An impressionistic oil painting of a coastal town. The central focus is a large, two-story red building with a dark roof, situated on a slight rise. To its left, a yellow building is partially visible. In the foreground, a body of water reflects the scene, with a small boat and a seagull in flight. The style is characterized by visible brushstrokes and a rich, somewhat muted color palette. The text 'UNION OIL BULLETIN' is overlaid on the upper right portion of the painting.

UNION  
OIL  
BULLETIN

JUNE 1929

THESE ARMY SHIPS THAT  
... GUARD OUR SKIES  
ARE FUELED WITH...

**UNION**  
**GASOLINE**

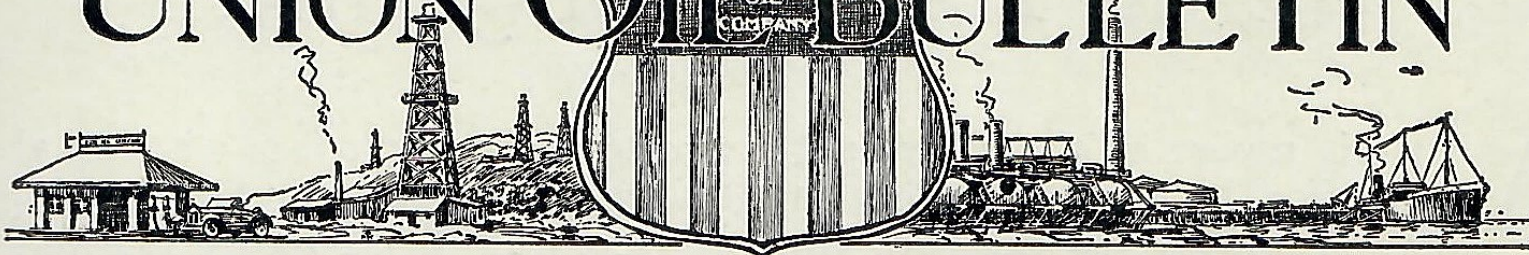


"SUCCESS TESTED"



Robert  
Freeman

# UNION OIL BULLETIN



## EXECUTIVE COMMITTEE\* AND OFFICIALS

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

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

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

VOLUME IX

JUNE

BULLETIN No. 6

## Keown Elected Vice President

R. J. KEOWN, treasurer of the Union Oil Company of California since February, 1918, and a member of the Board of Directors since Mar. 3, 1924, was elected a vice president of the company at a meeting of the Board held May 27th, last. Mr. Keown still retains the office of treasurer.

Next month, Mr. Keown will have completed twenty-two years of service with the company and thirty years in the oil business. He came to this company following eight years with the Standard Oil Company of California and its predecessor on the coast. His first position was that of Traveling Auditor, covering the territory from San Diego to Seattle. At

the close of the first two years with the company he was appointed cashier of the San Francisco office and in 1913 was promoted to the position of assistant treasurer. His election to the office of treasurer followed in February, 1918.

Mr. Keown is as well known in the Northwest as he is in California. The early days of his employment with the Standard Oil Company were spent in Washington, his first position being that of cashier at Tacoma.



R. J. KEOWN

A promotion to the office of assistant district sales manager at Los Angeles brought him to Southern California, and though he later returned to the Northwest it was only for a short time.

# The Provident Fund

A FULL report of the Provident Fund for 1928 is published on other pages of the Bulletin. Its careful reading is recommended to the employees of the company who are or about to become eligible to join the Fund, as well as to those who are already members.

The Provident Fund has few, if any equals in providing for an employee's retirement, or in providing an attractive and systematic means for saving. Eighty-two per cent of the employees eligible are taking advantage of the provisions of the Fund. To them it will be of particular interest to note that the assets of the Fund at the close of 1928 had reached \$5,310,816.65, an increase of \$974,552.89 over the previous year. Of the total assets, approximately five and a quarter million dollars have been invested in Bonds, Preferred Stocks, Common Stocks, and other securities, and include stock of Union Oil Company of California and Union Oil Associates as shown on balance sheet. All investments are made by the Administrators of the Fund, which at present consist of W. L. Stewart, Chairman; R. D. Matthews, Vice-Chairman; I. B. Newton, Wm. Groundwater, and Gerald G. Blue, Secretary. Not only are these stocks and securities paying an annual dividend into the fund but they are in most cases greatly increased in value over the price at which they were originally purchased.

The reserve account, it will also be noted, has been increased during the past year to \$1,109,376.67.

Space here does not permit going into detail regarding the operation of the Provident Fund, but the following special provisions are called to the attention of the employees, who, through a year or more's service with the company, are eligible to join the Fund, and

also to those employees who are about to become eligible for membership:

For every dollar the employee puts into the Fund the company contributes a like amount to his credit. This money, pooled with the contributions of other employees to the Fund, is invested in stocks and securities approved by the counselors of the Board of Administrators. Through this arrangement the fund is able to pay each employee five per cent on the money he personally contributes and another five per cent on the money contributed to his credit by the company.

Any member leaving the service will be refunded his entire personal credits plus interest on his personal deposits at the rate of five per cent. An employee with more than five years' membership in the fund, who leaves the company in good standing, may, at the option of the Board of Administrators and upon the recommendation of his department, be paid in addition to his entire personal credit a portion of the credit balance remaining on the following basis: Fifteen per cent of his remaining credit balance, and an additional 3 per cent for each additional year of membership over five, provided that the maximum percentage of credit remaining that can be withdrawn shall not exceed 85 per cent.

One of the chief aims of the Fund is to place the employee in position to reap the benefits of a long period of service with the company and to enable him on retirement to have an annual revenue considerably in excess of what would be possible under the ordinary pension system. The same thought of the welfare of the employee is behind the disability provisions of the Fund.

Following are the percentages of monthly contributions employees join-

ing the Fund between the ages of 18 and 41 may make:

Age at Date of Joining	% of Salary Contributed	Age at Date of Joining	% of Salary Contributed
18	3%	30	3.4%
19	3%	31	3.5%
20	3%	32	3.6%
21	3.1%	33	3.7%
22	3.1%	34	3.8%
23	3.1%	35	3.9%
24	3.2%	36	4%
25	3.2%	37	4.2%
26	3.2%	38	4.4%
27	3.3%	39	4.6%
28	3.3%	40	4.8%
29	3.3%	41 and over	5%

No attempt has been made here to go into detail regarding the operation of the Fund. Those interested can obtain full information from the Secretary of the Fund.

The report of the Board of Administrators for the year 1928 follows:

To the Members of the Provident Fund:

On the accompanying page will be found the financial report of the Provident Fund for the year ended December 31, 1928, as certified to by Price, Waterhouse & Company.

During the past year the assets of the Fund increased \$974,552.89. Contributions to make up the payments for back years of service were practically completed June 30, 1928 (the end of the five-year period), resulting in a decrease in payments into the Fund both by employees and the Company during the last six months of the year.

The amount invested during the year in securities totaled \$975,249.01 which includes a substantial addition to the stock already owned of the Union Oil Company of California and Union Oil Associates, and, as of the close of the year, the Fund owned 14,948 shares of the former and 22,016 shares of the latter, carried in the Balance Sheet on the basis of \$45.00 per share which is below the present market value. In addition, the Fund owned rights to subscribe for 4,556 shares of both Companies at \$35.00 per share.

Income resulting from interest on investments and dividends from securities owned amounted to \$265,090.42, against which was charged \$841.63 loss on securities sold, leaving net income of \$264,248.79. Interest at 5% credited to the members' accounts during the

year totaled \$177,360.06, some \$40,000 more than in 1927, while the expense of administering the Fund aggregated \$16,291.60, leaving a net income of \$70,597.13 carried to Reserve.

The Reserve Account increased \$299,896.29 during the twelve months, consisting of credits arising from Company's contributions for account of members since withdrawn from the Fund, \$182,745.87, recorded appreciation in value of securities owned, \$46,553.29, and net income for the year as explained above, \$70,597.13.

Over the five and a half year period that the Fund has been in operation, the members have contributed \$2,441,652.35 and the Company a like amount. During the same period the Fund has earned \$691,088.17, of which \$480,490.06 has been credited as interest to the members' accounts and \$210,598.11 has been carried to Reserve. Adding thereto the credits from members' withdrawals (including interest accrued thereon), \$508,805.85, and the difference between cost and stated value of securities, \$389,972.71, makes a total Reserve of \$1,109,376.67 at December 31, 1928.

Investments at present owned by the Fund are divided as follows:

	Percent
Industrial—Union Oil Co. ....	33.94
Others .....	5.95
Public Utilities .....	16.29
Railroad .....	12.60
Real Estate .....	13.10
Mortgages .....	5.59
Gov. & Municipal Bonds .....	1.93
Loans to Members .....	1.58
	100.00

At the end of 1928 there were 4,995 members in the Fund representing 81.76% of those eligible as compared with 4,700 and 78% of those eligible at the end of 1927.

The status of the Fund reflects continued improvement over previous years, the assets, earning power, number of members and percentage of members as compared with the total eligible being very satisfactory.

By Order of the Board of Administrators  
Gerald G. Blue, Secretary.

