

An impressionistic oil painting of a landscape. The scene is dominated by a wide river in the foreground and middle ground, with several small boats or structures on the water. The background features rolling hills and mountains under a hazy, overcast sky. The brushwork is visible and expressive, with a rich palette of greens, blues, browns, and greys. The overall mood is atmospheric and somewhat somber.

UNION  
OIL  
BULLETIN

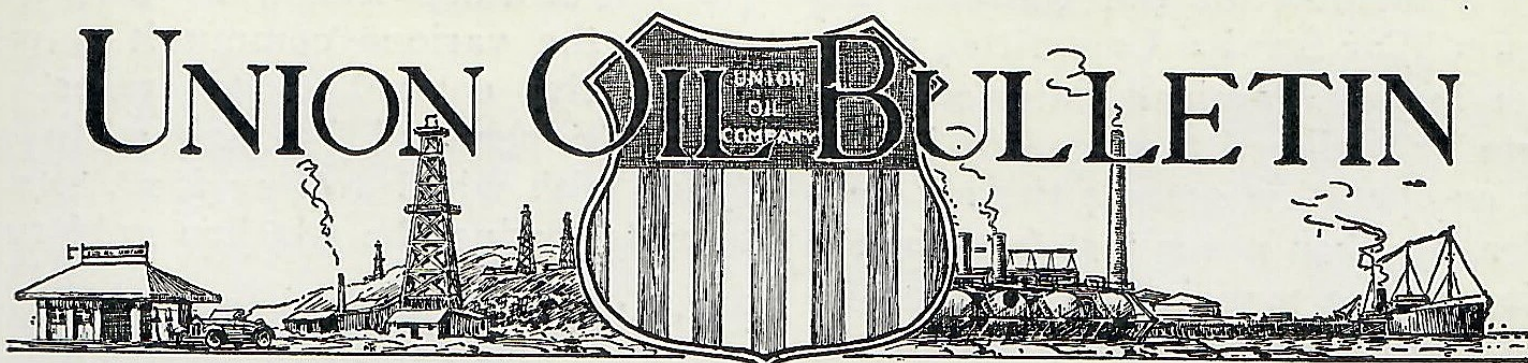
JULY 1929



### *Long Service Honored*

*W. L. Stewart, president of the Union Oil Company since 1914, was presented with a diamond for his service pin last month on completion of thirty-five years with the company.*

# UNION OIL BULLETIN



## EXECUTIVE COMMITTEE\* AND OFFICIALS

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

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

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

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

VOLUME IX

JULY

BULLETIN No. 7

## Mr. Clark Resigns Executive Post

**A**FTER serving the Union Oil Company for nineteen years in a managerial and executive capacity, E. W. Clark last month resigned as executive vice president to shift the strenuous details involved in directing the operations of this steadily expanding company to younger shoulders, and to gain time to look after his personal affairs and enjoy the fruits of a business career extending over more than a half century.

His resignation, however, will not terminate his contact with the company. He still remains a member of the Executive Committee and the Board of Directors and in that capacity will continue to give his attention to company affairs.

L. P. St. Clair, who has been a member of the Board of Directors since February, 1920, and vice president in charge of the Production Group for the last eighteen months, has been elected to succeed Mr. Clark, and Vice Presi-

dent P. N. Boggs, who for the past year has been in charge of the Distribution Group, has been assigned to the post formerly held by Mr. St. Clair. Vice President R. D. Matthews in turn has been assigned as the new head of the Distribution Group and Director W. L. Stewart, Jr., placed in charge of the Manufacturing Group, which was formerly under Mr. Matthews' supervision.

In the nineteen years Mr. Clark has been identified with the oil industry he has won recognition accorded few oil men in the United States. He has twice served as president of the American Petroleum Institute, holding office during 1927 and 1928. He represented the oil interests of the Pacific Coast on the National Petroleum War Service Committee, and as one of its members assisted in the organization of the American Petroleum Institute, when the work of the Committee was terminated by the ending of hostilities.

As a member of the National Petroleum War Service Committee and a leader in the American Petroleum Institute he visioned the need of intelligent co-operation among the oil companies, and has never lost faith in the ability of the men in the industry to solve their own problems, nor in the sincerity of their desire to protect the best interests of the country as a whole.

Mr. Clark has at times in the past been termed the "Sphinx of the Oil Industry." As far as his public utterances have been concerned such a title might be warranted, but he is quite the opposite at heart. He is democratic and like most silent men the depth and warmth of his feelings have been expressed in actions rather than words. He has shunned publicity quite as religiously as has President Stewart with whom he has worked so closely since entering the service of the company. Both are the soft-spoken, hard-thinking type of executive of whom the public hears little, but whose accomplishments speak for themselves.

Mr. Clark is one of the West's pioneer railroad men. The country on the western slopes of the Rockies was still in a raw state of development when he arrived in Nevada from New Hampshire in 1876. He arrived as many a youth has arrived West, with funds all but exhausted, but confident of his ability to win his way to success. Nevada at the time was in the throes of its early mining development. For a period of twelve years he engaged in mining, railroad and merchandising enterprises and at the end of that time determined upon a railroad career.

He left the mining state in 1888 for the Northwest. For the next nine years, during which he worked for the Great Northern, Northern Pacific and Oregon Improvement Co., he made Seattle, Port Townsend, Anacortes, Olympia and Tacoma his stamping grounds. He saw the Northwest during that period

rise out of a depression, in which leaders in the various communities were frequently compelled to resort to pawning personal belongings to get funds with which to buy food, to new heights during the Alaskan gold rush.

In 1897 he left Seattle to become manager of the Pacific Coast Railway's line operating between tide water at San Luis Obispo to Los Olivos. In 1910 he was prevailed upon to resign from the Pacific Coast Railway to take over the management of the Producers' Pipe Line, operated by the Union Oil Company, which extended through the San Joaquin Valley fields to San Luis Obispo. April 16, 1914, he was elected manager of transportation and the same month was elected a director and vice president of the company. His election as general manager followed two years later and at a meeting of the Board of Directors, March 1, 1921, he was elected executive vice president.

