.

Mr. Harmon is a native of California and has made his home in Oakland, except during temporary assignments to other points. He served in France during the World War and was one of the crack pitchers of the A. E. F. baseball teams.

Mr. Moody, who now holds the post of assistant district sales manager for the San Francisco District, in which capacity he is sales supervisor for the city of San Francisco, occupied the same position in Oakland prior to his transfer across the Bay. He has been in the service of the company for the past seven and one-half years.

Mr. Lohmeyer has grown up with the company. He started as a young lad in the sales department and has worked up through various positions

in the San Francisco District office. A short time ago he was promoted to the post of agent at South San Francisco. This advancement was followed in the past few weeks by his appointment as special agent for the San Francisco District with headquarters at Santa Rosa.

Mr. Diestel prepared for a career in the U. S. Army. He went through West Point and served as a captain during the World War, but at the close of hostilities decided upon a commercial career. He entered the service of the Union Oil Company as a tank truck salesman and was soon promoted to the position of agent at Fortuna. He was later advanced to special sales promotion work, and continued in that capacity until receiving his recent appointment as special agent for the San Francisco District with headquarters at San Jose.

Arthur Stewart started his service with the company while he was still attending school. He spent his summer vacations working in the various departments, field, transportation, manufacturing and sales. Two summers he shipped on the company's tankers plying between California and Honolulu. He is a graduate of Stanford, where he received a degree in mechanical engineering and is also a post graduate of business administration, Harvard University.

Upon completing his college work he became a "full time" employee and after occupying various positions was placed on the sales promotion team, from which he was later transferred to the position of salesman in the city of San Francisco. When the recent changes were made he was advanced to the position of agent at San Jose.

The changes in the personnel of the Oakland district, brought about when the marketing stations at Lakeport, Calistoga, Suisun, Walnut Grove, Lower Lake, Napa and Rio Vista were transferred to it from the San Francisco district and Byron from the Sacramento district, will be touched upon in next month's Bulletin.

Brewster's Million

A GOAL long striven for in Arizona was reached in March when the sales force under the leadership of E. W. Brewster, district sales manager, sold one million gallons of refined oil products within the state during the month. In 1925, the Arizona organization reached its first major objective when it topped the half-million-gallon mark. Immediately a new goal of one million gallons was set as the next achievement, and now that the first million mark has been passed, the Arizonans, with customary zeal have selected a bigger objective — TWO MILLION GALLONS.

To celebrate the accomplishment of his sales force during March, Mr. Brewster last month held a two-day sales meeting and general get-together at the Arizona Club in Phoenix which was attended by district leaders and agents from all parts of the state, as well as representatives from the Head Office. Among those who made the trip from Los Angeles to be present for this auspicious occasion were J. B. Williams, division manager of the Southern Division; Gerald G. Blue, manager of Insurance and Personnel; C. W. Reeder, general credit manager; J. G. Mackie, division auditor; C. F.

Lienesch, manager of Technical Relations; W. E. Carey, Southern Division aviation representative, and Joe Dawes, auditor from the Drum and Barrel Division.

Mr. Williams and the others who spoke at the sales gatherings, which were held April 12 and 13, congratulated Mr. Brewster and his entire organization upon having reached the goal that marked a new mile stone in the expansion of the Union Oil Company in Arizona. Mr. Williams declared in his short talk that he felt he could not overemphasize the part that Mr. Brewster's inspirational leadership had played in making the accomplishment possible.

On his part Mr. Brewster said that as for "enumerating those who had contributed a share toward the accomplishment it would be necessary to get out the payroll book and name every employee from the office boy to the district sales manager, up or down as per your point of view. Everyone played a very definite role and played it to perfection."

The second day of the sales gathering was concluded with a dance at the Arizona Club, attended by more than 150 Union Oil employees and representatives.



RECORD SALES ACHIEVEMENT CELEBRATED AT PHOENIX

In this photograph the camera man was able to round up a portion of those who attended the two-day sales meeting at Phoenix held in response to a call sent out by E. W. Brewster, district sales manager. Seated on the bench in the center are J. G. Mackie, division auditor; E. W. Brewster, J. B. Williams, manager of the Southern Division; Gerald Blue, manager of Insurance and Personnel; C. W. Reeder, general credit manager; and J. P. Osborn, assistant district sales manager.

Africa Bound

MAJ. FREDERICK R. BURNHAM, head of the Burnham Exploration Company and a product of the Western frontier, is answering again the call of the Dark Continent, the scene thirty years or so ago of scouting exploits that have won for him recognition at home and abroad as one of the greatest living scouts.

Accompanied by his son, Rod Burnham, manager of lands of the Union Oil Company, his wife, who has shared the perils of an adventurous life with him, Mrs. Rod Burnham and daughter, he will embark May 15, at San Francisco for Capetown, Africa, going by way of Australia. He proposes to cross the continent from south to north, starting at Capetown and coming out at Cairo. This time, however,

he will not be assisting in carving out a new white empire in a black man's country as he did during those earlier and possibly more thrilling days. Civilization has laid a strong hold on the greater part of the territory over which he will travel and over which he once fought.

On this trip there will be no forced rides and sleepless nights. Travel will be leisurely. Stops will be made to renew old acquaintances. When he does go from the beaten trail to penetrate the jungle, he will go as a hunter and not the scout. And the hunt will not be to wantonly kill big game. As a member of the state park commission, Major Burnham is anxious to see large game preserves started in the Southwest and believes that much of the wild life of Africa could be



"A CHIP OFF THE OLD BLOCK"

Maj. Frederick R. Burnham, left, and his son, Rod Burnham, photographed recently during a discussion of plans for their trip through Africa.

transplanted in this section. He wants again to see the African game in its native haunts. Most of the shooting that will be done will be with motion picture cameras that will be operated by Rod while the Major stands by with rifle in hand to protect him from attack.

Asked if he didn't think he might need an assistant cameraman on the trip, Rod replied that if his dad should miss a charging bull elephant or one of those big jungle cats, he didn't want anybody in his way when he started to run.

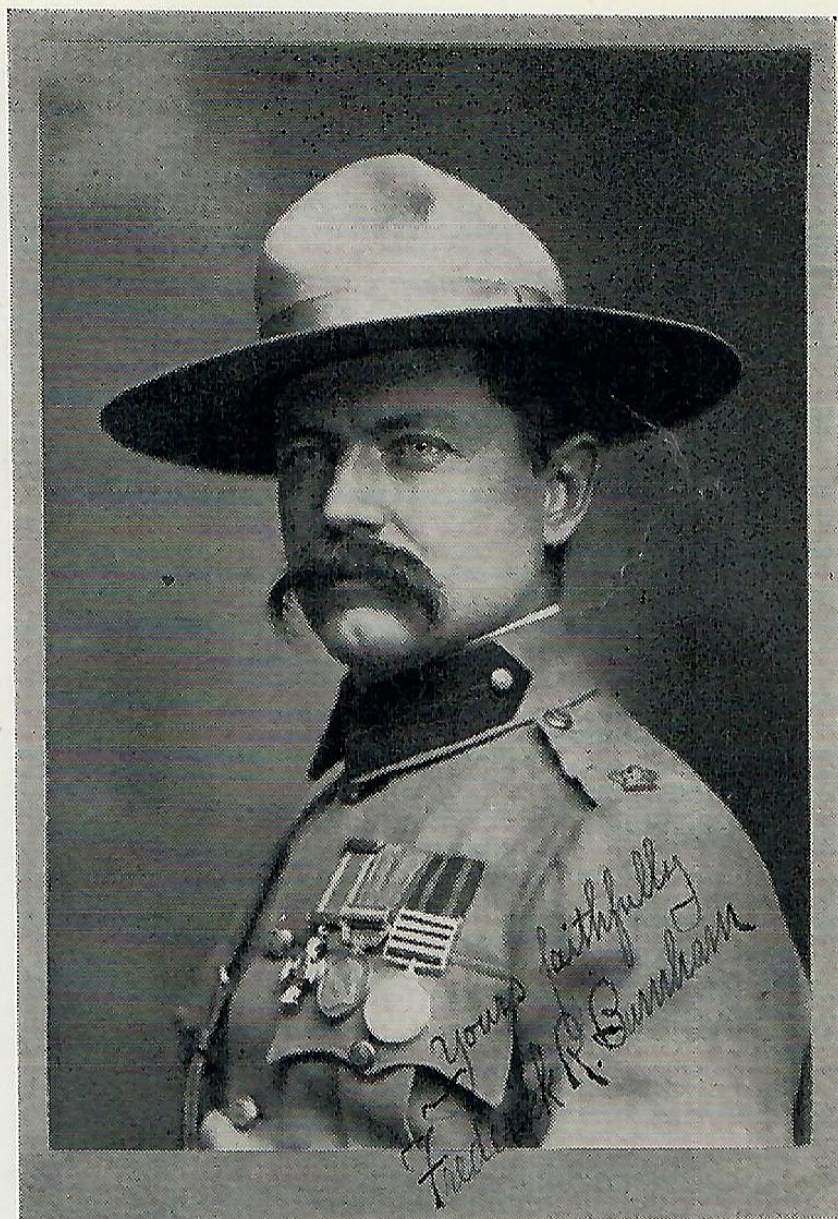
From that it would appear that these hunting expeditions will be largely father and son affairs. Fate has kept this pair pretty close together during their respective lives. Some of the most thrilling moments of Rod's life were experienced as a small boy at the side of his father on long treks through the African wilderness anticipating momentary attacks from hostile natives or charges from lurking beasts.