# The Provident Fund

## BALANCE SHEET

## DECEMBER 31, 1928

### Assets

Cash with Union Oil Company of Calif. at 5% and in Bank..		\$ 438,589.29
Securities Owned:		
Union Oil Company of California Capital Stock		
14,948 Shares at \$45.00 .....	\$ 672,660.00	
14,948 Rights at \$1.00 .....	14,948.00	
Union Oil Associates Capital Stock		
22,016 Shares at \$45.00 .....	990,720.00	
30,616 Rights at \$1.00 .....	30,616.00	
	\$1,708,944.00	
Common Stocks .....	683,083.10	
Preferred Stock .....	951,367.25	
Bonds .....	1,113,008.72	
Mortgages .....	297,180.11	4,753,583.18
Loans to Members .....		84,108.49
Income Accrued .....		34,535.69
		\$5,310,816.65

### Liabilities

Members' Credits:		
Members' Contributions:		
Less: Withdrawals and Death		
Benefits \$614,300.85 .....	\$2,067,322.82	
Company Contributions		
Less: Death Benefits and Transfers to		
Reserve \$547,506.51 .....	2,134,117.16	\$4,201,439.98
Reserve .....		1,109,376.67
		\$5,310,816.65

### Income Account for the Year Ended December 31, 1928

Income from Interest & Dividends .....	\$ 265,090.42	
Less: Loss on Securities Sold.....	841.62	\$ 264,248.79
Deduct:		
Expense of Administering Fund .....	16,291.60	
Interest at 5% credited to Members' Accounts .....	177,360.06	193,651.66
Income for the year carried to Reserve .....		\$ 70,597.13

### Reserve Account

Credits to Reserve on Members' Withdrawals .....		\$ 508,805.85
Difference between Cost and Stated Value of Securities.....		389,972.71
Income Account:		
Balance December 31, 1927 .....	\$ 140,000.98	
Add: Net Income for year as shown above .....	70,597.14	*210,598.11
		\$1,109,376.67

\*Note:

Net Income from July 1, 1923 (date of Commencement of Fund) to December 31, 1928 .....	\$ 691,088.17	
Less: Interest at 5% credited to Members' Accounts ....	480,490.06	
Total Net Income to December 31, 1928.....	\$ 210,598.11	

### AUDITORS' CERTIFICATE

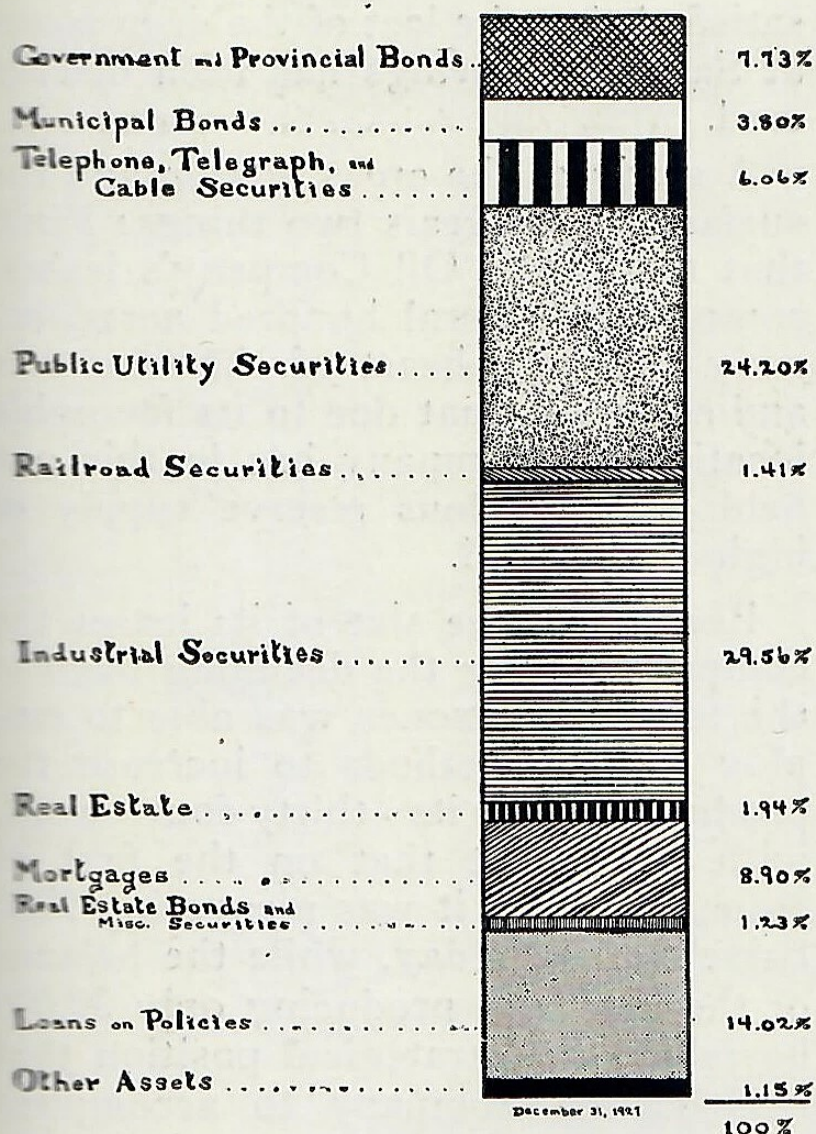
We have examined the books and accounts of the Union Oil Company of California Provident Fund for the year ended December 31, 1928, and certify that the above balance Sheet, Reserve and Income Accounts in our opinion fairly set forth the financial position as of December 31, 1928, and the administration of the Fund to that date.

Los Angeles, California  
March 10, 1929

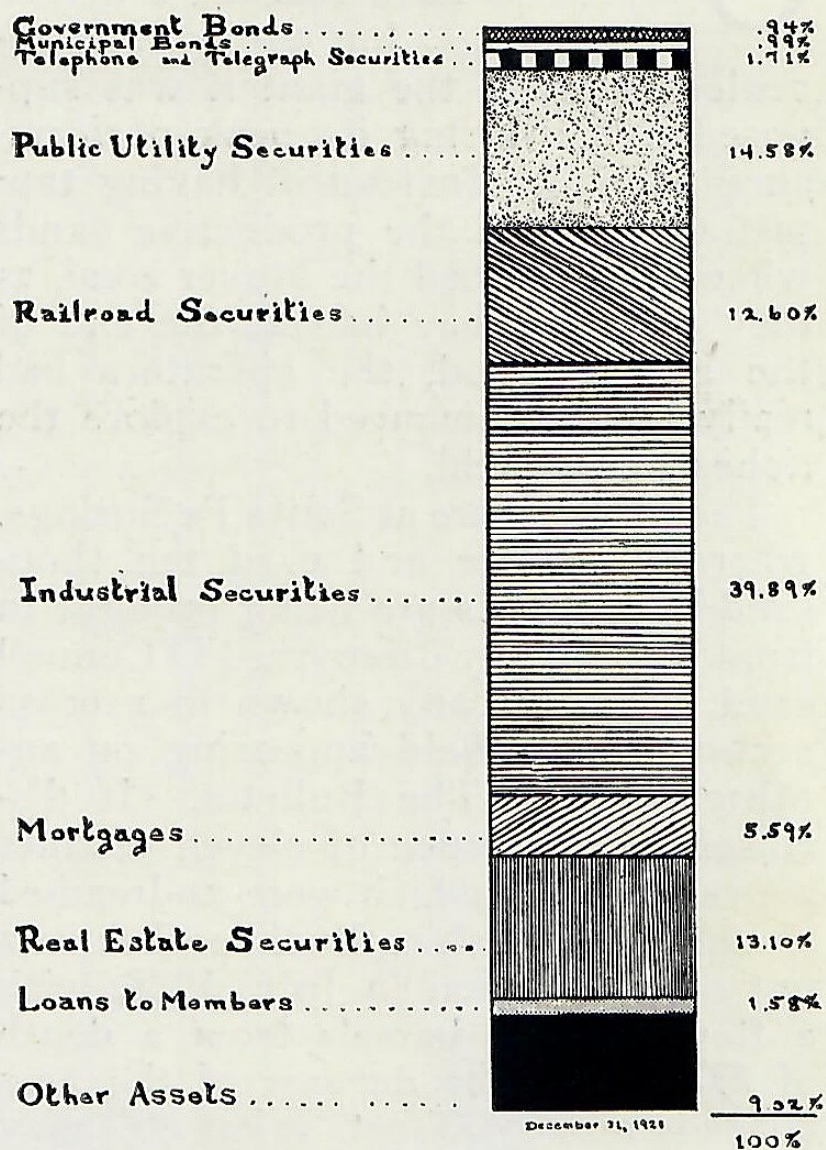
**PRICE, WATERHOUSE & COMPANY**

## ANALYSIS - ASSETS

### SUN-LIFE ASSURANCE CO. OF CANADA



### UNION OIL CO. OF CALIFORNIA PROVIDENT FUND



## Union Gets Navy Contract

ONE of the biggest gasoline contracts ever awarded by the United States Navy on the Pacific Coast has been secured by the Union Oil Company for the next fiscal year. The contract calls upon the company to supply approximately 2,600,000 gallons of Union aviation gasoline for the Navy planes being concentrated on this coast, and also for 4,050,000 gallons of Union motor gasoline for general use.

The principal deliveries of the aviation gasoline will be made as follows: 1,200,000 gallons to the Naval Air Station, North Island, San Diego, and 1,000,000 gallons at San Pedro, the bulk of which will be loaded on board

the airplane carriers which fuel at the latter point.

The contract for the motor gasoline calls for the delivery of 900,000 gallons to the various Naval operating points at San Diego and vicinity; 400,000,000 gallons to the Naval Air Station, North Island; 525,000 gallons to Mare Island; 1,000,000 gallons to naval vessels at San Pedro and 200,000 gallons to the Navy Yard at Honolulu.

The company has supplied the Navy with gasoline on the Pacific Coast during the past year. The present contract expires June 30, next. The new contract will run from July 1, 1929, to June 30, 1930.