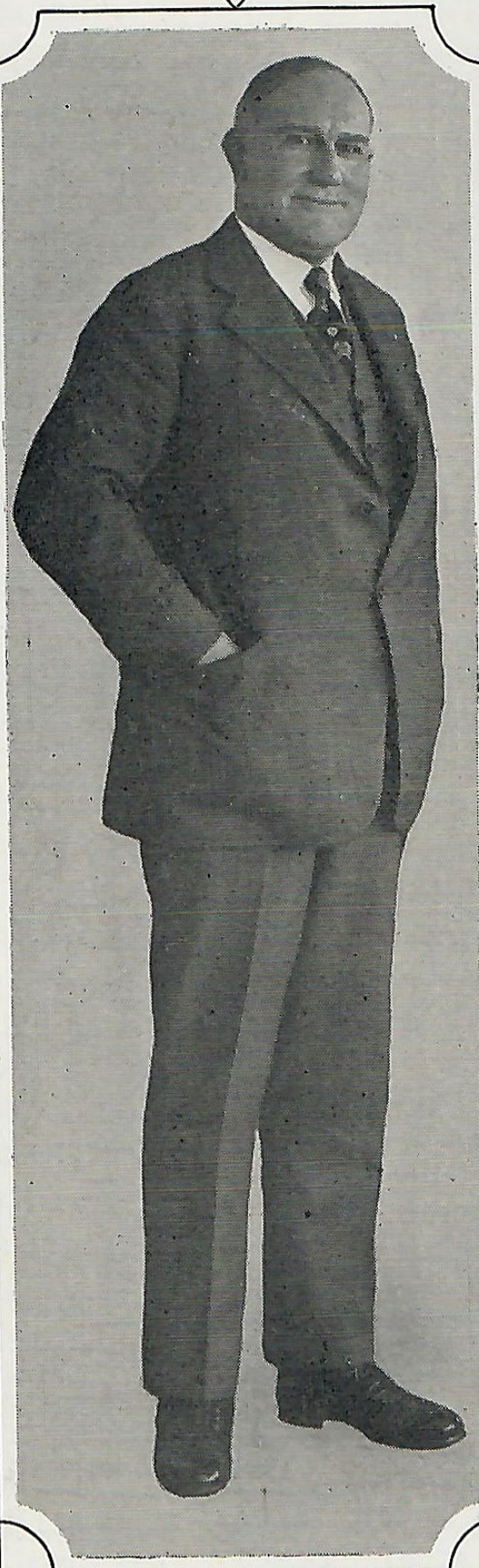
From 1876, when he first entered the boisterous, bustling borders of Nevada to the present date, Mr. Clark's business career has been one of continuous action. He kept so close to his work that it was forty-one years after he had arrived in Nevada before he was again able to find time to go East, and his return to the Atlantic Coast then was in response to his country's call to serve on the National Petroleum War Service Committee, the headquarters of which were in Washington, D. C. His rugged New England constitution has stood up well under the wear and tear of executive duties, but Mr. Clark now welcomes the opportunity to step from the "firing line" into the background and take his place among the company's counsellors, rather than remain among its active workers. He takes with him in his retirement the affection and best wishes of the men who have worked with and under him and the esteem of a multitude of friends throughout the oil industry.



R. D. MATTHEWS  
Vice President  
In charge of Distribution Group



E. W. CLARK  
Retiring Executive Vice President



L. P. ST. CLAIR  
Executive Vice President



W. L. STEWART JR  
Director of Manufacturing Group



P. N. BOGGS - Vice President  
In charge of Production Group

## First 35-Year Pin Awarded

THE first diamond to emblazon a service pin of an employee of the Union Oil Company today shines forth from the torch in the emblem worn by W. L. Stewart, the company's president since 1914 and its oldest employee from the standpoint of service.

The pin, studded with four rubies and the diamond, was presented to Mr. Stewart at a meeting of the Board of Directors, June 24th, on the completion of his thirty-fifth year in the employ of the company. The presentation was made by E. W. Clark, who pointed out that only three other men in the company, Vice President W. W. Orcutt, F. F. Hill, Manager of the Field Department and C. O. Dahlgren, now on the pension list, have records of continuous service approaching that of Mr. Stewart's. They are all thirty-year men. Mr. Clark also called the attention of the directors to the fact that there are now eleven employees of the company who wear twenty-five-year pins; 92 who wear twenty-year pins; 300, fifteen-year pins and 895, ten-year pins.

While Mr. Stewart's continuous service with the company dates back to 1894, the early records show that he spent several summers, while attending the University of California, working for the company. His first summer vacation job was as a roustabout in the Little Sespe Canyon in 1889. Chester W. Brown, Director of Exploration and Production, who was employed by the Hardison & Stewart Oil Company at the time, recalls that he and Mr. Stewart were put to work tearing down some old rigs that were being moved from the foot of the hill in Little Sespe to Tar Creek. A fourteen-year break in Mr. Brown's service with the company, during which he engaged in oil and mining enterprises in Peru, prevents him from being officially carried on the roster with the

company's oldest employees, but of all the men on the company's payroll today, he is the only one who drew a pay check ahead of Mr. Stewart.