While in Africa on this trip, the major will visit the huge British game preserves to study the methods employed in propagating and protecting the wild life of that region.

Following the journey across the continent, the major and party will visit Spain, France and England. It will be approximately a year before they return to Southern California.

During Rod Burnham's absence, John L. Church, assistant manager of lands, will look after the details of his office.

And in the meantime, if you want to contemplate some of the pleasure that will be derived by Major Burnham and the members of his family from this trip across Africa, get the major's book, "Scouting on Two Continents." You will not put the book down until you have finished it and then you will understand why this man, whose exploits outrival fiction, is at his late years answering again the call of the Dark Continent.



THE MAJOR AT FORTY

Here is an old photograph of Major Burnham taken just before he was invested by King Edward of England with the cross of the Distinguished Service Order for his scouting exploits in Africa.

SIX NEW WELLS BROUGHT IN

Six wells were put on production by the company at Santa Fe Springs and Long Beach last month. Howard No. 10 at Santa Fe Springs, completed at 6565 feet in the O'Connell sand, came in as one of the biggest wells of the field. Its flow after it became thoroughly cleaned out was slightly in excess of 6,000 barrels. The cut was one per cent. Farwell No. 11, also at Santa Fe and completed at 5865 feet in the Buckbee zone, started with a flow of 2371 barrels of clean oil.

Of the four wells brought in at Long Beach, Malin No. 1, in the southwest extension of the field was by far the best. Its initial production was 2100 barrels a day. It was completed at 7012 feet. Mills No. 1, brought in in the same area from a depth of 6803 feet, started with a production of approximately 600 barrels a day. Long Beach Community No. 21, completed at 7482 feet, and No. 22, completed at 6650, each came in with a flow of about 150 barrels a day.

Making New Cloud Dusters

THE Hancock Foundation College of Aeronautics, established at Santa Maria, California, by Capt. G. Allan Hancock as one of his major contributions to aviation, will open its doors for its first class of students May 1. Forty young men, the maximum permitted for each term, have been selected out of one hundred applicants and enrolled as cadets for instruction.

Under the terms of incorporation the college is operated on a strictly non-profit basis and the tuition charge for each student is only sufficient to cover the cost of instruction. Quarters and board are furnished the students at a fraction over \$30 per month.

In this first class of cadets are several young men who have been afforded the opportunity to work their way through the school.

The college is to be operated under semi-military discipline. The cadets will wear uniforms, both dress and fatigue, similar to those prescribed by the government.

Ten new planes have been purchased for the school. They purposely represent a wide number of makes in order to assist the students to familiarize themselves with a variety of designs and to give them an opportunity to become acquainted with the operation of several types of planes. The ten planes include two Wascos with Curtiss OX-5 motors, one Curtiss Robin with OX-5 motor; one PT 4 Husky, Jr., with Warner Scarab engine; two whirlwind-engined Stearmans; one Lockheed Vega with Whirlwind engine; one Buhl Airsedan with Wasp motor; one Avro Avian (slotted wing) with Cirrus Mark III engine and one tri-motored Bach. The students who are planning to become transport

pilots will be given extra instruction with the Bach.

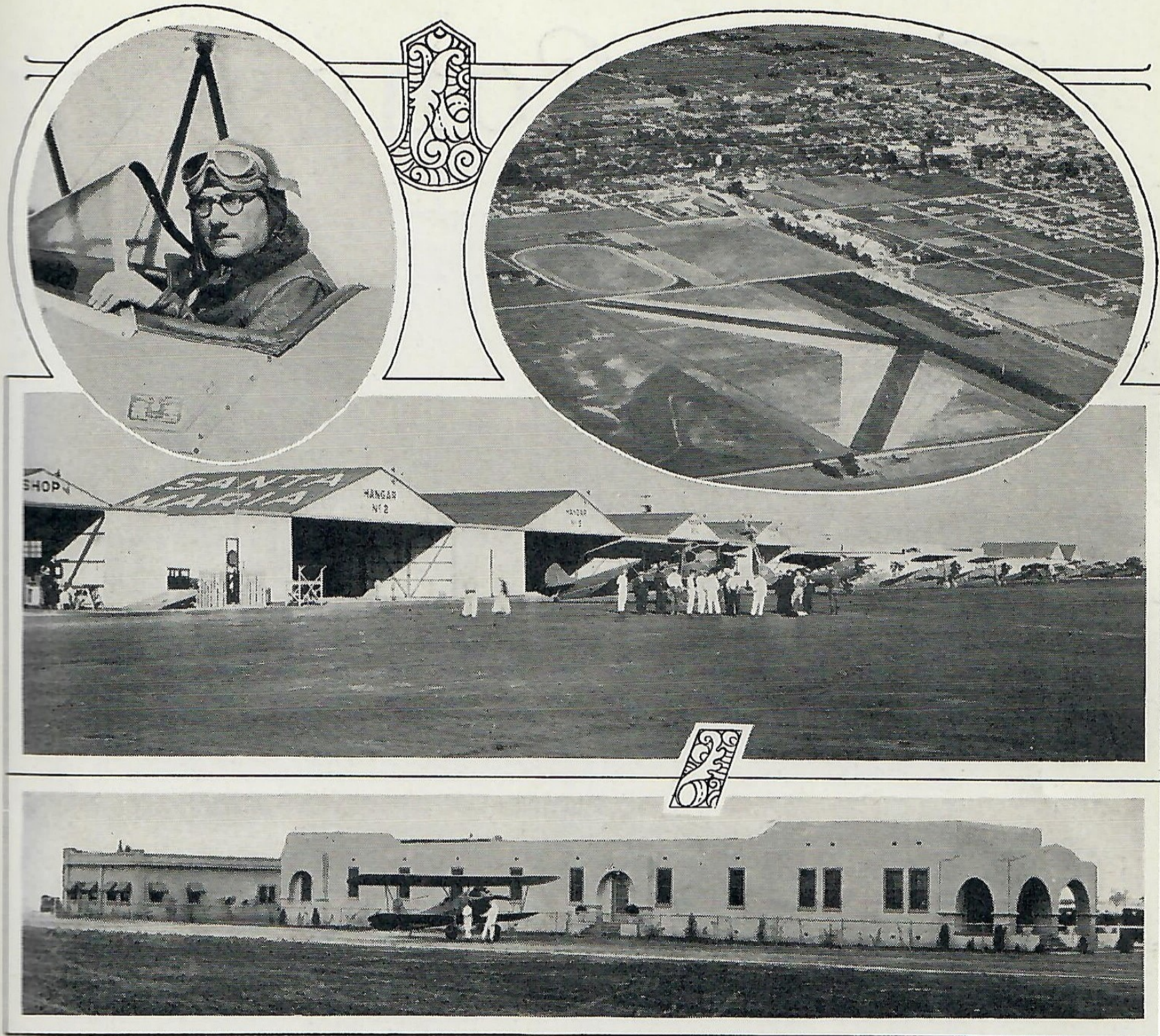
Every applicant for training in the school is given a severe physical test before he is permitted to enroll. The course includes twenty hours of dual flying and ten hours of solo flying in addition to thorough ground training. The instruction is completed within four to six months, depending upon the advanced preparation of the cadet and the extent of the instruction he desires to take. To be eligible to enter the school a student must be eighteen years of age or older and have had a high school education or the equivalent.

The instructors are hand-picked men. They are required to have had instruction as Army or Navy fliers and to have had 2000 hours in the air.

An eighty-acre, three-way flying field surrounded by a great expanse of level open country, adjoins the school buildings which include a dormitory, mess hall, class rooms and administrative office.

In starting the college, Capt. Hancock, the backer of the Southern Cross flight, has been inspired by the belief that properly trained young men of high calibre will aid materially in the advancement of aviation in the United States. If the expansion looked for materializes it will be necessary to have men trained to fly the ships that are to be put into the air, he contends.

Union aviation products have been used almost exclusively at the Santa Maria airport for some time and the representatives of the Technical Relations department of the company have followed with interest Capt. Hancock's plan to give the West an aviation school second to none.



WHERE A NEW CROP OF FLEDGLINGS WILL LEARN TO FLY

The home of the Hancock Foundation College of Aeronautics at Santa Maria. Upper left—Capt. G. Allan Hancock, aviation enthusiast and founder of the college. Upper right—Aerial view of school's flying field. Center—The hangars and eight of the ten planes to be used in instructing the students in the art of flying. Bottom—Mess hall, dormitory and administration office.