## Santa Fe's Eleven Zones

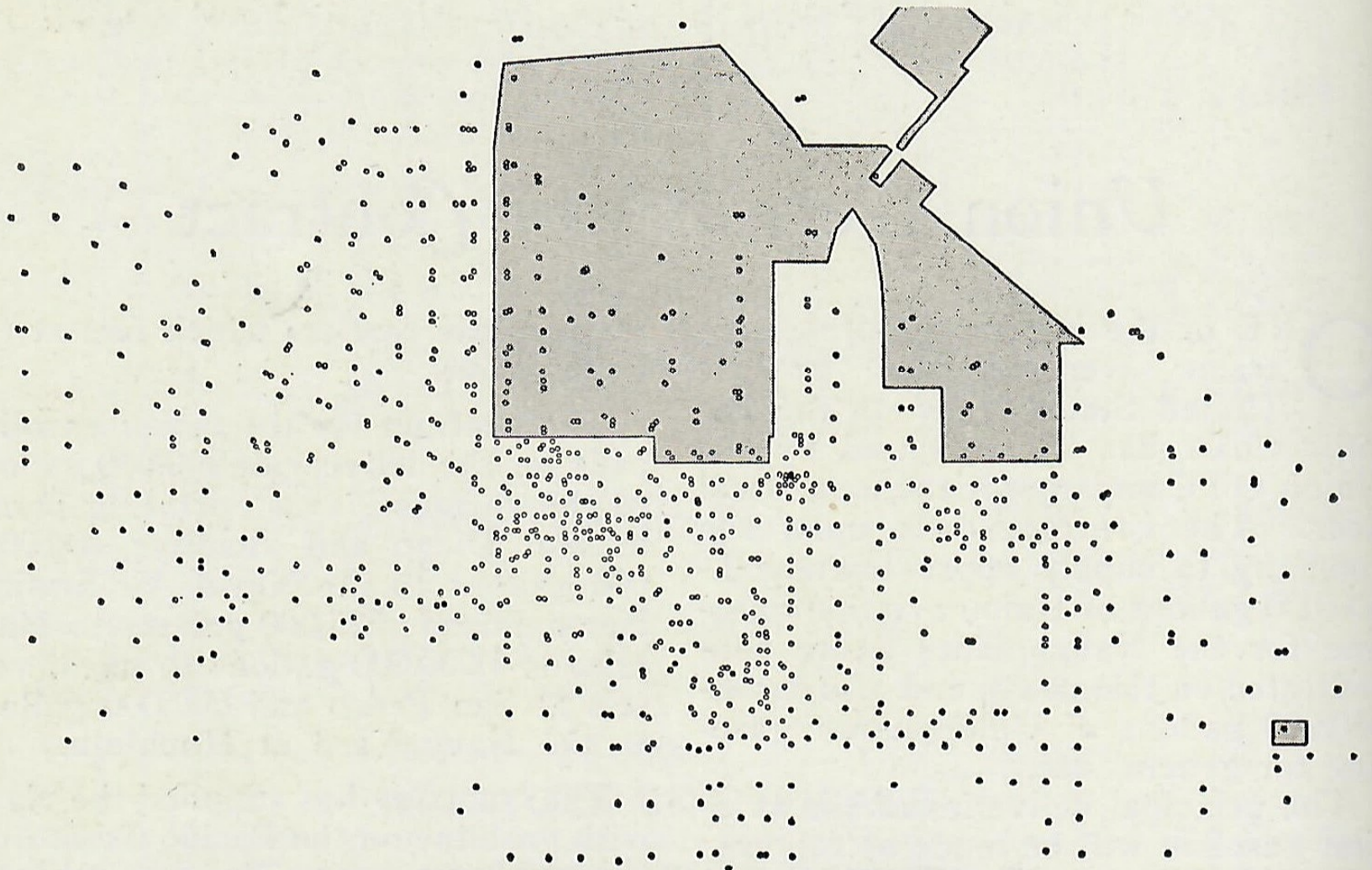
ONE year ago Santa Fe Springs appeared to have reached a driveling old age, but today it is revealed as twice the giant it was supposed to be during its peak performance in 1923. Instead of having tapped the last of the productive sands when they reached the Meyer zone, as they believed they had at the end of the boom period, the operators had really only commenced to explore the riches of the field.

The new picture at Santa Fe Springs, where four, five and even ten thousand-barrel wells are being brought in from the recently discovered O'Connell sand, is graphically shown in a cross section of the field appearing on another page of *The Bulletin*. It discloses the existence of eleven distinct zones, seven of which were undreamed of until the Wilshire Buckbee 1-A was put on production in July, 1928, with a flow of 3500 barrels from a depth of 5850 feet. The deepest of the new zones is now 7400 feet. What still may be discovered by penetrating to a

depth of 10,000 feet no one dares predict, but there are many who are not satisfied that the last of the deep zones at Santa Fe Springs has been discovered.

A study of the cross section and the surface map reveals two things: First, that the Union Oil Company's leases, comprising several hundred acres, occupy the very heart of the structure and secondly, that due to its favorable location the company has in this one field a tremendous reserve supply of high gravity oil.

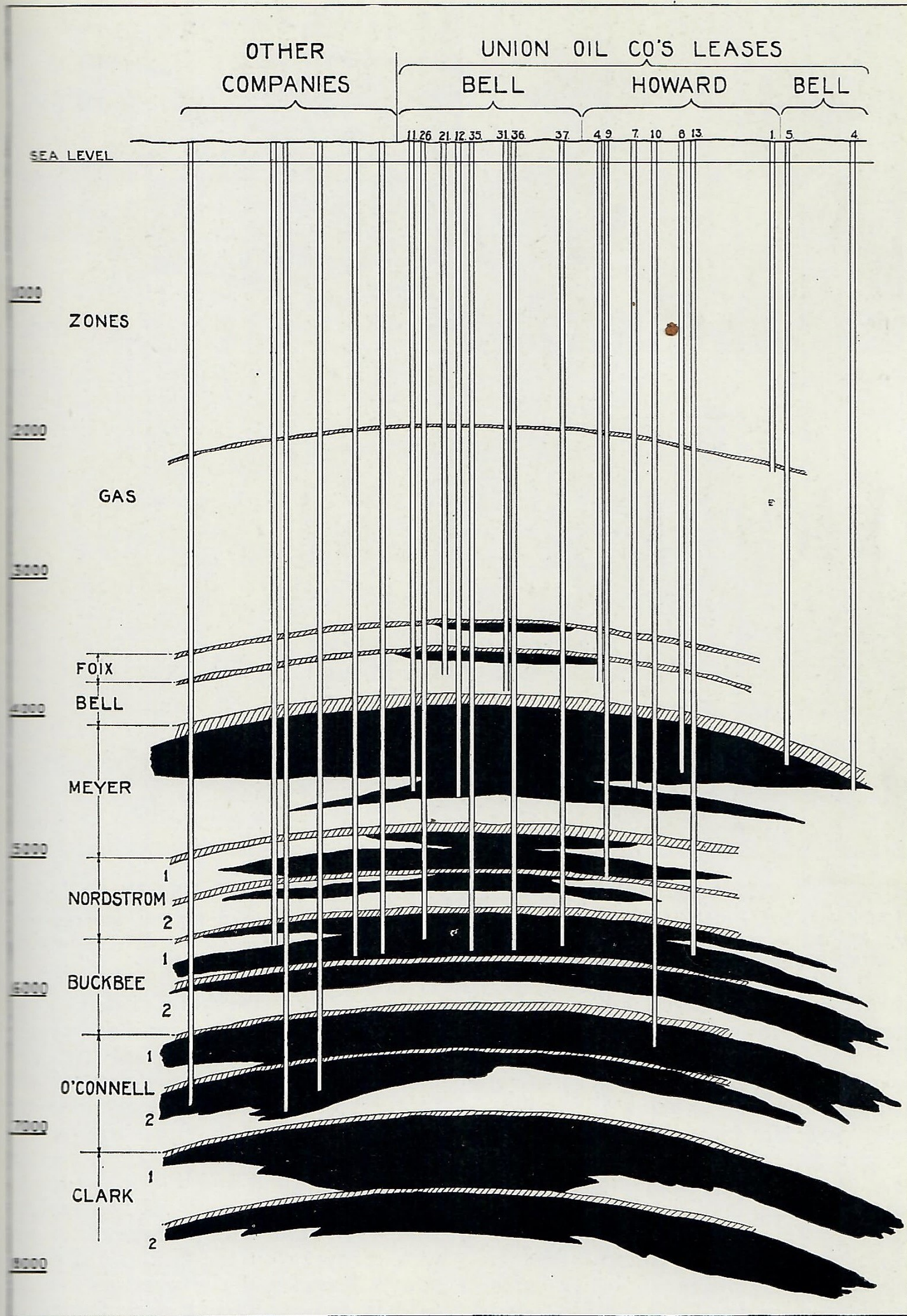
Because of the size of its leases the company during the declining days of the upper four zones was able to employ gas-lift methods to increase the production of its thirty-four wells, with the result that on the first of June, last year, it was recovering 7000 barrels of oil a day, while the balance of the field was producing only 30,000 barrels. The strategical position that enabled the company to accomplish that will also be an important factor



### THE SANTA FE PIN CUSHION

*The location of the Union Oil Company's Bell, Alexander, Howard and Farwell leases in the Santa Fe Springs field are shown by the shaded areas. The opportunity afforded by these large holdings for the conservative spacing of wells is clearly indicated.*





in recovering oil from the deep zones. To date some three and one-half million barrels of oil have been produced

from the entire field from the deep zone wells, and when one recalls that the Union Oil Company alone pro-



#### VIEW OF SANTA FE SPRINGS FROM THE BELL LEASE

*At the top, left, Frank Hill, manager of production and C. W. Eckles, construction engineer, are holding a pow wow in the field. In the upper right photograph, Gene Whitten, drilling superintendent, and Frank Boyd, his assistant, are inspecting a reamer.*

duced 23,000,000 barrels from the upper sands, one can get a fair grasp of the possibilities of these new sands. Howard No. 10, the only well the company has producing below the Buckbee zone, is a fair example of what can be expected from the new deep wells. It was brought in from the upper O'Connell sand at a depth of 6565 feet, about the middle of April and, shut in to comply with the new conservation program, is still producing 4400 barrels of clean oil a day. This well is toward the north edge of the field in an area that was not highly productive from the upper zones.