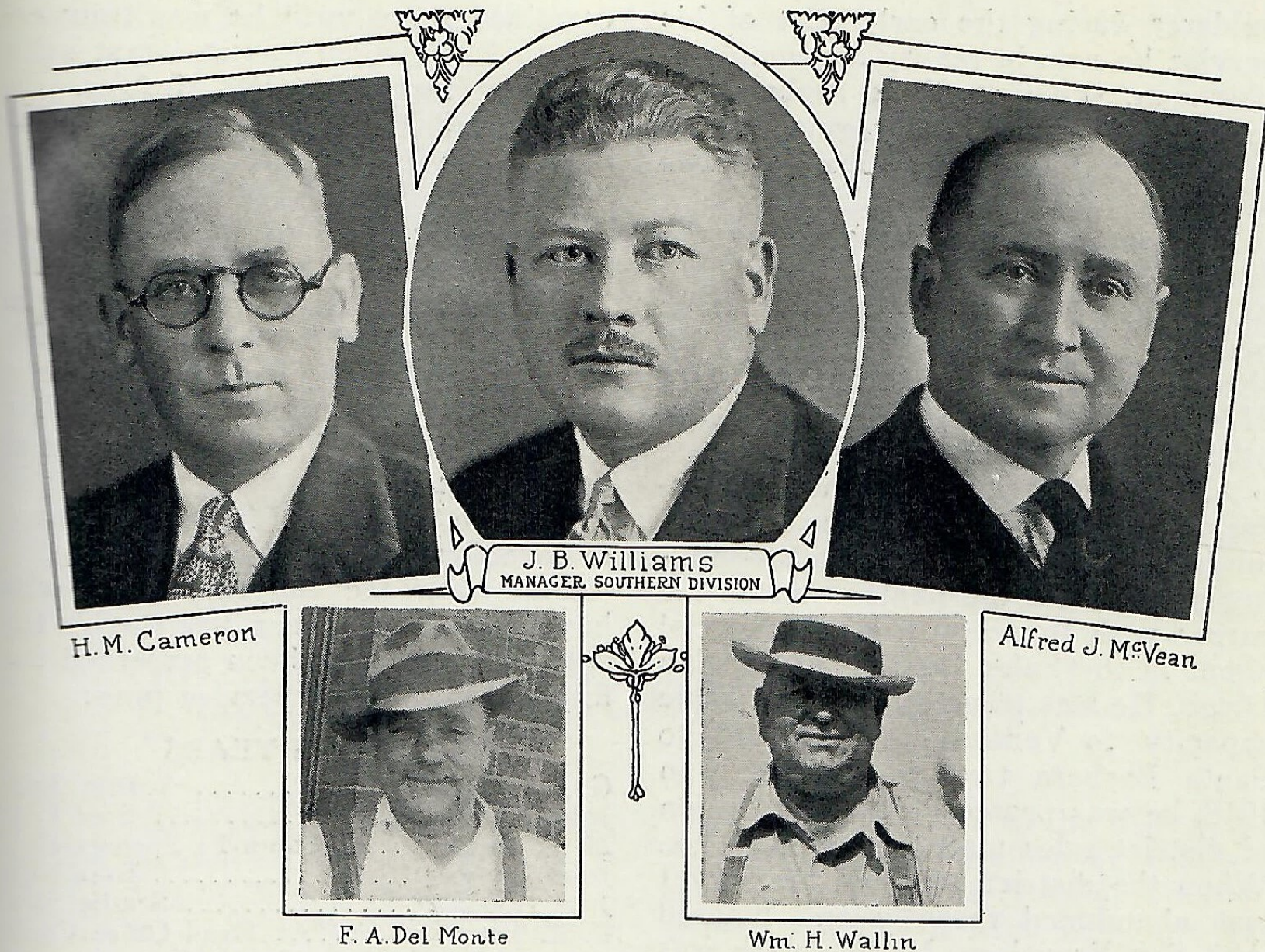
During June, in addition to the diamond presented Mr. Stewart for his shield, service pins were awarded to forty-nine employees upon the completion of their first ten years with the company; sixteen received their first ruby; four their second and one his third.

William H. "Bill" Wallin, driller at Huntington Beach, whose employment dates back to 1904, when he went to work as a tool dresser on La Purisima No. 2 in the Lompoc field, was the one who had the third ruby added to his pin, significant of twenty-five years of continuous service. His connection with the oil business, however, dates back to 1894 when he started driving a team and pulling wells in the Los Angeles field. Five years later he went to Bakersfield and then back to Los Angeles field. For two years, 1902 to 1904 he deserted the oil fields to drill water wells in New Mexico and Arizona. At the end of that time he joined the ranks of the Union Oil Company at Lompoc.

He became a driller after three years of tool pushing, and remained at Lompoc until 1917, when he was transferred to Orcutt. Five years later he was sent to Brea, and has been in the Orange Division since that time.

"Bill" has witnessed the rise of the field department of the company to a vast complicated organization, with men specializing in various phases of oil well drilling and production.

"In the old days," he remarked on receiving his pin, "Frank Hill would drive a stake where the well was to be drilled. Jack Reed and I would build



H. M. Cameron

J. B. Williams  
MANAGER, SOUTHERN DIVISION

Alfred J. McVean

F. A. Del Monte

Wm. H. Wallin

the rig, drill the hole, erect the tanks and put the well on production."

Under the direction of Frank Hill, "Bill" helped with the cementing of Hill No. 4, at Lompoc, the first well in the state in which cement was used to shut off water from the producing zones. It marked a new era in oil well drilling and is considered one of the most important pioneer discoveries made in oil well drilling.

One of "Bill's" three sons, John, 22 years of age, is following in his footsteps. John is now roughnecking for the Union Oil Company.

The four twenty-year men who received the second ruby for their service pins are H. M. Cameron, chief clerk at the Los Angeles refinery; F. A. Del Monte, tinsmith foreman at the Oleum refinery; A. J. McVean, analyst for the manager of the Central Division and J. B. Williams, manager of the Southern Division.

Mr. Cameron entered the service of the Company in May, 1909, in a clerical capacity at the Port San Luis re-

finery. In 1910, he was sent with A. Roy Heise, now manager of the Oleum refinery, to Avila, when the refinery there was put into operation, Mr. Heise going as superintendent and Mr. Cameron as chief clerk. Five years later he was transferred to the Fuel Oil and Asphalt Sales Department in San Francisco. He returned south when the department was transferred to Los Angeles. Later he was shifted to the Crude Oil division and in 1920 was transferred to the refinery at Wilmington as chief clerk.

Frank Del Monte, "Sharkey," as he is known at Oleum, where he has spent the entire period of his employment, is considerably more than tinsmith foreman as far as the personnel at the refinery is concerned: he is one of the firmly fixed institutions, considered just about indispensable.

He started to work as a solderer in April, 1908, and retained that job until September, 1920, when he became a tinsmith and in 1923 was promoted to tinsmith foreman. Though rated as a

solderer during the early part of his service he was in reality a general repair man. When anything broke down in the refinery, if the regular repair man was not available, "Sharkey" was always called upon.