UNION GOLFERS BOW TO RIVALS

An inter-company golf match, staged at the Virginia Country Club, Long Beach, between Union Oil Company and the General Petroleum Company representatives ended disastrously for the home boys, the "G. P." winning five out of the seven team matches. The only real satisfaction for the Union Golfers in the play rests in the fact that L. Messinger finished with a low gross score of 75.

The results of the team matches were as follows:

Teams	Union Oil		General Petroleum	Result
No. 1	S. D. Herkner L. Messinger	vs.	F. X. Shelden J. Johns	G. P. 1 Up (20th Hole)
No. 2	A. S. Clarke (Captain) P. Aguirra	vs.	S. D. Clithero Scott	G. P. 5 & 4
No. 3	R. Gibbs E. Fields	vs.	F. C. Adams J. L. Martin	G. P. 1 Up (19th Hole)
No. 4	A. W. Koerber C. F. Madsen	vs.	J. W. Templeton E. A. Demaris	U. O. 4 & 3
No. 5	D. Forker J. Mackie	vs.	A. D. Ketcham L. W. Weirich (Capt.)	G. P. 4 & 3
No. 6	A. W. Anderson D. Hunsinger	vs.	W. L. McLaine B. E. Parsons	U. O. 5 & 3
No. 7	R. Henderson Chas. Morgan	vs.	J. T. Durkee R. D. Townsend	G. P. 3 & 2

Two Longs and



“N” *Col. Charles A. Lindbergh and Capt. St. Clair “Bill” Streett, just a dash and dot in radio code.*

REDUCED to dashes and dots, and that's quite a reduction, Col. Charles A. Lindbergh, Capt. St. Clair “Bill” Streett, chief of the test flight division of the Army, and Roy Harding and Warren E. Carey, aviation representatives of the Union Oil

Company, form the call letters of the radio beacon “N—.” “A .—”.

Or, in other words, the long and short of it in the flying world.

The Union Oil aviators are a striking physical counterpart of the illustrious flyers. Carey towers above his

and Pair of Shorts



“A” Roy Harding and Warren E. Carey, Union Oil aviation representative, who just make a dot and dash on the air.

co-worker, Harding, just about as far as Lindbergh does above Streett. The above photographs show how these longs and shorts pair up, and is further proof of the accuracy of the oft repeated declaration made at civilian and military flying schools that size

and shape has nothing to do with a man's ability to pilot a plane.

This quartet of flyers was brought together during the recent tour of the Keystone “Patrician” in California, and as a result of that meeting the Union Oil Company has made new

Bill’

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world.
are a strik-
of the illus-
s above his

friends among the men who are creating aviation history.

So that the readers of the Bulletin may become better acquainted with Capt. Streett, Carey and Harding point out that this most modest of flyers, in addition to being one of the best, if not the best pilot in the Army, has a distinguished flying record that dates back to the World War when he commanded an air squadron in France, five years before Lindbergh learned to fly. They also call attention to the fact that the first long distance flight ever made by Army planes was commanded by Capt. Streett. This was the New York to Nome flight, forgotten by the general public, made in 1920 by four Army planes. The flight to Nome and return was made without the loss of a motor or plane, which, considering the type of equipment then available, is considered a remarkable accomplishment.

When Capt. Streett and Col. Lindbergh met in Los Angeles on the latter's visit to the "Patrician," but few recalled that the captain was on the reception committee of flyers that met the colonel on his return from Paris and flew with him as one of his

military aids for three or four weeks.

Carey and Harding, following the flight of the "Patrician" from Los Angeles to San Francisco on which Col. Lindbergh acted as pilot, had an opportunity to be alone with him on several occasion, and agree that the Lindbergh the public sees is not the Lindbergh the flyer meets. In a group of flyers, the Union Oil men assert, Lindbergh is just one of the bunch, and enjoys being so treated.

As a souvenir of the trip Carey and Harding have a receipt signed by Col. Lindbergh for oil and gas put in his ship at Mills Field, San Francisco. His Curtiss Falcon was flown to San Francisco by Capt. Streett in order to provide him with transportation back to Southern California. When it came time for the colonel to take off it was discovered that the casing of one of the landing gear tires was broken. This was repaired by Bob Roper, one of the Union Oil tank truck drivers at Mills Field, in addition to servicing the plane.

The colonel was appreciative of this service and so expressed himself, and left with a cordial "hope to see you again some time."

Form 187 8-28 22900 Books DISTRICT OFFICE COPY

Union Oil Company of California

So. San Francisco, Calif., Station 3-73-1929

1. 133
2. 180
3. —

Sold to Col. Charles Lindbergh
Address Mills Field

BILLING INSTRUCTIONS

	Coupons		CASH		Checks		CHARGE	
	BULK	IRON BBLs.	CASES	Price	AMOUNT			
"Union" Ethyl Gasoline (gals.)								
<u>"Union" Gasoline</u>	<u>104</u>							
"Union" Kerosene "								
"Union" Engine Distillate "								
"Union" Stove Oil "								
LUB. OILS	Bulk	Iron Bbls.	Wood Bbls.	15 Gals.	2/5	10/1		
<u>PP Ethyl Heavy</u>		<u>1 1/2 Gal.</u>						
Greases (lbs.)	BBLs.	1/2 BBLs.	1/50	1/25	6/10	12/5	50/1	
"								

NUMBERS OF DRUMS OR BARRELS DELIVERED OR REFILLED

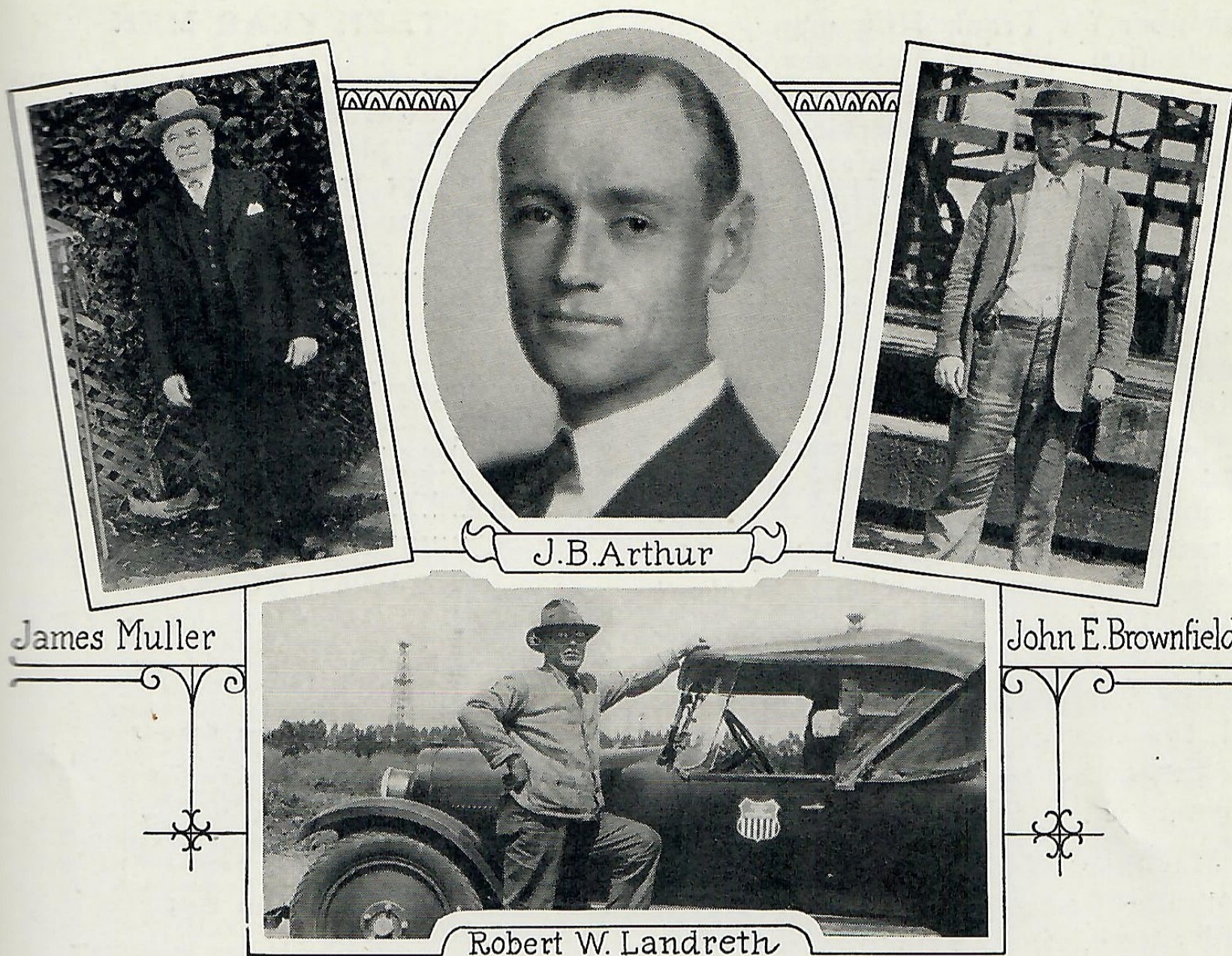
7455

Delivered by Tank Wagon or Truck No. 642 Driver Roper

Received Ch. Lindbergh

Billing No. 9656-32
Ticket No. 9656-32
Book No. 9656-32

TERMS: Net Cash No Discount
ENTERED DRUM & BBL RECORD
Priced by
Extended by
Checked by
Billed by
Posted by



James Muller

J.B. Arthur

John E. Brownfield

Robert W. Landreth

New Service Pin Awards

MOVE over "old timers" and make room for some more recruits!