The company has been unusually

successful with the wells drilled so far. wells in the Buckbee zone are recovering 30 per cent more oil per well than the average for the rest of the field. The Nordstrom zones wells are also showing a higher per well recovery and the same is expected to be true of the O'Connell and Clark sands. As the gas pressure goes off the various zones the difference between the per well recovery on the Union Oil Company's leases and the average for the field is expected to be accentuated in a higher degree in our favor, owing to the fact that the size of the leases will permit effective gas-lift operations.

Since the deep zone drilling started

at Santa Fe Springs, Union Oil crews have drilled 110,000 feet of hole with exceedingly few serious difficulties; no rigs have been skidded to try over again and no wells have been abandoned. Twenty-six wells are now drilling; eight between 4000-4500 feet; ten between 5000-6000 feet and eight below 6000 feet. All derricks for the new wells are steel and like these the rest of the drilling equipment is the best available.

So much for the material side of Santa Fe Springs. It is possible to have the best machinery in the world on top of the ground and the best oil pool in the world below the surface and still not get oil. The human factor is a mighty important one in oil field operations, and it has been so demonstrated at Santa Fe Springs.

A visitor to the Santa Fe Springs headquarters cannot fail to be impressed by the high degree of coordination

between all members of the operating staff. Each one is running his particular section swiftly and carefully.

The forethought shown in providing for the contingencies which arise hourly, the linking-in with the other superintendents and foremen give a picture which in the oil field work of twenty years ago would have surprised the veteran oil driller of that time with his simple set of standard tools on the end of a string and the old gentleman with an oil can who looked after the production.

Now there are rotary drilling bits of many different kinds, coring appliances, surveying instruments to be run in the hole; in fact, today's drilling requires as constant and scrupulous attention and care as that of a millionaire patient in a fashionable hospital.

It may be of interest to know just what the organization is and who the



#### FAMILIAR FIGURES TO THE DRILLING CREWS

*The day and night drilling foremen, from left to right—Brownie Brown, Lew Carriker, Pete Maxfield, Al Fowks, Bill Berry and Jack Carrier.*



### A PETROLEUM ENGINEER GETS THE "DOPE"

*H. E. "Hi" Winter, Petroleum engineer at Santa Fe has just stepped up to see what the production men are worried about. "The orders of the oil umpire," he is told. From left to right—Winter, Hank Britt, Ward Hamilton and Guy Erwin.*

men are who have done this good work. The Division Superintendent, E. A. Whitten, came from the Valley to the Springs in its early days. In the Elk Hills drilling rush he was on the job day and night so when he came to Santa Fe during the first drilling campaign, he was ready for all the peculiar quirks and turns which a well can have and which so easily baffle the unwary.

Mr. Whitten's assistant is Frank C. Boyd, whose courage and knowledge is known to every man of Santa Fe.

The team of day and night drilling foremen, Wm. Berry, C. A. Brown, J. E. Carrier, Luther Carricker, A. S. Fowks and W. C. Maxfield, are deep drilling graduates of the Los Angeles Basin, whose degrees were got on the business end of a rotary brake lever.

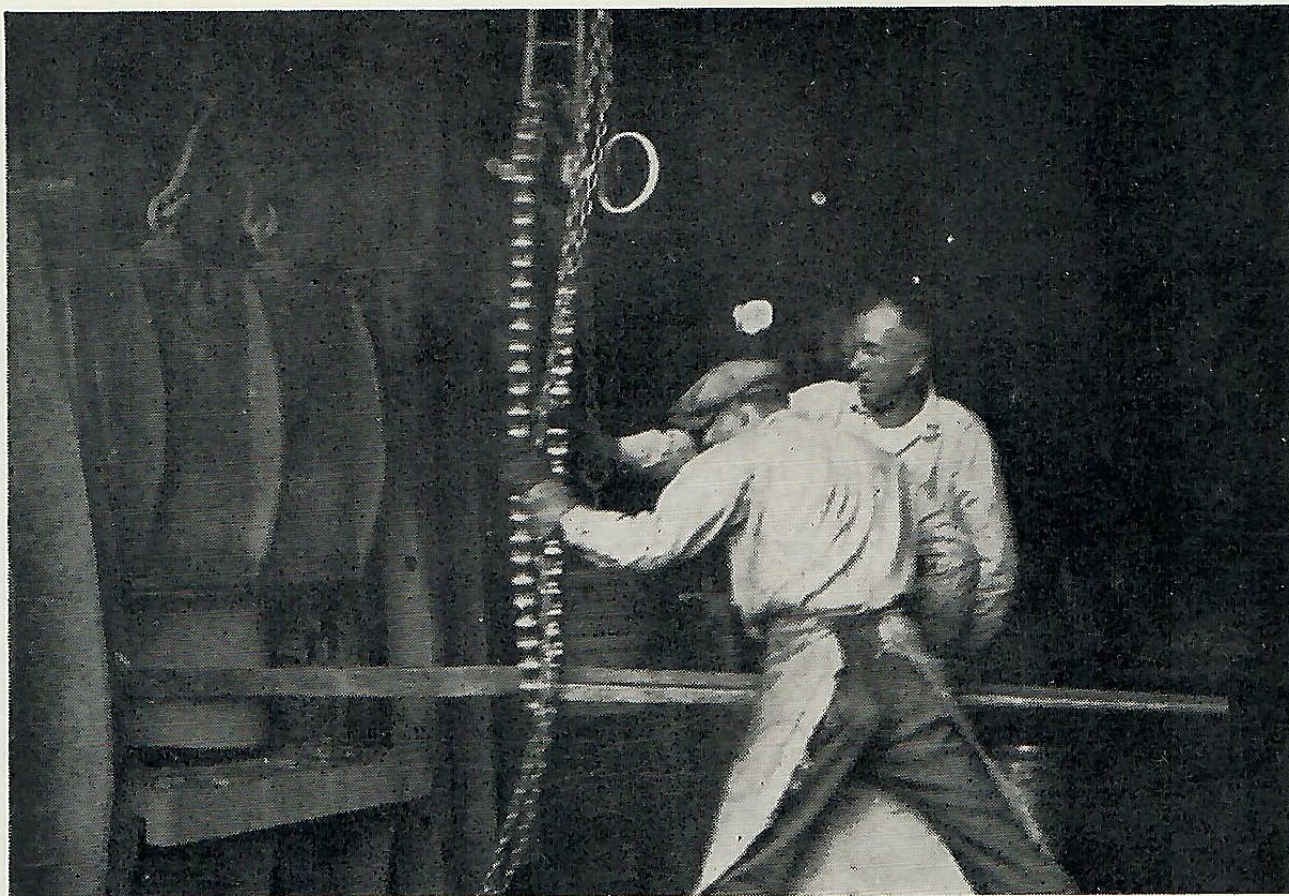
C. W. Froome, shop foreman, keeps the drilling machinery at its 100 per cent mark and in his workshop and blacksmith shop a whole day could be spent with great pleasure watching the many intensely interesting operations necessary to the maintenance of drilling tools.

Transportation is managed by R. G. Hilsinger, the transportation dispatcher, and the supervision of construction is looked after by C. W. Eckles of Bellevue oil fire fame.

When the wells have finished the drilling part and have received their big high-pressure head-dress and the oil starts into the gas traps and on to the field tanks, L. W. Hamilton and G. K. Irwin as production foremen are responsible for the continuity of the flow. In case of grief, H. E. Brett,

Production Engineer, gets on his thinking cap to keep up the good work.

In close touch with Mr. Whitten are H. E. Winter and H. P. Larkin, Petroleum Engineers, who work out the dope for shut-offs, coring and deepening and act as liaison men with the other companies in the field. The District Accountant, A. S. Clarke, is the Comptroller's representative and Stanley is always ready to do his part in the mysterious land of accounting.



*Scene in Santa Fe Blacksmith Shop.*

## Patent Policy Awards

THAT the patent policy plan of the Union Oil Company of California, established a little over two years ago, has become a source of additional income to the employees of the company, is indicated by recent awards.

At the meeting of the administrators a few days ago, eleven patent applications were considered to have sufficient merit to warrant applying for patents. The customary initial award of \$100.00 has been made to the inventors. This brings the total number of awards up to 52. The names listed below are of the men who have received one or more of these awards.

T. F. Ott, Manufacturing Dept., Oleum.  
 R. C. Pollock, Research Dept., Wilmington.  
 R. A. Dunham, Research Dept., Wilmington.  
 E. G. Ragatz, Manufacturing Dept., Oleum.  
 F. W. Lake, Field Dept., Brea.  
 F. F. Hill, Field Dept., Head Office.  
 A. C. Rubel, Field Dept., Head Office.  
 H. C. Marshall, Gas Dept., Head Office.  
 C. C. Taylor, Gas Dept., Santa Fe Springs.  
 A. G. Page, Manufacturing Dept., Head Office.  
 B. O. Bushnell, Engineering.  
 C. A. Peabody, Manufacturing Dept., Oleum.  
 L. Adams, Manufacturing Dept., Oleum.  
 P. Subkow, Patent Dept., Head Office.  
 V. Kalichevsky, Research Dept., Wilmington.  
 C. S. Morgan, Engineering.  
 J. T. Howell, Engineering.