He has the reputation of being the fastest cap solderer in the world, and has hung up some records that have never been touched in any refinery on the Pacific Coast. He once soldered 2124 caps in four hours, and at another time 4068 caps in eight hours.

Alfred John McVean, whose ancestors must have hailed from the lowlands or highlands of Scotlands—judging solely from the name—started his career with the company as a special agent in the Sales Department at San Diego. He was transferred in the same capacity to Ventura in 1914 and to Santa Barbara two years later. In 1918, he was promoted to the position of district sales manager at San Jose. When the district office at that point was abandoned recently and merged with San Francisco, Mr. McVean was transferred to the Division Office, where he now holds the post of analyst.

Mr. McVean came to California in 1905 from Cleveland, Ohio, and for four years prior to joining the sales force of the Union Oil Company was associated in a refinery enterprise in Bakersfield.

J. B. Williams entered the service of the Union Oil Company in Pasadena in 1909 behind a three-horse team that furnished the motive power for a crude oil truck of which he was chief pilot and custodian. Pasadena at that time was a separate district from Los Angeles and its territorial boundaries extended to the eastern border of the state. After a short session on the crude oil truck he was brought into the yard. At the end of three years he was elevated to the rank of salesman and was one of the first to cover the sparsely settled eastern portion of the district.

In 1919, after Pasadena had been made a special agency, he was promoted to the post of special agent, and

remained there until he was transferred to Los Angeles as assistant sales manager under M. W. McAfee. In April, 1928, he was made sales manager of the Los Angeles district when Mr. McAfee was moved north and last fall was promoted to the position of manager of the Southern Division.

Mr. Williams has made his home in Pasadena throughout his service with the Union Oil Company and has been prominently identified with the civic activities of the Crown City, being at one time president of the chamber of commerce. He is still on the board of directors of that organization.

Following are the employees who have completed fifteen years with the company and have been presented the first ruby for their service pins:

#### FIFTEEN YEARS

G. L. Anderson	Seattle Sales
John Critton	Brea Field
M. L. Bowser	Santa Fe Springs Field
John Fladung	Brea Field
J. S. Goodale	Seattle Sales
F. E. Lee	Head Office Credit
Gladys Lindsay	Head Office Executive
A. C. Marshall	Head Office Treasury Dept.
R. W. Martin	Head Office Sales
Wm. H. A. Martindale	Oleum Refinery
A. B. Mason	Asst. Comptroller
R. D. Matthews	Vice President
E. J. Munn	Los Angeles Sales
Katherine Powers	Safety Committee
A. E. Rogers	Oakland Sales
C. S. Stewart	Santa Fe Springs Field

#### TEN YEARS

W. E. Bessonett	Brea Field
H. E. Bowie	Santa Fe Springs Field
C. Brown	Brea Field
W. A. Cariker	Brea Field
Raymond Collins	San Francisco Sales
W. S. Cox	Phoenix Sales
Bernard Cummins	Oleum Refinery
H. L. Dahllof	Marine Department
Baptiste Diharce	Los Angeles Refinery
Geo. S. Foster, Jr.	Santa Fe Springs Field
Margaret Geddes	San Diego Sales
Frank D. Gess, Jr.	Santa Fe Springs Field
Jess Gill	Santa Fe Springs Field
Michael Globe	South America
P. E. Grimstad	Marine Department
W. S. Haller	Los Angeles Refinery
P. L. Hayes	L. A. Lubricating Division
R. Hilton	Santa Fe Springs—Gas
J. H. Insko	Santa Fe Springs Field
Catherine Johnson	Head Office Purchasing
Carl B. Johnson	Santa Fe Springs Field
Leo Keough	L. A. Lubricating Division
Melchior Lehman	Portland Sales



## TEN-YEAR EMPLOYEES—Continued

Geo. D. Leonard .. S. F. Springs Purchasing  
 Dr. James McCullough ... Oleum Refinery  
 A. F. Maier ..... Oleum Refinery  
 B. W. Messer ..... Oleum Refinery  
 C. L. Mitchell ..... Maltha Refinery  
 A. Murphy ..... Seattle Sales  
 C. P. Northrop ... Orcutt Absorption Plant  
 W. R. Palmer ..... Los Angeles Refinery  
 William Perrat ..... Oleum Refinery  
 Anna T. Poore ..... Seattle Sales  
 T. E. Purkiss ..... Santa Fe Springs Gas  
 W. A. Queen ..... Maltha Refinery  
 W. A. Raine ..... Mgr. Research & Dev.

W. P. Reese ..... Los Angeles Refinery  
 C. S. Shepard ..... Brea Field  
 H. D. Sivils ..... Fresno Sales  
 T. J. Stats ..... Oleum Refinery  
 H. C. Stewart ..... L. A. Pipe Line  
 A. W. Stierwalt ..... Los Angeles Refinery  
 L. W. Stone ..... Santa Fe Springs Field  
 C. W. Supler.. Santa Fe Springs Purchasing  
 L. W. Voorhees.. Head Office Manufacturing  
 H. W. Warren ..... Oleum Refinery  
 C. R. Watson ... Canada Sales Construction  
 Robert Weigelt ... Santa Fe Springs Field  
 W. M. Weir ..... Head Office Sales

## Campaign Boosts Oil Sales

**A** MOTOR oil sales campaign carried on in the Northern Division, from April 15 to May 15, under the direction of Division Manager M. W. McAfee resulted in a material increase in the sale of motor oil over the corresponding period of last year.

As an added incentive to the salesmen during the campaign, each of the four districts which took part, Seattle, Portland, Spokane and Vancouver, of-

fered a special prize to the man securing the highest number of points in the district, and the Division offered a prize to the man who made the best record in the four districts. The Division prize was won by A. M. Kincaid of Vancouver, B. C., who was also awarded the Vancouver District prize.

The winners in the other districts were as follows: Seattle, L. E. Brown, Tacoma city salesman; Spokane, A. L. Girts, agent at Tekoa, Wash.;



A. M. KINCAID



A. L. GIRTS



B. H. SCHROEDER



L. E. BROWN

Portland, B. H. Schroeder, agent at Kendall, Ore.