Heading the list of Union Oil Company employees receiving service rubies and pins during the past month is Robert W. Landreth, who completed twenty-five years of continuous service. Mr. Landreth, who is "rigging up" and maintenance foreman in the Brea Field, put in his first day's work for the company April 15, 1904, in the old Sansinena Field near La Habra. His job consisted in caring for the boilers in that field and at San Luis Obispo. He continued in that work until Nov. 1, 1907, when he was transferred to the Stearns lease at Brea as a tool-dresser. He was promoted to driller in 1913, and in 1915 advanced to his present position. He

has something of a fire fighting record to his credit, having helped battle three oil well fires, Stearns No. 57, Jan. 3, 1921; Stearns No. 58, Feb. 5, 1921, and Morse No. 4, Oct. 23, 1923.

Coming close behind Landreth among the service recruits are J. B. Arthur, manager of fuel oil and asphalt sales; J. E. Brownfield, pumper in the Richfield district, and James Muller, janitor at the Oleum refinery, all of whom last month completed twenty years' service with the company. In addition to the twenty-year men there were thirteen who completed fifteen years' service and thirty-seven, ten.

Mr. Arthur, who has been at the head of fuel oil and asphalt sales for the past ten years started his employment with the company as a sten-

ographer for Frank Hill, manager of production, who in February of this year received his fourth ruby for thirty years of continuous service with the company. He was transferred several months later from Mr. Hill's office to San Francisco to serve in a clerical capacity in the office of C. G. Sheffield, then manager of the fuel oil department and now vice-president of the Standard Oil Company of New Jersey. His next advancement was as assistant manager of the fuel oil department in San Francisco. When Mr. Sheffield assumed a post with the fuel administration during the World War, Mr. Arthur was transferred to the Head Office in Los Angeles and made acting manager of the fuel oil department. Later when Mr. Sheffield joined the Standard Oil Company Mr. Arthur was made manager of the department.

Mr. Brownfield came to California from the Pennsylvania oil fields in 1909 and entered the service of the Union Oil Company on April 1st of that year. He started at Orcutt and after a few months was transferred to Brea. During the twenty years he has been with the company he has demonstrated that he is a versatile worker and has held about every position in the field except that of driller. At the present time he is engaged as a pumper in the Richfield district.

Mr. Muller is a familiar figure at the Oleum refinery where he has spent the entire period of his employment with the company. At present he holds the position of janitor in the head office at the refinery, and is possibly better acquainted with the members of the refinery's administrative staff than any other employee. During his twenty years' service he has held a variety of positions and has made friends all along the line. He is one of the pioneers of the state. He has been in California since 1884 and in the northern part of the state since 1885.

FIFTEEN-YEAR MEN

Following are the thirteen employees who were awarded the first ruby for their service pins last month on the completion of fifteen years' employment with the company:

Bentley, L. A.....	Los Angeles Sales
Correll, C. E.....	Producers Pipe Line
Croshaw, J. H.....	San Diego Sales
Hayes, E. G.....	L. A. Lubricating Division
Herbert, C. B.....	Central Division Garage
Lannier, V. L.....	Los Angeles Pipe Line
Penrose, Charles.....	Los Angeles Sales
Quill, Thomas.....	Oleum Refinery
Rawlings, C. W.....	Los Angeles Sales
Roach, J. J.....	Oleum Refinery
Schmitz, P. J.....	Santa Fe Gas
Spencer, S. B.....	Orcutt Field
White, A. N.....	Brea Field

TEN-YEAR ROOKIES

Burge, E. J.....	San Diego Sales
Caldwell, C. F.....	Avila Refinery
Chenoweth, A. D.....	Oleum Refinery
Clinchens, C. E.....	Portland Sales
Connolly, Peter.....	Oleum Purchasing
Costa, M. C.....	Oleum Refinery
Crawford, Adolph.....	Brea Field
Danieley, Howard.....	Santa Fe Gas
Decker, L. E.....	Portland Sales
Ebinger, O. L.....	L. A. Refinery
Ericksson, N. D.....	Head Office Comptrollers
Evans, G. A.....	Los Angeles Pipe Line
Fitzgerald, Wesley.....	Los Angeles Refinery
Goodwin, E. M.....	Orcutt Field
Greenough, A. W. F.....	Brea Field
Greig, Charles.....	Los Angeles Refinery
Hadley, R. D.....	Head Office Comptrollers
Holdsworth, R. E.....	Marine
Hooper, T. W.....	Santa Fe Springs, Field
Irwin, O. O.....	Santa Fe Springs, Field
Keans, R. A.....	Head Office Gas
Lehman, Sigmund.....	Oleum Refinery
Lopes, Frank.....	San Francisco Sales
Lorimor, Leonard.....	Fresno Sales
McCauley, M. H.....	Oakland Sales
Martin, A. D.....	Fresno Sales
Murray, James.....	Ventura Field
Ness, Sigurd.....	Orcutt Absorption Plant
Nicholas, George.....	Marine
Quinn, J. M.....	Oleum Refinery
Sacco, Manuel.....	Oleum Refinery
Tolle, C. A.....	Producers Pipe Line
Westberg, Fred.....	Oleum Refinery
Whalen, E. G.....	Producers Pipe Line
White, D. G.....	Head Office Sales
Williams, F. B.....	Oleum Refinery
Williams, J. T.....	Los Angeles Refinery

EMPLOYEES' BENEFIT FUND

The following claims have recently been paid under the Company's group insurance plan:

Death Claims

Horace H. Fisher, Portland	\$4,000.00
Jas. B. Green, L. A. R. Eng.	3,000.00
Jas. McCaulou, Brea	2,500.00
Henry F. Dean, Vanc. Refy.	4,000.00
Linton B. Moore, H. O.	4,000.00
Ralph H. Elwell, Seattle	1,500.00

Permanent Disability

Claude A. Arnold, L. A. Eng.	4,000.00
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Union Oil Ad Voted Best

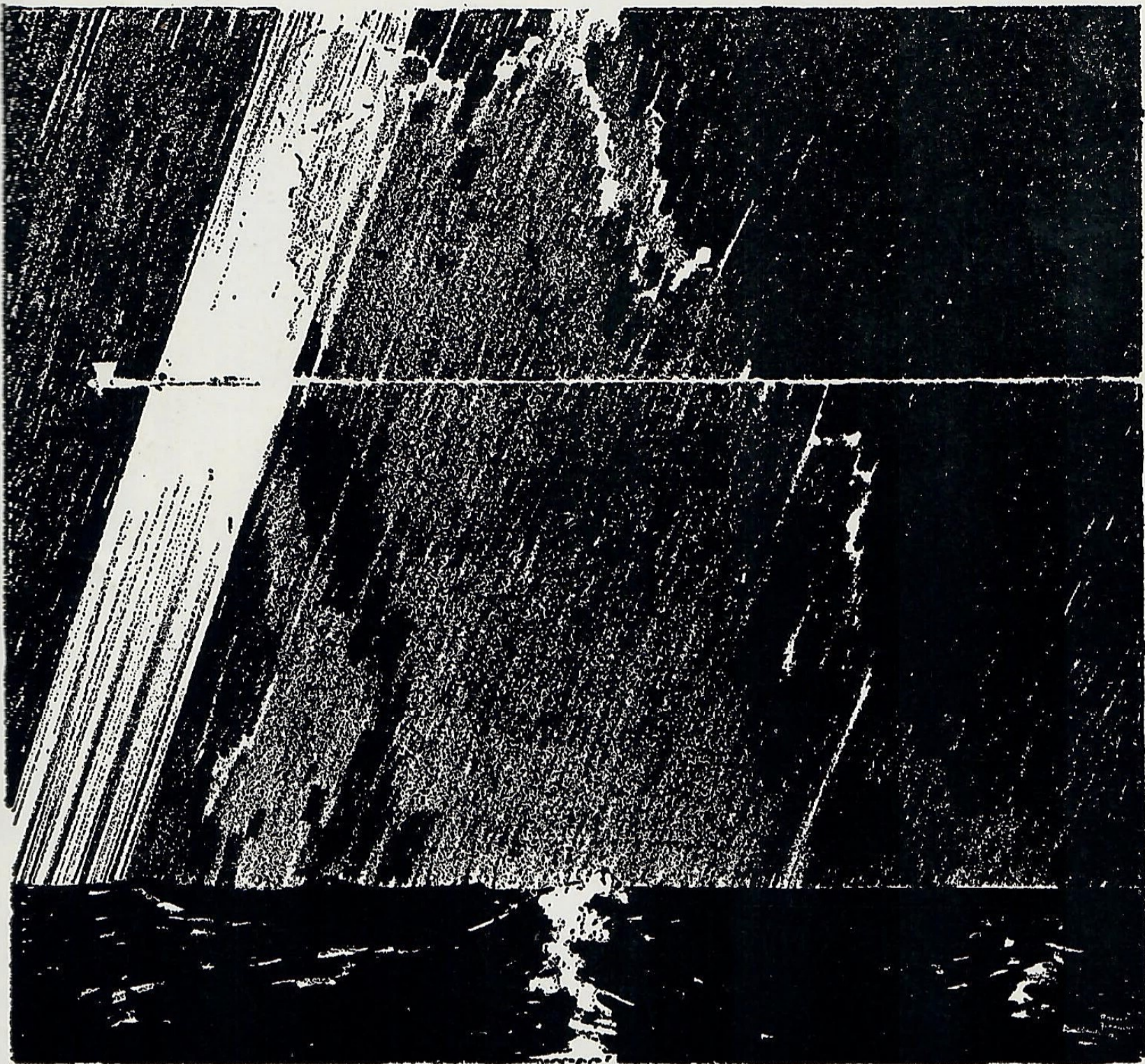
An Union Oil Company advertisement, "The Pacific Spanned," which appeared in the publications of the Pacific Coast on the completion of the trans-Pacific flight of the Southern Cross, was awarded first place at the Annual Exposition of Advertising Art held recently in New York City. It was selected by the judges as the best advertisement of any character appearing in the