Ross Garafalo, Patent Dept., Head Office.  
 LeGuay Beynon, Patent Dept., Head Office.  
 E. H. Jones, Manufacturing Dept., Head Office.  
 B. A. Stagner, Research Dept.  
 L. L. Rebber, Manufacturing.  
 P. S. Clarke, Research Dept., Wilmington.  
 D. R. Merrill, Research Dept., Wilmington.  
 P. H. Osborne, Field Dept., Huntington Beach.  
 H. W. Martin, Field Dept., Valley Division.  
 U. B. Bray, Research Dept., Wilmington.  
 A. Openshaw, (deceased.)  
 J. Salmond, Manufacturing Dept., Wilmington.  
 H. A. Brett, Field Dept., Orange Division.  
 R. H. Wickeren, Field Dept., Rosecrans.  
 J. J. Kogan, Patent Dept., Head Office.  
 J. Perl, Patent Dept., Head Office.  
 R. S. Schuhmann, Research Dept., Wilmington.

## The Valley Division Picnicks

**E**IGHT hundred bought tickets, but from way down on the end of the line, waiting to be served some of Charlie Woods' barbecued beef and beans, it looked more like two thousand. But no one who attended the sixth annual picnic and barbecue of the Valley Division at Camp Tejon, May 19, will argue with you about the number present. The camp and the trees were filled with Union Oil Company employees and their families and friends, and they didn't all come from the Valley, either. They came from the Orange Division, the Coast Division, the head office and Lafe Todd brought down a pipe line gang from San Luis Obispo.

The annual picnic of the Sixth Division has become an institution in Union Oil circles along with Charlie Woods, the rotund superintendent of the Division, who is the chief inspirational force behind it. Charlie is not only behind that picnic; he is out in front of it and in the very midst of it from the break of dawn, or maybe a little before, until the stars begin to grow pale over the rim of the canyon. He lost the fat man's race again this year, but the race came right in the middle of his marathon, and no one, especially a fat man, can sprint in the middle of a distance race. Just trying to see that everybody has a good time at one of these picnics Charlie covers more ground in a day than one of these crack runners in Pyle's Bunion Derby now footing their way westward across the continent would in a week.

This year's picnic developed into a contest for athletic honors between Charlie and his gang and Lafe Todd and his pipe line following. At the end of the day the score was still a tie, with Charlie's chief victory chalked up in the tug-of-war and Lafe's in the apple

diving contest. In the latter event Lafe scored a personal victory over Charlie in that they were the only two in the contest. After it was over Charlie confessed that his dental work handicapped him more than he figured on. Next year he says the apples will have to have longer stems.

Cy Rubel was on hand for the picnic

as usual but he disappointed the crowd when he failed to bet his shirt with Charlie Woods on the outcome of the tug-of-war, as has been customary over a period of years. After Wood's men won the event it was disclosed that Rubel had put his money on the field department team, which accounted for the fact that he wouldn't risk his shirt on the pipe liners.

C. F. Lienesch added an ultra-modern touch to the picnic by arriving in one of the company's planes. He wasn't able to land at the picnic grounds but when he took off from the LeBec hotel field on his way home he flew down the canyon to give the picnickers an opportunity to see the plane.

While Charlie Woods was chairman of the picnic committee he had a number of very capable and willing assistants, among whom were H. I. Sargent, F. M. Penter, G. W. Schattner, Lafe Todd, H. F. Keans, J. E. Green, H. W. Martin, S. A. Luce, L. L. Greene, Charles Powell, Fred Jonas.



### SUSPICIOUS OF THE CAMERAMAN

*Charlie Woods is keeping an eye on the photographer while H. W. Martin, production foreman at Maricopa, slices into a choice side of beef.*



**VIEWS OF VALLEY DIVISION PICNIC**

No. 1—The head of the bread line. No. 2—The tug-of-war, the big event of the day. No. 3—Charlie Woods, Lafe Todd, R. M. Putman, Cy Rubel and George W. Gosline. No. 4—On the firing line with the barnyard golfers. No. 5—The well known Mrs. C. Rickenbacher of the Field Department crashes the gate with three plates. No. 6—The pie-eaters in action. No. 7—Charlie Woods, the disconsolate apple diver, and Lafe Todd, winner, (almost out of picture).



**THE BREAD LINE AT CAMP TEJON**

*A block or two up ahead Charlie's men are serving beef and beans to the multitude.*

# New Distributing Plants

**T**HROUGH the reconstruction of the company's main distributing plant in San Francisco and the building of a new one at Emoryville, adjoining Oakland, the facilities for handling petroleum products in the San

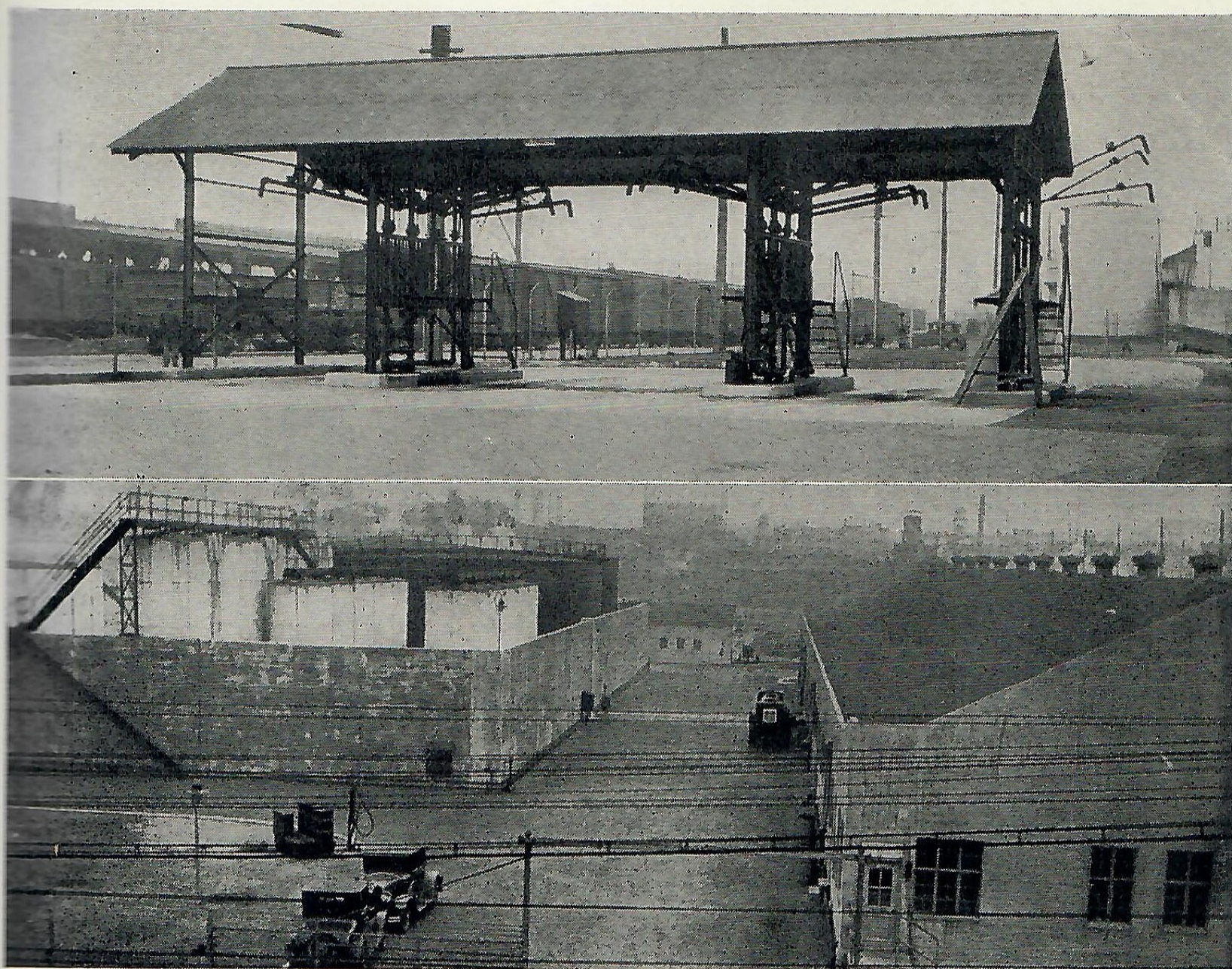
Francisco and Oakland districts have been greatly augmented.

The improvement at San Francisco consisted in the building of a new warehouse and erection of new tankage, surrounded entirely by a high



**NEW DISTRIBUTING PLANT AT EMORYVILLE**





### HOW SAN FRANCISCO DISTRIBUTING PLANTS LOOK NOW

concrete fire wall, and the reconstruction of the truck shed and dock. The total cost of the improvement was approximately \$250,000. The plant is located at Seventeenth and Illinois streets on the water front.

The new Emoryville plant, located at Powell and Green streets, is of concrete construction throughout, with the exception of the machine shop, which is built of brick. Even the roofs of the warehouse and wagon shed are concrete. A new type of loading rack

has been erected in the plant which makes possible the loading of six trucks at one time. Barge deliveries of crude and refined oils can be made to the plant from the water front through a newly completed pipe line. The cost of the Oakland plant is estimated at approximately \$150,000.

Both the Oakland and San Francisco plants were built under the supervision of J. W. Bennett, Central Division engineer with headquarters in San Francisco.

### SALES FOR YEAR EXPECTED TO SET RECORD

Sales of gasoline and kerosene by the Union Oil Company of California, through its domestic and export facilities, are running at an annual rate in excess of 500,000,000 gallons, figures available for the first five months of the year reveal. This sales volume is greater than has been reported at any previous time in the history of the company. Of the total distribution, more than 400,000,000 gallons is accredited to gasoline and about 100,000,000 gallons to kerosene.