The contest was conducted on a point system; one gallon of oil to a new customer counting two points and a gallon to an old customer as one, and so on up to 250 gallons. Any representative selling five barrels or 250 gallons to a new customer received 600 points and to an old customer, 300 points.

Mr. McAfee reports that each district showed a substantial increase over the same period of last year, which he says was due principally to new business taken on. No price concessions were made, which Mr. McAfee believes shows that a competitive spirit pushing a success-tested product is about all that is required to get results.

## Two Men, Two Horses Started It

**T**WENTY-TWO years ago last month the Oakland sales district started operations with two men, two horses and one wagon. Today as a result of the recent addition of several substations, the rapid growth of cities in the east San Francisco bay district, and the development of contiguous agricultural and industrial centers, the Oakland district has become one of the major sales areas on the Coast.

In June, 1907, when the basis for the present district was first established, the office occupied space in one of the three stalls built for the horses. One man took care of all orders. Six months after the opening, an office and warehouse were built. Lack of storage tanks necessitated gasoline, then the only commodity handled, being pumped directly from the tank car to the delivery wagon. Later the district began handling engine distillate and kerosene, and equipment was increased to four wagons. Use of other petroleum products followed and in January, 1909, a contract to supply the University of California with fuel oil was secured.

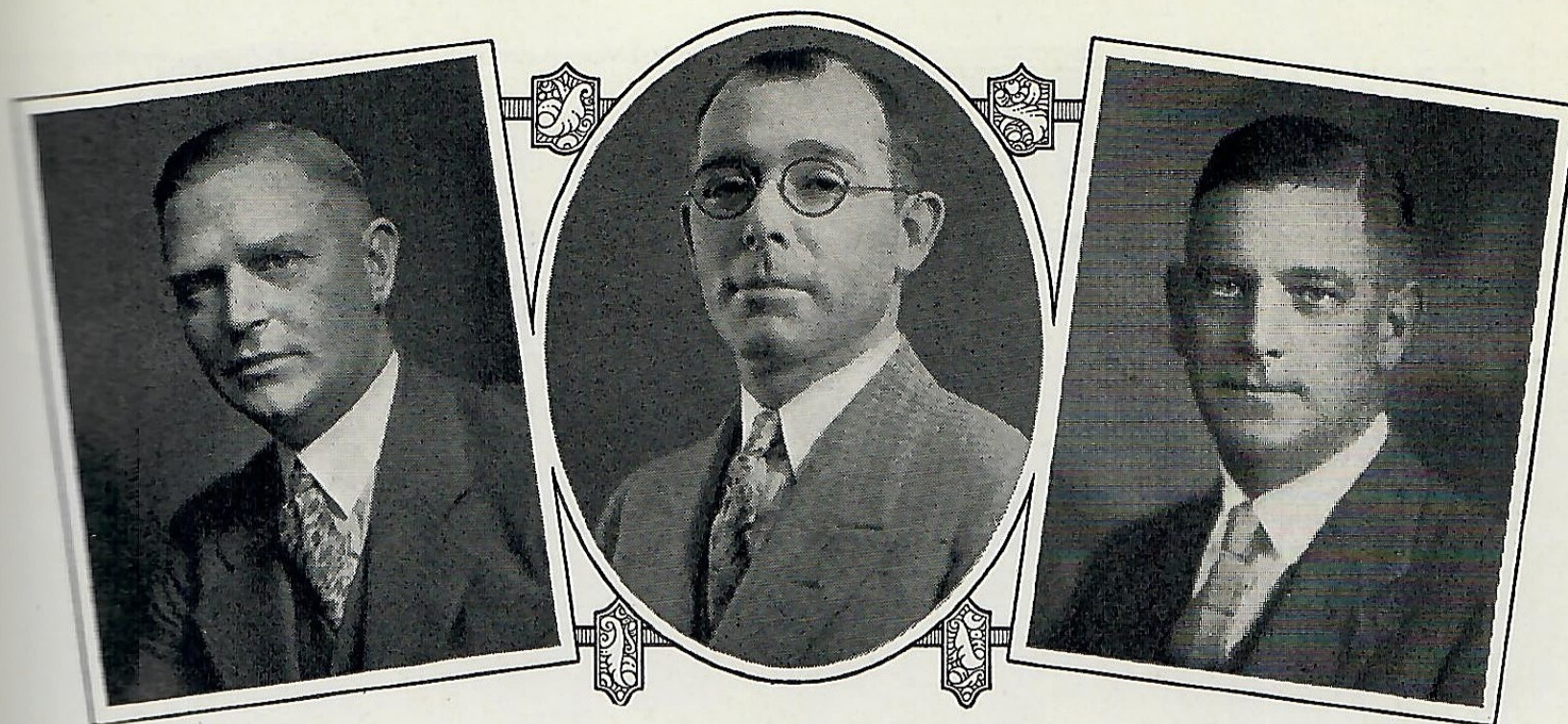
Steady progress forward marked the activity of the district and in 1912 ten wagons and twenty-eight horses were in service. In 1913 the wagons were replaced with trucks. The first one was put into service making deliveries to Hayward, a distance of seventeen miles.

Construction of the first substation at Hayward was completed in 1918. Annexation of the Centerville station from the San Jose district immediately preceded erection of a station at Livermore. This was followed by the substation at Oleum in the latter part of 1925. In the summer of 1927 the Oakland district relieved the San Francisco district of its Pittsburg station and started operation on the Walnut Creek station.

A new distributing plant, erected recently at Powell and Green streets, Emeryville, was made necessary by rapid growth of the district. The plant has a concrete truck garage which houses sixteen trucks and adjoins a tank farm for storage of all Union Oil products. The plant also has two pumping houses and a large loading rack.

On April 1 of this year the Oakland district's operating facilities were further increased by the transfer of the Suisun, Rio Vista, Walnut Grove, Calistoga, Lower Lake, Lakeport, Napa, and M. S. Piru substations from the San Francisco district and Tracy and Byron from Sacramento.