newspapers of the United States during 1928.

Robert Freeman prepared the art work for the advertisement and the "copy" was written by Donald E. Forker, manager of publicity of the Union Oil Company. Mr. Forker at the time the "ad" was written was with Lord, Thomas & Logan, a national advertising firm. A copy of the prize winning ad appears below.

THE PACIFIC SPANNED

with Union Aviation Gasoline... The longest ocean hop in history



10:11 P.M. "There's our friend the moon peeping over the clouds." Courageous men express the pent up surge of ravaging emotions simply. Going into a black night of churning winds—of unknown colossal hazards, with only the yawning, writhing buffet of a mad sea as an alternative—two Australians and two Americans side by side, have blazed the uncharted air trail over the world's greatest expanse of water wastes.

They deserve success.

There's not the slightest whimper in this message to an anxious world. It just says, "we know the pull ahead—we have taken a tighter grip." This great achievement is due to no one individual circumstance. It is the result of fearlessly, perfectly coordinating the modern inventions of this fast age. We are glad Union Aviation Gasoline played its part so well.

UNION  GASOLINE
UNION OIL COMPANY

NEWS OF THE MONTH

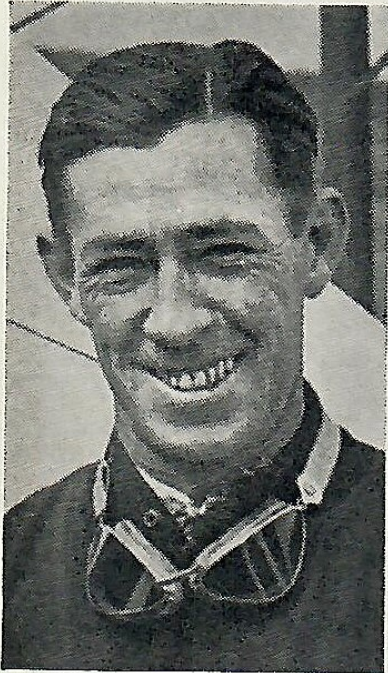
LUBE OIL MEN GO EAST

W. L. Standard, manager of lubricating oil sales, and D. A. Cain, aviation lubricating engineer, are now on a tour of the factories of airplane and automobile engine manufacturers of the Middle West and East to consult with engine builders concerning their lubrication problems. In several factories it is planned to run block tests in which Union brands of lubricating oils will be used.



W. L. STANDARD

Among the airplane engine factories which the Union Oil representatives plan to visit are those operated by Pratt & Whitney Aircraft Co., at Hartford, Conn.; Wright Aeronautical Corp., Patterson, New Jersey; Warner Aircraft Co., Detroit, and Curtiss Airplane & Motor Co., Inc., Buffalo, New York.



D. A. CAIN

The companies mentioned above have developed a new series of motors and it is planned by Mr. Standard and Mr. Cain to study their lubricating requirements. They will be gone for several weeks. Their itinerary also calls for visits to several of the automobile factories.

MARCH PRODUCTION DECLINES

According to figures collected by the American Petroleum Institute, Pacific Coast Office, the total production of crude oil in California for March amounted to 24,324,729 barrels, an average of 784,669 barrels per day. This is a decrease of 11,785 barrels per day under February production.

Total stocks of crude and all products in Pacific Coast territory increased during the

month 4,088,354 barrels. The total stocks at the end of the month were 152,029,958 barrels. The total stock increase for 1929 up to March 31st, was 12,029,064 barrels.

81 wells were completed during the month with an initial daily production of 81,046 barrels, compared with 92 wells completed during February with an initial production of 127,208 barrels.



RECHRISTENS TANKER

The tanker "Hopsborg", chartered to the Union Oil Company of Canada, Ltd., by the Santa Maria Steamship Company, last month was rechristened the "Unacana" while in dry dock in Vancouver, B. C. Mrs. R. J. Kenmuir, wife of the general manager of the Union Oil Company of Canada, acted as sponsor. With her in the photograph is Mrs. Hubert Wallace, whose husband is one of the owners of the Ship Building and Dry Dock Co., of North Vancouver.



UNION OIL PUCK CHASERS

The young men dressed in the murderous-looking attire are, from left to right—"Al" Swindello, Ralph Manarey, "Kenny" Claman, "Jack" Mason, "Heiney" Hayden and "Don" Wells.

HOCKEY TEAM STANDS NEAR TOP

A highly successful season has just been closed by the Union Oil Company's hockey team, which came within an ace of winning the Southern California Amateur Hockey championship. After finishing in first place in the league at the close of the regular schedule the team lost a thrilling six-game play off series to the Natividad Cigar Company. Some of the best players were lost to the team just before the deciding game.

The splendid sportsmanship displayed by the members of the team throughout the season won the highest commendation of the public and resulted in the Union Oil boys being decided favorites with the capacity crowds which filled the rink on virtually every night of play.

During the season the team made one trip to San Francisco where the boys met and defeated the strong Olympic Club team.

STORAGE FACILITIES INCREASED

Reservoir storage totaling 1,550,000 barrels was made available last month on the completion of the reconditioning of Reservoir No. 5 at San Luis Obispo and Reservoir No. 12 at Stewart. Eleven steel tanks, with a total storage capacity of 1,162,000 barrels, were completed last month or are now nearing completion.

Reservoir No. 5, into which oil was turned on April 23, has a capacity of 785,-

000 barrels and Reservoir No. 12, completed April 30, has a capacity of 765,000 barrels.

Seven of the new tanks are located at the refinery at Wilmington, three at Torrance and one at Stewart.

"BLACK GOLD" AND YELLOW



The 1500-ton dredge operated by the Rogue River Gold Company in Southern Oregon pans more gold in ten minutes than the prospectors who discovered the gold in the river in the early '70s could in a week. But all the old prospectors needed was "elbow grease" to do their work; the dredge is dependent upon products of "black gold" to keep it in operation. This particular dredge depends on Union Oil products.

UNIQUE BREAD TRUCK



This is one of a fleet of thirty-five log cabin trucks to be put into delivery service by the Log Cabin Bread Company. It serves the double purpose of advertising the product and speeding it to the consumers. Union Non-Detonating Gasoline is used exclusively by the fleet.