During a ten-day period from about the

10th to the 20th of May, seventeen vessels were loaded at the company's dock at Wilmington with about 1,000,000 barrels of petroleum products for domestic and foreign markets. Of that amount, approximately 20,000,000 gallons of gasoline and kerosene were loaded for France, Great Britain, Australia, New Zealand, China, Japan and the Atlantic seaboard. Virtually the entire shipment of kerosene, amounting to about 4,000,000 gallons, went to the Orient, while the balance of 16,000,000 gallons of gasoline went to the other points indicated.



## “Twisters” of Livermore

THIS gasoline age has chased the horse off the pavements and most of the cowboys to the movie lots, but there are places where both still hold forth, and one of those places is Livermore, California, which July 2, 3 and 4 will stage its annual rodeo. This snappy Northern California community is preparing to welcome again the crowds that will come from all parts of the state to witness the display of horsemanship that is the envy of the motorist and the delight of the lovers of this sport of the early west.

One of the big features of the rodeo will be the bucking contests, in which the wild and woolly mustangs will be ridden with and without saddles. The accompanying photographs show just how elusive, yeh, even perilous, the hurricane deck of a saddleless horse can be.

One of the horses of the rodeo that has an unusually quick getaway and remarkable speed and endurance has been named “Union Ethyl.” The namesake of the company’s super fuel is shown in the center photograph during one of its aviatin’ moods, of which it is reported to have many.

# A New Altitude Record

**W**HEN Miss Marvel Crosson, the girl who is flying under the colors of the Union Oil Company, brought her plane back to earth at Mines Field, May 28, after climbing to a height of 24,000 feet, as registered by the altimeter on the instrument board, she apparently brought back with her a new world's altitude record for women.

The official results of Miss Crosson's flight will not be known until the sealed barograph carried in the plane has been calibrated by the Bureau of

Standards in Washington, D. C. However, there appears to be little doubt but what the plucky little San Diego aviatrix exceeded the previous record of 20,270 feet by a good margin.

Miss Crosson carried two altimeters on the flight, one of which had been carefully calibrated before she took off. This one registered a height of 24,000 feet. The other, the older of the two instruments stuck after recording an altitude of 22,000 feet. Miss Crosson kept a log of the flight and it shows that at the time the altimeter



## THE PLANE AND THE GIRL

*The six-place Ryan brougham, powered with 300 horsepower Wright Whirlwind motor, flown by Miss Marvel Crosson on her record altitude flight and Miss Crosson at the controls of the plane demonstrating how she used the oxygen "smoking set" at the high altitudes.*

on the instrument board was registering a height of 20,000 feet, the one on the side of the cabin indicated an altitude of 21,500. When the instrument board altimeter recorded 21,000 the other registered 22,000, and while the hand on the instrument board altimeter swung slowly up to 21,500, 22,000 and up to 24,000 feet the other remained stationary.

A steady drop in the temperature, registered by the thermometer on the brace outside of the cabin of the plane, from 20,000 feet to 24,000 feet indicates that Miss Crosson climbed steadily.

### A CUSTOMER DROPS IN



*This Boy Gets Business from the Air.*

At 20,000 feet her log shows the mercury stood at 5 degrees above zero. At 21,000 feet it had dropped to zero; at 22,000 to 5 below; 23,000, 10 below and at 24,000 just a shade under 15 below.

Miss Crosson took off at 11:17:19 and at 12:55 she had reached 24,000 feet. It was 1:29:45 when she brought her plane to a perfect landing. She flew a six-place Ryan brougham, powered with the new 300 horsepower Wright whirlwind, motor loaned to her by Melville Rapp, president of the Mutual Aircraft Corp., of Clover Field, Santa Monica.

An oxygen "smoking set", built up

by Capt. Cecil Viridin, drill master of the Los Angeles Fire Department, was used by Miss Crosson during the latter stage of her climb. The set consisted of two oxygen bottles hooked up with control valves which permitted her to get as much or as little oxygen as she needed. To the outlet valve was attached a rubber hose with a pipe stem on the end. Miss Crosson puffed away on the oxygen as one might on a Turkish smoking set.

Joe Nikrent, official timer for the National Aeronautical Association, timed the flight and placed the barograph in the plane.

### GIVES LIFE TO RESCUE WOMAN

J. E. Brooks, for the past nine months an employee in the Santa Fe Springs District, sacrificed his life on May 22 to rescue a woman from drowning at Long Beach. Brooks and a friend, Ed. Bishop, were on the beach when they heard the cries of the woman caught in the surf about a hundred yards from shore. Brooks immediately went to her assistance and after a desperate struggle succeeded in bringing her to shore where he collapsed from a heart attack. He died a few hours later in the Artesia Hospital.

Although he had been with the company a comparatively short time Brooks was very popular in his district. He was 27 years of age.

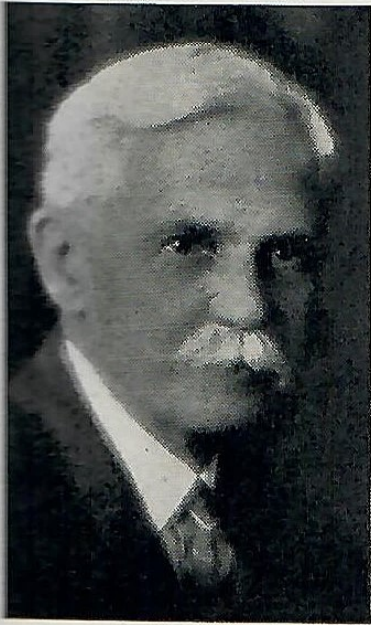


### FIFTH FLOOR GIVES LUNCHEON FOR MAJOR AND ROD BURNHAM

*The Field, Land, Geological and Right of Way Departments turned out in force at the luncheon given for Maj. Frederick R. Burnham and his son Rod, manager of Lands of the Union Oil Company, just prior to their departure for Africa. Major Burnham is shown standing at the center table. Rod is the third from the extreme left.*

**VETERAN EMPLOYEE PASSES**

L. B. Moore, for twenty-one years an employee in the Comptroller's Department

**L. B. MOORE**

of the Union Oil Company, died at his home a few weeks ago following an illness of several months. His passing is mourned by many friends throughout the company. Mr. Moore joined the company as a clerk in the Comptroller's Department Jan. 1, 1908 and remained in that department throughout the period of his employment. In January, 1917, he was made chief of the Drum and Barrel Division, which position he occupied until the division was disbanded, July 1, 1927, at which time he was transferred to the Station Accounts Division. He died March 29, last.

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**APRIL PRODUCTION DECLINES**

According to figures collected by the American Petroleum Institute, Pacific Coast Office, the total production of Crude Oil in California for April amounted to 23,295,060 barrels, an average of 776,502 barrels per day. This is a decrease of 8,167 barrels per day under March production.

Total stocks of crude and all products in Pacific Coast territory increased during the month 3,351,333 barrels. The total stocks at the end of the month were 155,381,291 barrels. The total stock increase for 1929 up to April 30th, was 15,380,397 barrels.

Seventy-seven wells were completed during the month with an initial daily production of 103,048 barrels, compared with 81 wells completed during March with an initial production of 81,046 barrels.

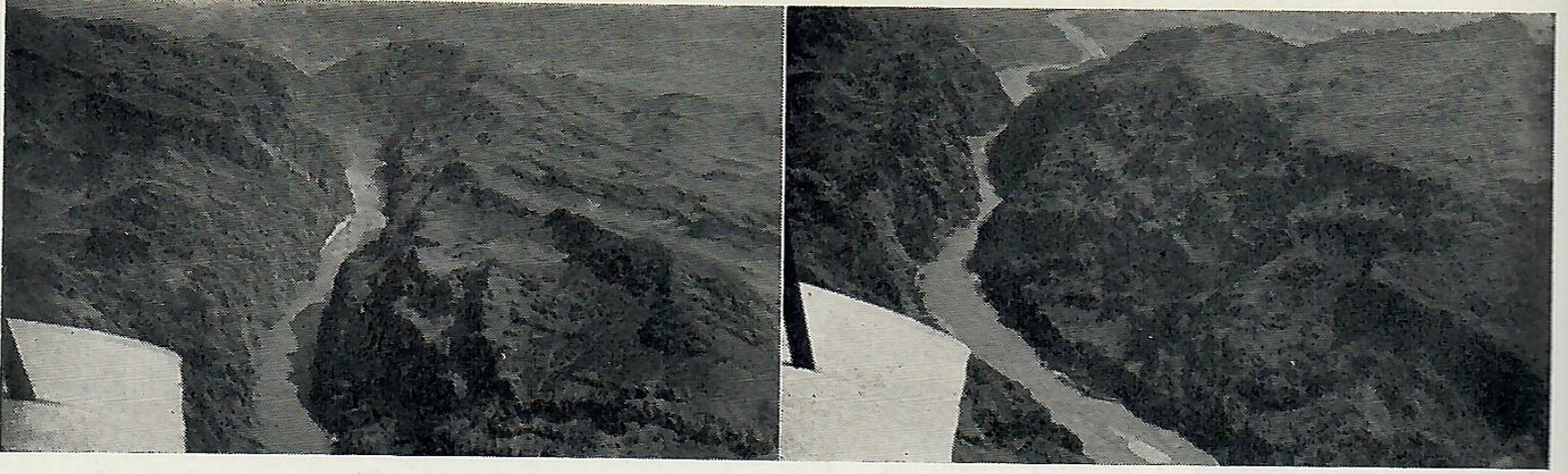
**BELL NO. 40 COMPLETED**

Bell No. 40 at Santa Fe Springs, brought in from the Nordstrom zone at 5405 feet with a flow of 1400 barrels a day, was the only completion during May.