At the head of the Oakland district is F. W. Nevitt, who became district sales manager in June, 1928, succeeding J. H. Dasteel. He came to the Union Oil Company in November, 1914, as a salesman in the San Francisco district. Later he was transferred to the Fresno district and served in



O. C. Nissen

F. W. Nevitt

E. J. Feeley

that territory until January of 1925, when he was appointed assistant to M. W. McAfee, then district sales manager at Fresno. In April, 1927, he was transferred to the Oakland district, as assistant to J. H. Dasteel.

Assistant to Mr. Nevitt is John G. Schmidt, who has been in the Oakland District since September, 1910. Jacob Schachtman, who has been office manager in the Oakland District headoffice for several years, has been in the Oakland territory for the past fourteen years. Joseph F. Gallagher, tank truck superintendent since August of last year, was one of the two men who

opened the district headquarters twenty-two years ago.

In pushing the sales campaign in the district, O. C. Nissen and E. J. Feeley were recently appointed as special agents in charge of substations.

Mr. Nissen was first employed by the company as clerk at Livermore.

E. J. Feeley started as yardman at the Protrero plant in San Francisco late in 1916. Promotions to tank truck salesman, refined oil delivery superintendent, and salesman in charge of the River territory, preceded his appointment as special agent.

## Groceries Lose at Orange Picnic

ON June 1, the Orange District held its third annual barbecue at Irvine Park. The groceries consumed consisted of 2000 pounds of beef, 400 pounds of beans, 500 dozen buns, 250 dozen doughnuts, and 4000 cups of ice cream.

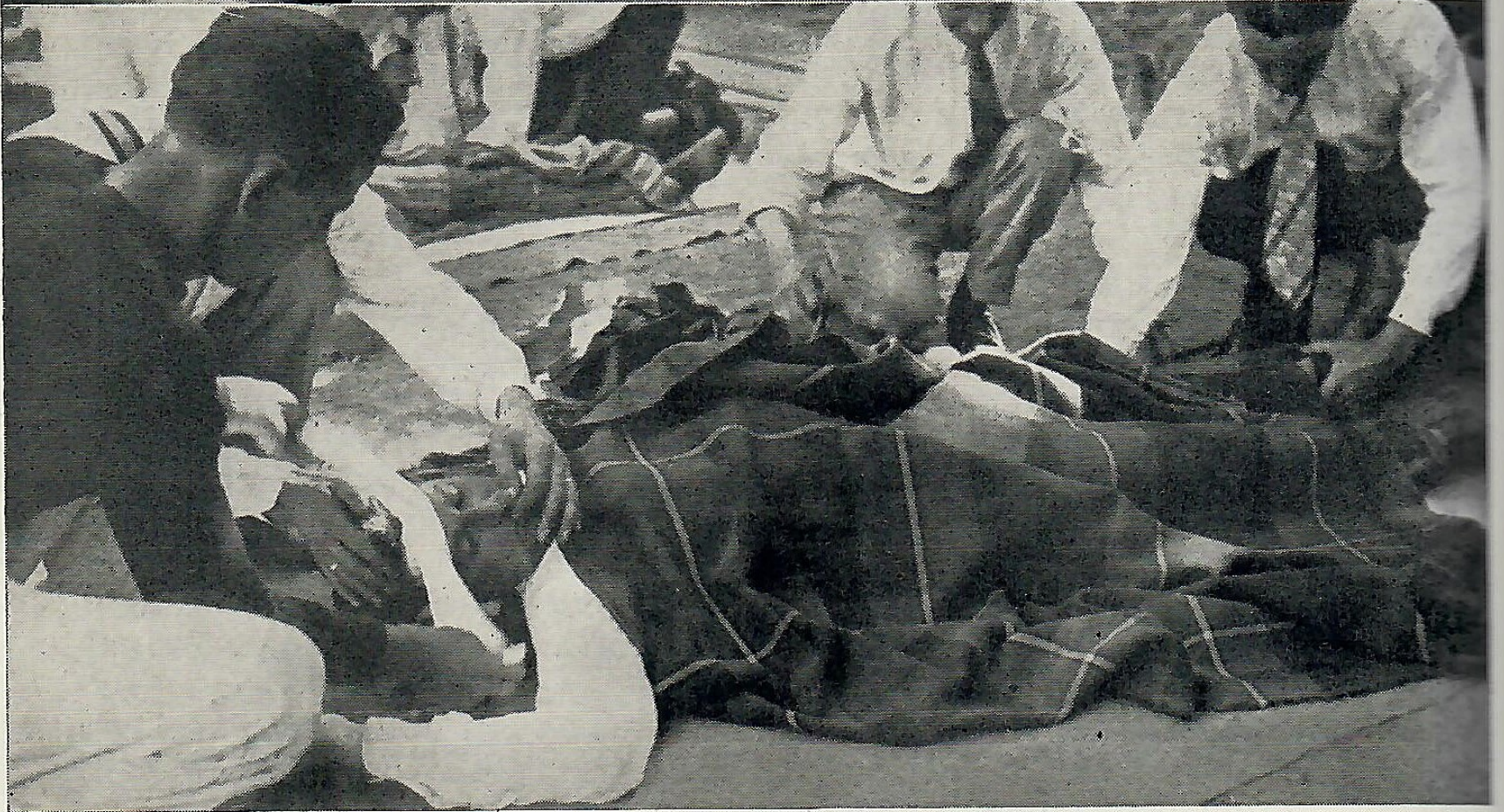
A well arranged sport program was carried out during the afternoon, a featured event of which was the women's rolling pin contest, won by Miss Shores, with a heave of 105 feet. The First Aid contest followed this event. Teams were entered from Dominguez, Santa Fe Springs, and Orange districts. Because of the large number of men who had taken the winter

training course under Mr. Martinson of the Safety Department, the contest drew a large audience. Usual first aid rig equipment was used by the five-man teams. The L. A. Pipe Line team, coached by Jim Post, won the perpetual trophy cup presented by Mr. Prussing of the Safety Department. First Aid kits were given to the Huntington Beach and Richfield teams which tied for second place. Each contestant received a watch fob with the Union Oil and First Aid shields molded together.