DERRICK LIGHT GUIDES PLANE

Derrick lights on the company's test well at McGowan served as an aerial beacon for

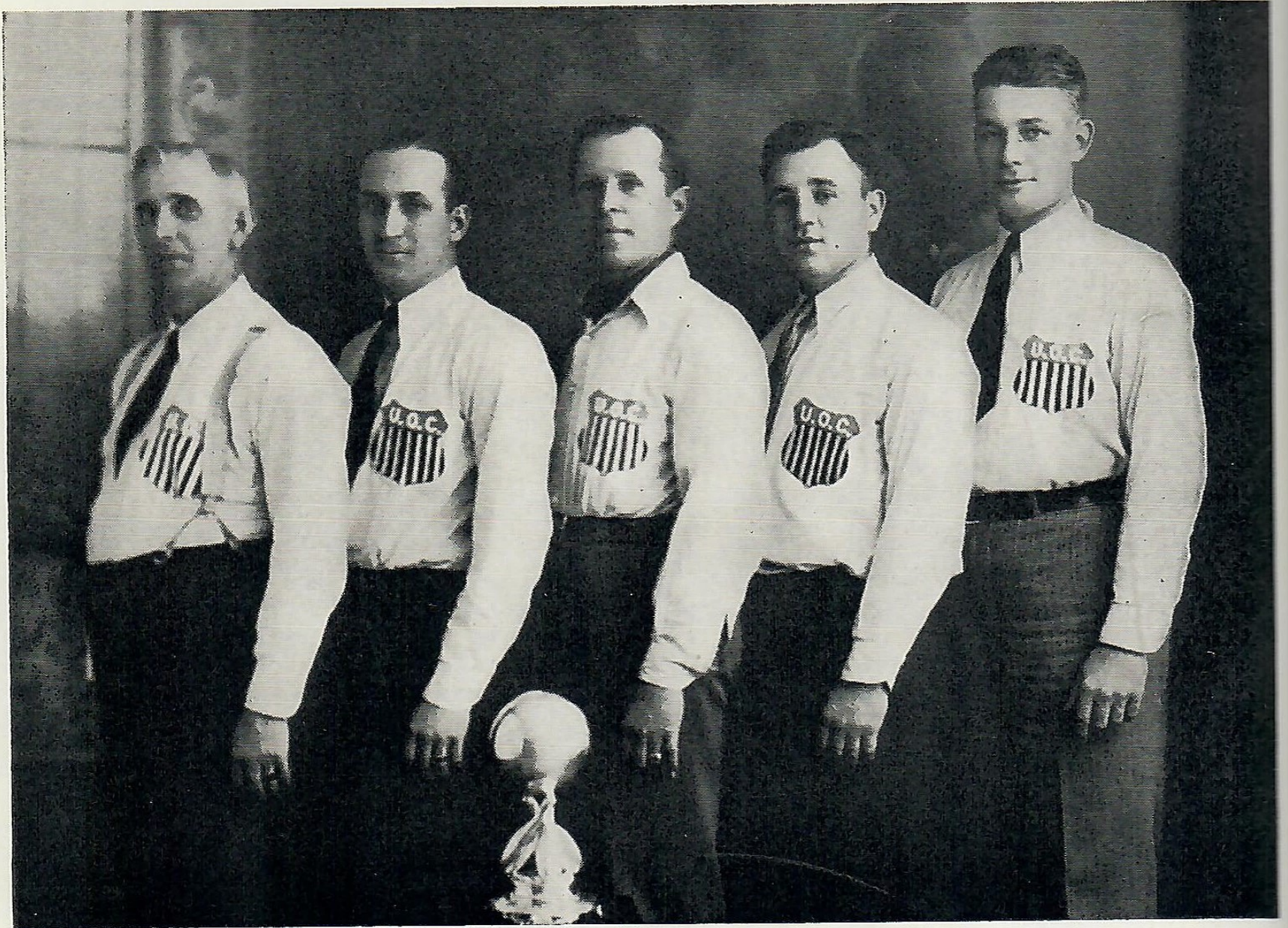
Flying Cadet R. G. Hamilton of the Royal Flying Corps of the British Navy, when he was forced down just before dawn early last month enroute from Victoria, B. C. to San Diego. Hamilton, who is attached to H. M. S. Aircraft Carrier Hermes, at present station at Victoria, B. C., was attempting to fly a Handley biplane to San Diego where he was to trade it in for a new plane purchased by the British Navy.

Shortly after midnight his plane developed a leak in the gasoline tank. He continued in the air until he saw the lights of the McGowan well and made a landing in the big field near by. A wing of his plane crashed into a tree partly wrecking the machine. Hamilton escaped with only a dislocated thumb.

AIRPORT OPENED AT TRACY

A three-day aerial celebration, commencing Friday, April 26, marked the opening of the half-mile square Tracy airport, built and operated by the American Legion post of that city. Tracy is on the main line of the San Joaquin Valley travel and is twenty miles southwest of Stockton.

The level surface and gravelly texture of the soil make the field an all-weather airport.



INTER-CITY BOWLING CHAMPIONS

The 1928-1929 Inter-City bowling championship was recently won by the Union Oil Company's Dominguez team, the members of which are shown above, left to right—M. L. Bowser, drilling superintendent; C. Kegeris, transportation clerk; R. Hartman, production foreman; J. L. Whisler, pipe line pumper, and Ray Judy, personnel department.

SAFETY IN THE UNION



A Kindly Tribute

The feeling of keen personal loyalty and appreciation that real leadership engenders, was very fittingly expressed when A. L. Reynolds was presented with a beautiful platinum wrist watch by the construction forces at Los Angeles Refinery. The occasion was "Doc's" last day as Resident Engineer, on the eve of his transfer to Oleum Refinery. Manager Brownlee made the presentation with a tribute to Reynolds' work and character. One of his objects of pride was the freedom from accidents that has attended the execution of many difficult construction jobs.

Los Angeles Refinery Record

Six months without a single lost time accident is the proud record of more than five hundred men employed at Los Angeles Refinery under direction of genial C. G. Brownlee. For more than five years the accident experience of the refinery has been under assault, always with the "No Accident" goal just beyond reach. It has remained for Francis Bartella, Safety Supervisor at Los Angeles, to establish the first

record of six full months of "No Lost Time" at a major refinery. Congratulations are in order. It is a real achievement, a tribute to much hard work and interest on the part of every man.

THOUSANDS TRAINED

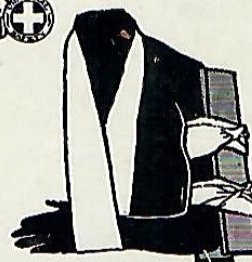
The first aid course being given to all employees by Instructor A. J. Martinson has graduated some two thousand men during the past ten months. Five two-hour lessons are given on consecutive days, at some central point in the oil fields. Classes average twenty-five pupils, two and sometimes three such groups being taught each day.

Since joining the Company's forces last June, at which time he was drafted from the Bureau of Mines Rescue Car in the Lake Superior District, Martinson has given instruction in Fort Collins, Colo., and in the Orange and Los Angeles County fields of California. He is now making a tour of the Coast and Valley Divisions, taking in the Producers and Lompoc Pipe Lines, the Orcutt Natural Gas Plant, the Bakersfield Refinery and local marketing stations enroute.

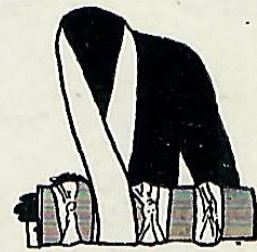
Industrial first aid is highly practical and is regarded by the field superintendents as well as the safety supervisors as the great-

First-aid Reminders

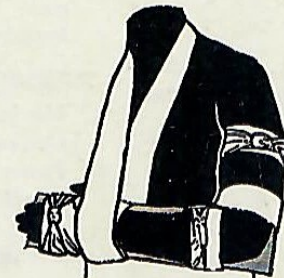
Fractures



Arm

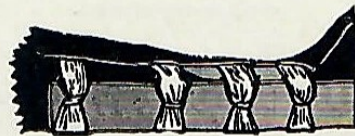


Forearm



Elbow

Consult your first-aid book for further information.



Leg



Kneecap

est single effort toward accident prevention ever undertaken in the oil fields. By making men familiar with the elementary functions of their bodies, they are more likely to guard themselves against injury.

Realizing the value of repetition in this as in every form of instruction, Martinson has prepared a series of posters which embody in picture and brief wording, the salient points of his lectures. These posters follow his course, one being posted each week on all bulletin boards in the districts he covers. A few of these posters, much reduced in size, are printed on these pages.

Taft Dinner

April 11th saw the annual safety dinner of the Valley Division at Taft. As in former years all departments were represented, more than two hundred and fifty sitting down to the repast that Charlie Woods, as host of the evening, had provided. Lafe Todd has so often served as toast master of these occasions, it was natural to see him presiding at the speakers' table.

A delegation representing the Head Office, headed by Chester W. Brown, Director of Exploration and Production, made the trip from Los Angeles. Included in this party were F. F. Hill, Wm. Groundwater, L. G. Metcalf, Sherman Doty, Fritz Karge, C. N. Johnston, H. A. Delaney, Henry McMaster and Geo. F. Prussing. Dinner was served by the Women's Club of Taft, while three talented young musicians from the Taft High School played.