**UNION ASPHALT USED ON JAPANESE RAILWAY JOB**

The Imperial Japanese Railway is overcoming heavy traffic problems by elevating its tracks through densely populated cities. The above air view by the Osaka Mainichi shows a section of the four-track ferro-concrete elevated line, half completed, which runs through the city of Kobe.

Construction work on this project was started three years ago and when finished in 1931 the length of the elevated line will be seven miles. The railway engineers selected Union Asphalt as the damp proofing for the entire construction.



### UP IN THE AIR BY TWO DAM SITES

*The dam that dams the Colorado River is likely to be built at either of the two dam sites shown above, photographed from the air during a recent trip of a representative of the aviation department to Arizona. At the left is Black Canyon and on the right is Boulder Canyon.*

### ELECTRIC DRILL FOR WILDCAT

The usual method of drilling by steam power will be deviated from in drilling two of the company's new wildcat wells, Page No. 1, near King City in Monterey County, and Linus Buell No. 1 on the Buell ranch, fourteen miles west of the Lompoc field in San Luis Obispo County. Due to the scarcity of water and the difficulty of getting in large quantities of fuel oil. Page No. 1 is to be drilled by gas engine and Buell No. 1 by electricity. The equipment from one of the Lawndale wells has been moved to the Buell lease. To serve Buell No. 1 a power line has been brought in across country for a distance of about twenty miles.

### BOY MODELERS GET AIR RIDE

Charles Robbins, winner of the airplane model building contest held at Thomas Starr King Junior High School, and Anthony Vergilio, winner of the flying plane contest held at the same school, had the biggest thrill of their lives last month when they were taken on an airplane ride to Long Beach municipal field from the Aero Corporation's airport in Los Angeles by Warren E. Carey, Southern Division aviation representative. The ride in the Union Oil plane was the prize awarded the winners of the airplane building contest.

### MANY ATTEND VANCOUVER DANCE

One hundred and fifty employees of the Union Oil Company of Canada, Ltd., and their friends in the Vancouver district, attended a dance held at Vancouver, B. C., May 9. Several employees of the company from the northern division also attended the affair.

### BAY DISTRICT TO PICNIC

The employees of the company in the San Francisco Bay District will hold their second annual picnic at Neptune Beach, Alameda, Saturday, June 29. While the Bay District employees are staging the affair they want it understood that it is not an exclusive party and that any member of the company and his friends are invited to attend.



### UNION TRUCK ACCOMPANIES ARMY PLANES ON MANEUVERS

*The Union Oil Company was called upon to supply gasoline for the planes of the 91st Squadron during the recent maneuvers at Mather Field. Four of the Douglas observation and light bombing planes are shown on the line preparatory to taking on gasoline from a Union truck. The 91st Squadron is regularly stationed at Crissy Field and is commanded by Lieut. Col. Jerry Brandt.*

## Union Oil Girl Soloing Now



### FLIES PLANE AFTER OFFICE HOURS

*Miss Consuelo M. Willard, Spanish interpreter for the Geological and Land Departments of the Union Oil Company, has just completed her hours of solo instruction and is awaiting the arrival of the Department of Commerce inspector to take a test for a private flying license. She is shown above in her flying togs and in the insert you see her as she appears at her desk during office hours.*

# SAFETY IN THE UNION



## CALIFORNIA MOTOR VEHICLE ACT CHANGES

**T**HE motor vehicle act of California is of more than local interest. In addition to its purpose in governing the behavior of more than two and a half million drivers in that State, it has become the pattern for other states to follow in drafting their own regulations. Indeed, the National Motor Vehicle Code, drafted by a committee called together by Mr. Hoover while Secretary of Commerce, follows very closely the California Act.

Safety of the driving public is not entirely a matter of law but no man can drive safely who does not know in general the provisions of the law. For that reason changes made by the last legislature in the Motor Vehicle Act of California are of special interest at this time. Some of the changes are in compliance with the suggested National Code and may therefore coincide with changes to be made in the future in states other than California. The changes have clarified and strengthened the law, giving greater security to the public and making more certain the apprehension, conviction and elimination of the willful and irresponsible minority who are to blame for most traffic casualties.

The more important changes are given in the following analysis. Copies of the Motor Vehicle Act as amended will soon be available and may be had by writing to George F. Prussing, Safety Engineer, Union Oil Company, Los Angeles.

### CHANGE OF ADDRESS

The applicant for or holder of a driver's or chauffeur's license shall notify the Motor Vehicle Division within ten days of any change in his address.

### RESPONSIBILITY FOR MINOR'S NEGLIGENCE

Responsibility for the negligence of a minor is imputed to his parents or guardians or others signing his application for license unless he drives as agent or servant or upon the business of another. Responsibility for the negligence of a minor is imputed to his parents if he is licensed or unlicensed, provided he is driving with their express or implied knowledge and not as an agent, servant or upon the business of another. Application for minor's license must be signed by parents, guardian or employer.

### RENEWAL OF LICENSE

The Division is authorized to cancel operator's licenses which have been outstanding two years or more and to require their renewal. Every operator's license hereafter issued shall expire two years from date of issuance. No fee is to be charged for operator's licenses.

Chauffeur's licenses are issued for the calendar year and the fee is reduced to \$1.

### TRAILERS

It is unlawful to operate a trailer which whips or swerves from side to side.

### R.R. WARNING SIGNALS

It becomes a misdemeanor to fail to stop at a railroad grade crossing if warning of

the approach of a train is given by a human flagman or mechanical device.

### WINDSHIELD STICKERS

Stickers are prohibited on windshield, side wings, side or rear windows, except on the lower seven inch square of the windshield on the side opposite the driver.

### RIGHT OF WAY

"The driver of a vehicle approaching an intersection shall yield the right of way to a vehicle which has entered the intersection. When two vehicles enter an intersection at the same time the driver of the vehicle on the left shall yield to the driver on the right."

The driver of a vehicle within an intersection intending to turn to the left shall yield to any vehicle approaching from the opposite direction which is within the intersection, or so close thereto as to constitute an immediate hazard, but such driver having so yielded and having given the signal when and as directed by law, may make such left turn and other vehicles approaching the intersection from said opposite direction shall yield to the driver making the left turn.

"The driver of any vehicle who has come to a stop as required by law at the entrance to a through highway shall yield to other vehicles within the intersection or approaching so closely from the left as to constitute an immediate hazard, but said driver having so yielded may proceed and other vehicles approaching the intersection from the left or right shall yield to the vehicle so proceeding into or across the through highway."



### RECKLESS DRIVING

"Any person who drives any vehicle upon a highway in so negligent a manner as to indicate either a willful or wanton disregard of the safety of persons or property shall be guilty of reckless driving and upon conviction shall be punished by imprisonment in the county jail for a period of not less than five days nor more than ninety days, or by a fine of not less than \$25 nor more than \$250, or by both such fine and imprisonment."

### OVERTAKING AND PASSING

"The overtaking vehicle may be driven on the left side of the highway if such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be made in safety and providing that such overtaking vehicle shall return to the right side of the highway before coming within 100 feet of any vehicle approaching from the opposite direction."

### PASSING STREET CARS

Regulation of motor vehicles with respect to street cars is taken out of the hands of the municipalities and made uniform through a new section of the vehicle act. Vehicles overtaking railway, interurban or street cars stopped or about to stop for the purpose of receiving or discharging passengers, shall stop unless there is an established safety zone upon the highway or traffic is controlled by signals or officer. In no event shall a vehicle pass a street car stopped to receive or discharge passengers at a speed greater than ten miles an hour and with due caution for the safety of pedestrians.

### OVERTAKING AND PASSING SCHOOL BUS

Vehicles must come to a stop immediately before passing a school bus which is stopped on the highway for the purpose of receiving or discharging school children but may then proceed past such school bus at a speed not greater than is reasonable or proper and in no event greater than ten miles an hour and with due caution for the safety of pedestrians.

### PEDESTRIANS ON HIGHWAY

Based on the marked reduction of accidents to children using the highways, following their instruction to walk on the left instead of the right side, the law has been amended to make it unlawful for any pedestrian to walk along and upon any highway outside of a business or residence district otherwise than close to the left hand edge of the highway.

### OFFENSES BY OWNERS

Those in control of motor vehicles are held liable if they require or permit the driver of such vehicle to disobey the motor vehicle act with respect to excess weight carried, or other provision.

## HOW'RE YOUR BRAKES



### BRAKES

Brakes must be capable of stopping the vehicle on substantially level dry asphalt or concrete pavement within the distances set forth in the following table:

At 10 miles per hour	.....	9.3 feet
At 15 miles per hour	.....	20.8 feet
At 20 miles per hour	.....	37.0 feet
At 25 miles per hour	.....	58.0 feet
At 30 miles per hour	.....	83.3 feet

### OWNERS' RESPONSIBILITY

Within certain limitations, the responsibility for the acts of a driver are imputed to the owner of the vehicle with whose express or implied permission it is driven. Where a car is sold upon conditional sales contract with right of possession in the purchaser, then for the purpose of this portion of the act, the purchaser and not the vendor is considered the owner.

### DUTY IN ACCIDENTS

Heretofore, failure to stop and render aid in the event of an accident has been declared a felony. The amendment declares it a felony to fail to stop and render aid when an accident results in injury or death to any person. Failure to stop and render aid when the accident results in property damage only, is declared a misdemeanor.