For a time it looked as though the Orange District team was in for a bath in the tug o' war battle with Santa

### SCENES AT ORANGE DIVISION PICNIC

*In the circle at the right are A. H. Brown, drilling superintendent, and F. W. Lake, production superintendent, twin leaders of the division. Below—the first aid teams waiting for the bell to patch up their victims and a close-up of the Dominguez team in action.*



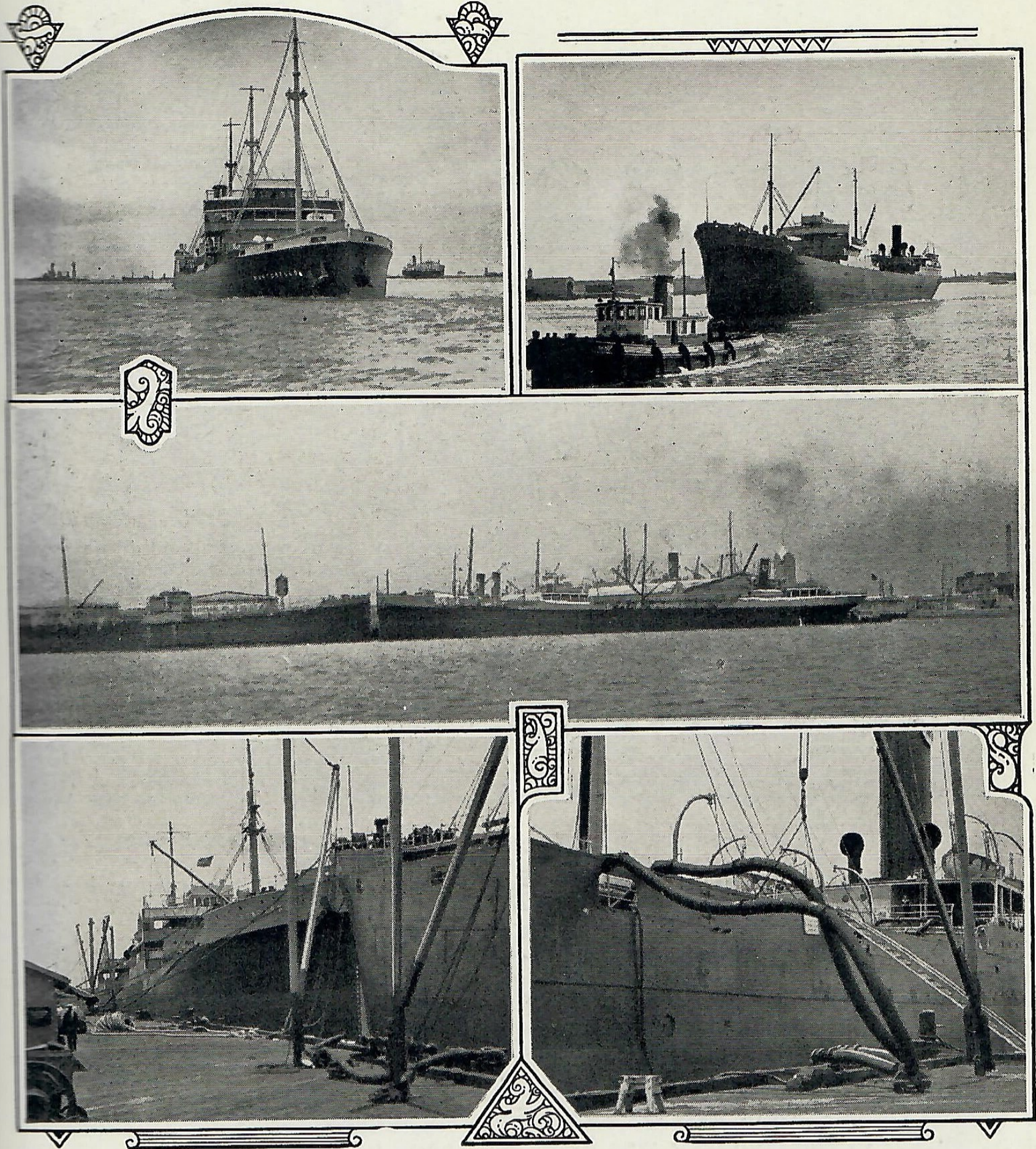
Fe Springs. The contest was held over a sump. Only a desperate last minute stand prevented the Orange men being pulled into it.

A close and well played baseball game between Dominguez and Orange District for championship honors closed the sports program. Orange walked off with the bacon behind Sut-

phen's high class pitching, and were given a silver cup by the Kobe Pipe Co.

Following a second meal (all on the 50 cent ticket), seven "Optimistic Doughnuts" from the Perfection Bread Company entertained the crowd and then gave way to Herb Lesson's dance orchestra, which kept everyone's feet in motion until midnight.

## Tanker Parade at L. A. Harbor



### SHIPMENTS OF PETROLEUM PRODUCTS AT HIGH POINT

A STEADY procession of tankers to and from the company's loading dock at Wilmington during the past sixty days has been visual evidence of the recent record shipments of Union Oil products to domestic and foreign markets. In the upper left photograph the company's tanker "Montebello" is shown just as she cleared the breakwater with a "skin full" of crude. Note the battleship and tanker (just entering the harbor) in the background. In the upper right, the tanker "Cathwood" is being towed in ballast to the loading dock. Center, the tankers "Santa Maria" and "Utacarbon" being loaded at the same time at the company's dock. Lower left, a view of the tankers from the dock, and right, a close-up of the loading line.

# Annual Operations Conference



## DEPARTMENTAL REPRESENTATIVES DISCUSS ECONOMY AND SAFETY

Those present were, reading from left to right, first row: Guy Irwin, John Bouslog, V. E. Wainwright, MacClocklin. Second row: M. L. Bowser, A. G. Page, A. J. McGurn, W. P. Tallant, R. W. Gosline, I. J. Hancock, G. F. Prussing, S. H. Grinnell, R. N. McBride, C. W. Froome, H. C. Ferry, C. G. Brownlee, W. K. Kuhns, H. A. Brett, Ray Judy, J. H. Wallace, Jr., W. Falkner, W. C. Maxfield, F. W. Lake, F. F. Hill, J. H. Wallace, Jr.