Unlike some former dinners, this occasion was devoid of any formal speeches, their place on the program being devoted to short,

First-aid Reminders



Artificial Respiration

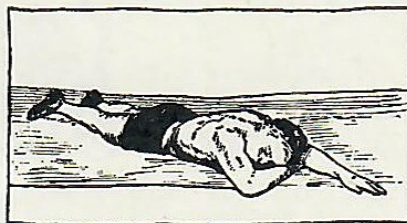


Fig. 1. Correct Position for Patient

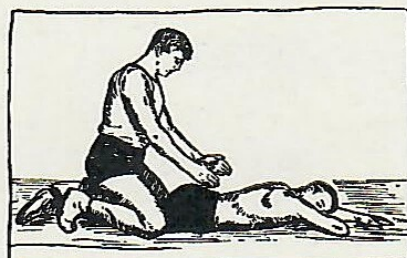


Fig. 2. Position of Operator before exerting pressure

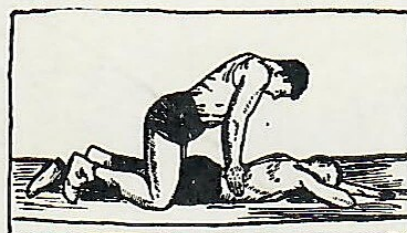


Fig. 3. Method of applying pressure

Use when breathing has stopped from DROWNING, ELECTRIC SHOCK, GAS-POISONING, or SUFFOCATION.

1. Place patient on stomach (Fig. 1)
 2. Remove foreign matter from mouth, being certain that tongue is forward.
 3. Kneel as shown in Fig. 2.
 4. Swing forward slowly as shown in Fig. 3 forcing air out of lungs.
 5. Return to position shown in Fig. 2.
- Operation four and five should consume four or five seconds, forcing patient to breathe twelve or fifteen times a minute. Continue artificial respiration until breathing starts or until body is wholly stiff and cold, three hours at least. If breathing stops after being restored use artificial respiration again.

Give no stimulants by mouth while patient is unconscious. Keep him warm. Rubbing the limbs toward the heart will help.

For further information consult your first-aid book.

interesting and informal talks by the guests. Most of the remarks were complimentary of the achievements in accident prevention in the Valley and on the Pipe Line during the past year. And then there were stories, each of which recalled another, until the evening had flown. Ted Miles, Petroleum Engineer of Orcutt, broke the ice with a long, intriguing yarn entitled, "All Geologists Are Liars, or How the Indians Got Their Blue Eyes."

SANTA FE SPRINGS GAS FIRE

Eight employees of the drilling forces at Santa Fe were burned about the faces and hands when gas escaping from Bell well No. 44 was ignited on the morning of April 16th. At this writing, one week after the accident, six men are still under care but well on the road to recovery, the other two having escaped with relatively minor burns. The fire, which was small, snuffed out after burning 52 hours.

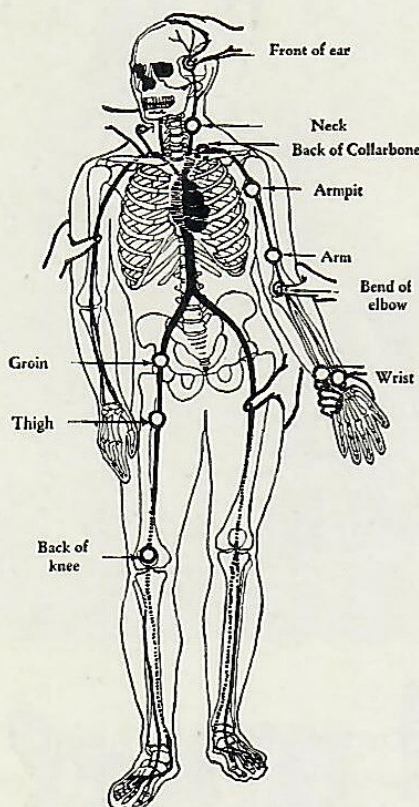
The well in question was standing cemented, the eleven inch casing having been landed at about 4100 feet. While in this condition the well started to flow mud and gas from between the eighteen inch and eleven inch casings. Three crews were at work pumping in hematite when the gas ignited. As soon as the injured men had been taken care of, the fire was put under control.

A Board of Inquiry consisting of R. E. Haylett, Assistant to the Vice-President, (Chairman), F. F. Hill, Manager of Field Operations, William Groundwater, Manager of Transportation and Geo. F. Prussing, Safety Engineer, was immediately appointed by Vice-President L. P. St. Clair.

First-aid Reminders



Arterial Bleeding



Arteries and Pressure Points

SYMPTOMS

Bleeding in spurts.

TREATMENT

Force artery against bone with fingers using pressure point as near wound as possible on side of wound toward heart. This is for temporary control.

TOURNIQUET

May be made from bandage, belt, suspenders, or clothing. Pocket knife, stone, or block should be placed under tourniquet at pressure point before tightening.

LOOSEN TOURNIQUET,

except in amputation of limb for three or four seconds every twenty minutes.

Consult your first-aid book for further information.

CALIFORNIA OIL STATISTICS, MARCH, 1929

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		
		Mar., 1929	Feb., 1929	Mar., 1928
Kern River.....	486,898	15,690	17,714	25,822
Mount Poso.....	1,022	33	110	17
Fruitvale.....	10,768	347	717	...
Round Mountain.....	2,019	65	27	141
McKittrick.....	151,236	4,879	4,998	4,948
Midway-Sunset.....	2,211,223	71,330	70,665	80,831
Elk Hills.....	572,333	18,462	18,772	23,518
Lost Hills-Belridge.....	138,653	4,473	4,502	4,082
Coalinga.....	310,438	10,014	10,101	19,423
Kettleman Hills.....	106,700	3,442	3,451	.....
Wheeler Ridge.....	22,667	731	773	904
Watsonville.....	1,937	62	62	57
Santa Maria.....	146,078	4,712	5,181	6,444
Summerland.....	3,735	120	121	126
Elwood-Goleta.....	800,400	25,819	21,616	202
Rincon.....	108,757	3,508	3,261	1,030
Ventura Avenue.....	1,677,525	54,114	55,479	51,223
Ventura-Newhall.....	169,104	5,455	5,593	5,679
Los Angeles-Salt Lake.....	43,540	1,404	1,486	1,551
Whittier.....	50,343	1,624	1,578	1,719
Fullerton (Brea Olinda).....	415,592	13,408	13,294	15,636
Coyote.....	377,759	12,186	12,590	13,671
Santa Fe Springs.....	5,275,300	170,171	189,299	37,584
Montebello.....	340,807	10,994	11,138	12,439
Richfield.....	522,848	16,866	17,437	19,370
Huntington Beach.....	1,429,927	46,127	46,949	56,645
Long Beach.....	5,815,757	187,605	184,394	125,075
Torrance.....	444,481	14,338	15,157	19,045
Dominguez.....	339,816	10,962	10,855	12,577
Rosecrans.....	212,147	6,843	6,834	6,746
Inglewood.....	791,027	25,517	26,089	30,101
Newport.....	2,100	68	55	3
Seal Beach.....	1,295,115	41,778	34,836	40,110
Potrero.....	22,397	722	595	3
Lawndale.....	24,785	800	725	.....
TOTAL.....	24,324,729	784,669	796,454	616,720
February.....	22,300,707	796,454		
Increase.....	2,024,022	*11,785		

* Decrease.

STOCKS

	Mar. 31, 1929	Feb. 28, 1929	Mar. Stock Increases	Mar. 31, 1928
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel.....	101,981,165	100,778,348	1,202,817	95,880,671
Refinable Crude, 20° A.P.I. and lighter.....	25,172,456	23,081,832	2,090,624	20,215,802
Gasoline.....	13,310,923	12,290,690	1,020,233	14,779,259
Naphtha Distillates.....	1,970,157	1,825,502	144,655	1,633,736
All Other Stocks.....	9,595,257	9,965,232	*369,975	9,268,718
TOTAL ALL STOCKS.....	152,029,958	147,941,604	4,088,354	141,778,186

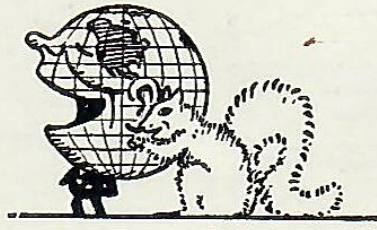
*Decrease.