### RAILWAY CROSSINGS STOPS

School buses, vehicles carrying passengers for hire, motor trucks carrying explosives or flammable liquids are required to stop at grade crossings except where automatic devices, flagmen or gates are located, and the amendment provides that the stop shall be made even where such automatic devices, flagmen or gates are located unless they indicate that the tracks are clear and safe for crossing, during the hours when such flagmen, gates or automatic devices are on duty or in operation.

# CALIFORNIA OIL STATISTICS, APRIL, 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		
		Apr., 1929	Mar., 1929	Apr., 1928
Kern River.....	481,746	16,058	15,690	9,782
Mount Poso.....	1,529	51	33	19
Fruitvale.....	7,050	235	347	.....
Round Mountain.....	1,164	38	65	113
McKittrick.....	146,244	4,875	4,879	5,031
Midway-Sunset.....	2,106,721	70,224	71,330	73,100
Elk Hills.....	555,536	18,518	18,462	23,627
Lost Hills-Belridge.....	133,021	4,434	4,473	4,052
Coalinga.....	297,592	9,919	10,014	10,781
Kettleman Hills.....	114,237	3,808	3,442	.....
Wheeler Ridge.....	22,019	734	731	878
Watsonville.....	1,825	61	62	57
Santa Maria.....	144,730	4,824	4,712	6,202
Summerland.....	3,615	121	120	125
Elwood-Goleta.....	857,740	28,591	25,819	154
Rincon.....	97,434	3,248	3,508	1,945
Ventura Avenue.....	1,660,666	55,356	54,114	51,127
Ventura-Newhall.....	155,208	5,174	5,455	5,682
Los Angeles-Salt Lake.....	44,990	1,500	1,404	1,608
Whittier.....	45,753	1,525	1,624	1,698
Fullerton (Brea Olinda).....	395,605	13,187	13,408	16,125
Coyote.....	343,626	11,454	12,186	13,579
Santa Fe Springs.....	4,749,940	158,331	170,171	36,897
Montebello.....	325,758	10,859	10,994	12,513
Richfield.....	478,996	15,967	16,866	19,458
Huntington Beach.....	1,342,491	44,748	46,127	54,415
Long Beach.....	5,703,055	190,102	187,605	153,706
Torrance.....	435,147	14,505	14,338	18,745
Dominguez.....	322,241	10,741	10,962	12,664
Rosecrans.....	192,105	6,404	6,843	6,568
Inglewood.....	742,326	24,744	25,517	29,761
Newport.....	1,200	40	68	7
Seal Beach.....	1,339,792	44,660	41,778	38,852
Potrero.....	20,750	692	722	72
Lawndale.....	23,208	774	800	.....
<b>TOTAL.....</b>	<b>23,295,060</b>	<b>776,502</b>	<b>784,669</b>	<b>609,357</b>
March.....	24,324,729	784,669		
Decrease.....	1,029,669	8,167		

### STOCKS

	Apr. 30, 1929	Mar. 31, 1929	Apr. Stock Increases	Apr. 30, 1928
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel.....	101,900,145	101,981,165	*81,020	95,398,358
Refinable Crude, 20° A.P.I. and lighter.....	27,766,755	25,172,456	2,594,299	19,685,626
Gasoline.....	14,113,736	13,310,923	802,813	14,734,542
Naphtha Distillates.....	1,933,402	1,970,157	*36,755	1,778,981
All Other Stocks.....	9,667,253	9,595,257	71,996	9,122,113
<b>TOTAL ALL STOCKS.....</b>	<b>155,381,291</b>	<b>152,029,958</b>	<b>3,351,333</b>	<b>140,719,628</b>

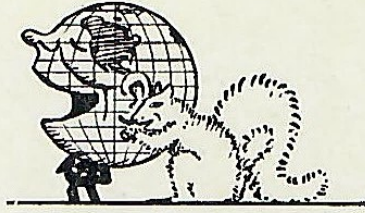
\*Decrease.

### DEVELOPMENT

	New Rigs Up	Active Drill- ing	Com- pleted	Daily Initial Output	Active Pro- ducing	Abandoned Wells Drill- ers	Pro- ducers
Kern River.....	6	4	3	1,150	1,132	1	2
Mount Poso.....	5	5	5	931	2	1	.....
Fruitvale.....	2	3	3	1,000	3	.....	.....
Round Mountain.....	2	5	.....	.....	2	.....	.....
McKittrick.....	.....	.....	.....	.....	286	1	.....
Midway-Sunset.....	13	24	5	2,306	2,288	1	14
Elk Hills.....	.....	1	.....	.....	210	.....	1
Lost Hills-Belridge.....	1	4	4	145	326	1	4
Coalinga.....	.....	.....	.....	.....	769	.....	1
Kettleman Hills.....	11	23	.....	.....	1	.....	.....
Wheeler Ridge.....	.....	.....	.....	.....	34	.....	.....
Watsonville.....	.....	.....	.....	.....	6	.....	.....
Santa Maria.....	2	4	1	200	229	.....	.....
Summerland.....	3	3	.....	.....	89	.....	.....
Elwood-Goleta.....	2	3	2	6,511	11	2	.....
Rincon.....	1	5	3	575	29	3	.....
Ventura Avenue.....	4	42	5	10,983	161	.....	.....
Ventura-Newhall.....	1	26	.....	.....	505	.....	.....
Los Angeles-Salt Lake.....	.....	.....	.....	.....	315	.....	.....
Whittier.....	.....	.....	.....	.....	161	1	.....
Fullerton.....	.....	4	1	435	373	1	.....
Coyote.....	.....	3	.....	.....	205	.....	.....
Santa Fe Springs.....	43	169	15	50,789	395	1	9
Montebello.....	2	2	.....	.....	172	.....	.....
Richfield.....	1	8	2	645	271	.....	1
Huntington Beach.....	2	7	2	475	560	.....	.....
Long Beach.....	17	88	22	24,218	926	.....	1
Torrance.....	.....	.....	.....	.....	598	.....	.....
Dominguez.....	1	1	.....	.....	72	.....	.....
Rosecrans.....	1	4	1	80	101	.....	.....
Inglewood.....	.....	.....	1	735	223	.....	.....
Newport.....	.....	1	.....	.....	4	.....	.....
Seal Beach.....	.....	6	1	1,545	139	.....	3
Potrero.....	3	4	.....	.....	3	1	.....
Lawndale.....	5	22	1	325	3	6	.....
Miscellaneous Drilling.....	14	141	.....	.....	.....	11	.....
April.....	142	612	77	103,048	10,604	31	45
March.....	112	649	81	81,046	10,593	27	34
Increase.....	30	*37	*4	22,002	11	4	11

\*Decrease.

# REFINED AND CRUDE



The age of convention has passed. You can use any old fork for your salad now-a-days, and still remain a member of decent society.

\* \* \*

Ancient institutions and customs that have long been held eternal and unchangeable, are being ruthlessly altered to conform to the modern idea.

\* \* \*

*And the strange thing is that the changes are not altogether material. In fact many of them are decidedly aesthetic.*

\* \* \*

For instance, although golf and tennis balls have lately been colored to give greater visibility, and gasoline has been colored for the purpose of distinguishing different varieties; the coloring of automobiles, ladies dresses and straw hats is merely an appeal to the artistic taste of the individual.

\* \* \*

And we have no doubt that eventually gasoline will be marketed in a wide choice of colors for the same reason.

\* \* \*

*Speaking of straw hats, those who still cling to the old felt will find a severe rebuke in the fact that even a drowning man has enough sense to clutch at a straw.*

\* \* \*

We have always heard that the financial wizards regard the talkies as a sound investment, but Hugh Matier warns us that this may be only hear-say.

\* \* \*

The old 'this means you' warning had a sort of intimidating effect that sometimes defeated its own purpose, and there is no doubt that a polite, nicely worded request has a much greater potency. The following sign is an excellent example of politeness in safety notices:

**KINDLY KEEP YOUR HANDS  
OFF THIS WIRE  
IT CARRIES 20,000 VOLTS  
THANK YOU.**

\* \* \*

*You should never overlook the little things. Even a tiny seed may raise cane.*

\* \* \*

And when you are inclined to feel that the world is treating you harshly, picture the plight of the poor fellow whose son was out playing marbles with his glass eye, just when he needed it to look for work.

*Diner: I can't eat this stuff. Call the manager.*

*Waiter: It's no use. He won't eat it either.*  
—Texas Ranger.

\* \* \*

After all things haven't changed so very much. We have just read of a Greek maiden who sat up all night listening to a lyre.

\* \* \*

**By the way, when you have trouble deciding which is the lesser of two evils, choose the good looking one.**

\* \* \*

*And remember only an adept swordsman should attempt to lead a dual life.*

\* \* \*

One of the boys out in the field fainted the other day and when the doctor brought him to, he drank both of them.

\* \* \*

Those who saw Charlie Woods panting down the stretch, during the fat man's race at the Valley picnic, will be interested to learn that Charlie actually did win a race not so long ago. On that glorious occasion he got off to a good start, and ran up a narrow alley, so that nobody could pass him.

\* \* \*

*In the apple diving contest Charlie didn't even make a core test.*

\* \* \*

Lafe Todd had no trouble winning this event—for divers reasons.

\* \* \*

**"I'm going to call my garage 'The Half Way Inn'."**

**"Why."**

**"Because that's the way my wife parks the car."—Judge.**

\* \* \*

*We have just received information to the effect that an attempt was made to try out the blindfold test in Scotland, but it was an absolute failure. Several carloads of cigarettes were consumed without arriving at any decision.*

\* \* \*

Then there was the Scotchman who developed a boil on the back of his neck and immediately consulted a free-lance doctor.

\* \* \*

**If you think all men are born free, you have never received a doctor's bill covering the job.**

\* \* \*

*And after all that, you are bound to admit it takes brayin's to write this stuff.*