DEVELOPMENT

	New Rigs Up	Active Drill- ing	Com- pleted	Daily Initial Output	Active Pro- ducing	Abandoned Wells Drill- ers	Pro- ducers
Kern River.....	4	7	5	780	1,020	.....	4
Fruitvale.....	2	5	1	728	3	.....	.....
Mount Poso.....	3	6	2	350	3	1	.....
Round Mountain.....	3	1	2	550	2	.....	.....
McKittrick.....	.....	1	.....	.....	287	1	.....
Midway-Sunset.....	8	23	11	3,225	2,390	3	12
Elk Hills.....	.....	1	.....	.....	212	.....	.....
Lost Hills-Belridge.....	1	7	1	25	317	..	.....
Coalinga.....	.....	.....	.....	.....	779	.....	1
Kettleman Hills.....	2	17	.....	.....	1	.....	.....
Wheeler Ridge.....	.....	.....	.....	.....	34	.....	.....
Watsonville.....	.....	.....	.....	.....	7	.....	.....
Santa Maria.....	1	4	.....	..	231	.....	.....
Summerland.....	.....	.....	.....	.....	89	.....	.....
Elwood-Goleta.....	.....	5	2	8,550	9	1	1
Rincon.....	.....	8	.....	.....	26	.....	.....
Ventura Avenue.....	7	47	8	6,715	157	.....	.....
Ventura-Newhall.....	1	26	.....	.....	511	2	4
Los Angeles-Salt Lake.....	.....	.....	.....	.....	320	.....	.....
Whittier.....	.....	.....	.....	.....	163	.....	.....
Fullerton.....	.....	6	.....	.....	373	.....	.....
Coyote.....	3	3	.....	.....	207	1	.....
Santa Fe Springs.....	40	168	18	35,836	390	3	4
Montebello.....	.....	.....	.....	.....	173	1	.....
Richfield.....	3	9	1	350	272	.....	.....
Huntington Beach.....	3	6	2	350	560	.....	4
Long Beach.....	11	94	24	18,840	910	4	3
Torrance.....	.....	.....	.....	.....	597	.....	1
Dominguez.....	.....	.....	.....	.....	73	.....	.....
Rosecrans.....	.....	5	.....	.....	102	.....	.....
Inglewood.....	.....	1	.....	.....	222	.....	.....
Newport.....	.....	2	.....	.....	4	2	.....
Seal Beach.....	2	7	3	4,017	144	1	.....
Potrero.....	2	4	.....	.....	3	.....	.....
Lawndale.....	4	42	1	750	2	.....	.....
Miscellaneous Drilling.....	12	144	.....	.....	.....	7	.....
March.....	112	649	81	81,046	10,593	27	34
February.....	133	666	92	127,208	10,683	9	5
Decrease.....	21	17	11	46,162	90	*18	*29

* Increase.

REFINED AND CRUDE



Conservation of the future oil supply is without question a prime necessity.

* * *

Our leaders have recognized and acknowledged the need of correcting the present system of production, and have placed the solution of the problem in competent hands.

* * *

Remember the future is very uncertain, but the present is always acceptable.

* * *

When taking leave of friends about to cross the border into Mexico, Rod Burnham usually speeds them on their way with a hearty "Bomb Voyage."

* * *

And if you don't think advertising should be subjected to a rigorous censorship, consider this slogan of a well known ice-cream manufacturer—"Take home a brick. You may have company."

* * *

Ever since Lou Drake announced he had a case of neuritis, a bunch of the Field Department boys have been hanging around under the impression that it is some kind of liquor.

* * *

Deer hunters will be interested in the fact that a well known Union oiler got nine bucks last September—in a poker game.

* * *

When the rear end of his ancient flivver dropped out in the dust, the gauger, nonchalantly lighted a Murad and remarked "It makes no differential to me."

* * *

Two Scotchmen went bathing. One said to the other: "I'll bet you sixpence that I can stay under water longer than you."

The other said: "All right."

Both submerged, and the police are still dragging the water for the bodies.—Sidney Krakower, Milford (Pa.) H. S.

* * *

The millions of people who daily enjoy the witticisms of Will Rogers will be delighted to hear that Judge has nominated him "Poet Lariat of the United States."

Jones—"Have you seen one of those instruments that can tell when a man is lying?"

Smith—"Seen one? Hell, I married one."

* * *

Some of these traffic cops are so mean they wet their pencils to make the charge look as black as possible.

* * *

If you think you have to work hard, imagine the plight of these poor girls who slave in the button departments of the big shirt factories, and so on, and so on—

* * *

There is a gardener out at Stewart station who is so versed in the science of botany that he can tell you the latin name for the Goodyear Rubber Plant.

* * *

Strangely enough, too, his favorite flower is the same as ours—buckwheat.

* * *

It is said that Alaskans always pay cold cash in the winter time.

* * *

The fact that you can win at cards is no indication that you will be lucky at the races. Remember you are given no opportunity to shuffle the horses.

* * *

Then there is the romantic case of the lady who was so impressed by the attentions of her milkman that she finally curd for him in a big whey.

* * *

"Norah, why haven't you brushed down that cobweb?"

"Cobweb? Lor', mum, I thought that had something to do with yer wireless."—Bessemmer Monthly.

* * *

In conclusion let us inform you, since we took up the task of assembling this monthly collection of atrocities we have come to know precisely why the joker is usually wild.

* * *

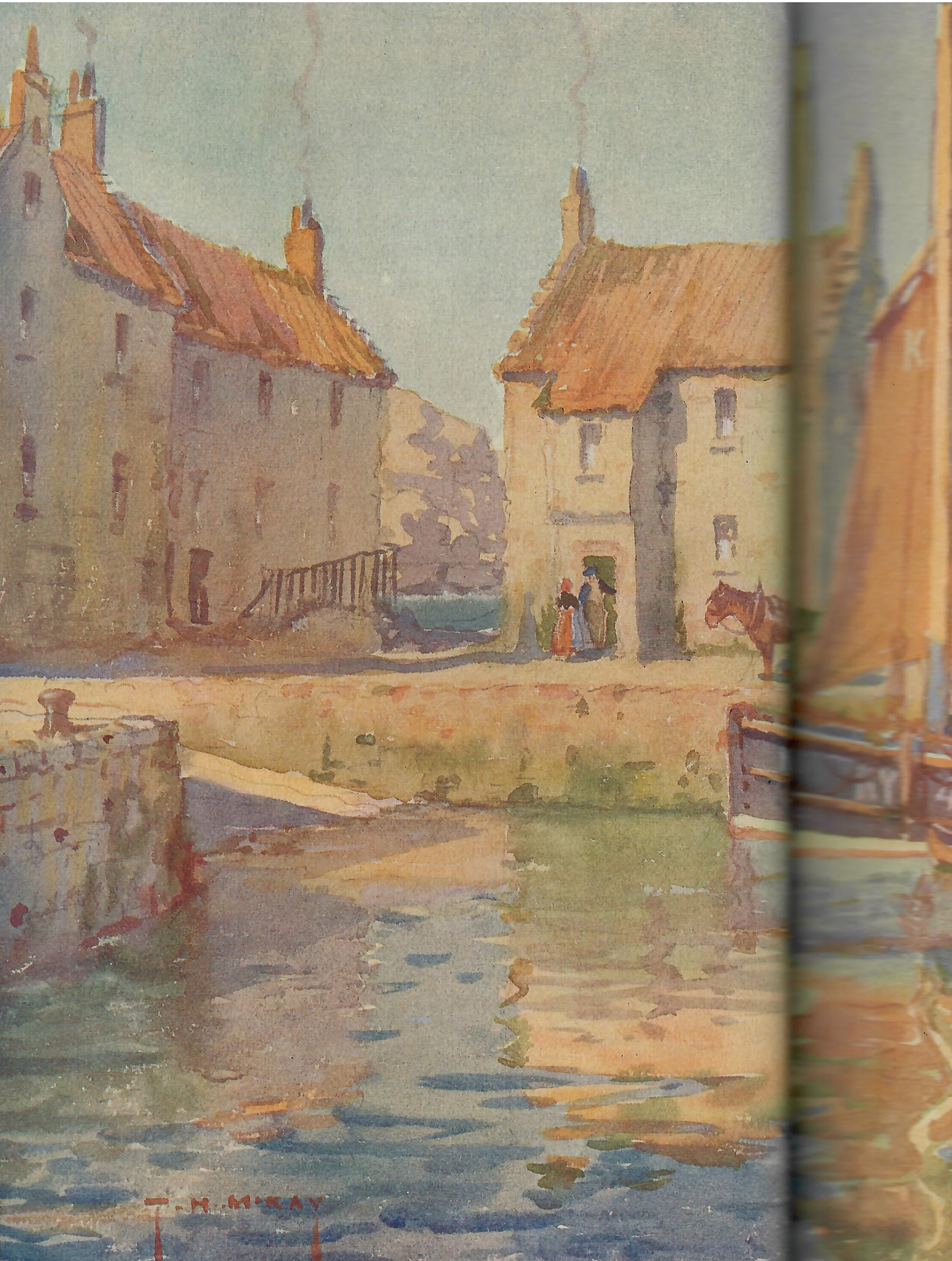
And now be good little oil workers and maybe some day you will have a zone named after you.

New Bridge Spans Colorado



ETHYL SCOUT CAR FINDS OUTPOST UNION GAS PUMP

Above is a striking photograph of the new bridge that spans the Colorado River at Lees Ferry, Arizona, opened to travel the 15th of April. It is the second highest bridge in the world. It is 834 feet long and is 467 feet above the river. The arch is 616 feet in length. Below is shown the trading post at Cameron Bridge, 56 miles north of Flagstaff, Arizona, where the motorist is greeted by the welcome sign of a Union Oil gasoline pump. Cameron Bridge crosses the Little Colorado on the main highway leading to the new Lees Ferry Bridge.



T. H. MURRAY