**T**HE annual meeting of superintendents of the Department of Exploration and Production with the Head Office staff of that and other departments of the company was held in Los Angeles on June 7. The meeting was called to order in the spacious directors' room by Frank F. Hill, Manager of Field Operations. In his opening remarks Mr. Hill said that the first problem to be considered was that of personal injuries to employees engaged in field operations. Closely coupled with this problem was that

of fire prevention.

"The management of our company," he said, "is anxious to promote safety among its employees. To this end, the company has been consistent in building safety into its structures and facilities and has not spared expense in providing safe guards beyond the requirement of our safety laws. The department managers of the company meet monthly as a central committee to review the accident experience of the company and to develop preventive measures. That has not been

# Conference Held in Los Angeles



MEMBERS DISCUSS ECONOMIC AND SAFETY OF OPERATIONS AT GENERAL MEETING.

John Bouslog, V. E. Washburn, R. Hertman, L. C. Hampton, H. A. Matier, R. M. Putman, George Grim, C. E. Miller, J. D. W. P. Tallant, R. W. Garrison, A. H. Brown, M. F. Robertson. Third row: K. A. Hoxsie, C. W. Eckles, G. W. Black, McBride, C. W. Froome, W. G. Kerr, C. L. Woods, A. C. Rubel, R. W. Phelps, W. C. Perry, J. P. Rockfellow, L. W. Voorhies, H. Wallace, Jr., W. Falconer, E. A. Whitten, L. G. Metcalf, H. E. Winter. Fourth row: H. I. Sargent, W. Groundwater, W. Lake, F. F. Hill, J. C. Marshall, F. M. Penter, R. W. Landreth.

of our company,"  
to promote safety  
. To this end, the  
onsistent in build-  
structures and facil-  
pared expense in  
ls beyond the re-  
ety laws. The de-  
of the company  
central committee  
ent experience of  
develop preven-  
at has not been

enough. Our accidents and fires, while not excessive, are still far too high. Analysis of our accidents indicates that most, if not all, could have been prevented by exercise of greater care on the part of our personnel or our supervisory force. The responsibility must finally rest with you superintendents and foremen. You alone are in direct charge of the men who have the accidents. We want here to consider ways and means of making safety part of the operating instructions on every part of our work.

"Smoking on drilling rigs has come in for severe criticism. It has been our practice to permit drilling crews to smoke while at work until gas or oil zones were reached. Unfortunately in some fields it is not always possible to anticipate just where the danger point may be. In a recent fire at Santa Fe Springs a flow of gas unexpectedly developed and the crew was unable to control it. While working desperately to save the well, the gas was ignited and ten men were burned, six of them severely. A painstaking

inquiry developed the fact that several times prior to the ignition of the gas, matches were struck by men who had been accustomed to smoking and who unconsciously followed their habits instead of their intelligence. The Board of Inquiry is convinced that the fire that sent those six men to the hospital was caused in this way."

Four hours of discussion of every phase of the fire and accident situation gave each man present an opportunity to voice his experience and opinions. It was the consensus of opinion that restriction of smoking, welding, and open flames should apply to all structures except as specifically permitted by the superintendent. As to personal injuries, the superintendents felt that foremen, gangpushers, and drillers should assume responsibility for the safety of the men they direct and for the company's property.

A committee to draw up definite fire prevention rules and plans for educational safety work was appointed by Mr. Hill. The following were chosen for this work: Wm. Groundwater, Manager of Transportation, (Chairman), Ralph J. Reed, Chief Engineer, R. W. Garman, Manager of Natural Gasoline and Gas Operations, A. C. Rubel, Chief Petroleum Engineer, E. A. Whitten, Superintendent, Santa Fe Springs, F. W. Lake, Production Superintendent, Orange Division, Roy McBride, Petroleum Engineer, Dominguez, H. A. Delaney, Safety Supervisor, Southern Division, (Jack Kewish, Driller, alternate), E. L. Gluyas, Safety Supervisor, Northern Division, Geo. F. Prussing, Safety Engineer, (Secretary).

Passing to consideration of important operating matters Mr. Hill pointed out that one of the most serious operating problems confronting the industry is the drilling of straight holes.

Recent developments in the art of surveying have demonstrated that in California fields wells have a tendency to drift in many cases a great distance from the vertical. Several instances were cited where the bottoms of wells were found to be as much as a quarter

of a mile from the points where they were started at the surface. Because of this deviation, wells located at the surface in good producing territory have often times ended up outside the productive limits of the field. Mechanical troubles incidental to running casing and pumping become almost insurmountable in holes which are excessively crooked.

In many fields wells located within a few feet of one another have shown vast differences in productivity. It has been a common experience in Long Beach, for instance, to find a good well and a dry hole located on the same lot. Until the extent of the deviation of drill holes was demonstrated, such freaks could not be explained.

As pointed out by Mr. Hill, most of the conditions causing a crooked hole are more or less under the control of the operator and within the past year a great amount of progress has been made in the art of keeping holes straight. It was emphasized that there are certain practices, such as keeping excessive weight on the bit and the improper use of mud pumps, which are primarily the cause of deviation. It was urged that each drilling superintendent study the matter in his particular locality in detail and endeavor to work out the best solution for drilling a straight hole. For the correction of holes which have already deviated to a serious degree, several tools were suggested and methods outlined for bringing the hole back into the vertical.

---

#### PIPE LINE TO POSO CREEK

Laying of an eight-inch pipe line from the Kern River pump station to the company's Mack-Sarrett property in the Poso Creek field has been authorized and is expected to be started the latter part of July or the first of August. It will cover a distance of sixteen and one-half miles and in addition to carrying oil from the company's property will serve the Shell lease.





### SCENES AT GRAND CANYON BRIDGE DEDICATION

Three states joined Arizona in dedicating the new 616-foot Grand Canyon Bridge below Lee's Ferry. In the upper photograph the people standing at the rail of the bridge give one a vivid conception of its size. Center, left—An aerial view of the bridge; right—Gouvs. Dern of Utah, Phillips of Arizona and Dillion of New Mexico at dedication. Lower, left—One of the big hits of the dedication was the ice water furnished the parched citizens from this Union Oil truck; right—Curiosity of the Indians was aroused by the two company planes.

## Inspect Road by Plane

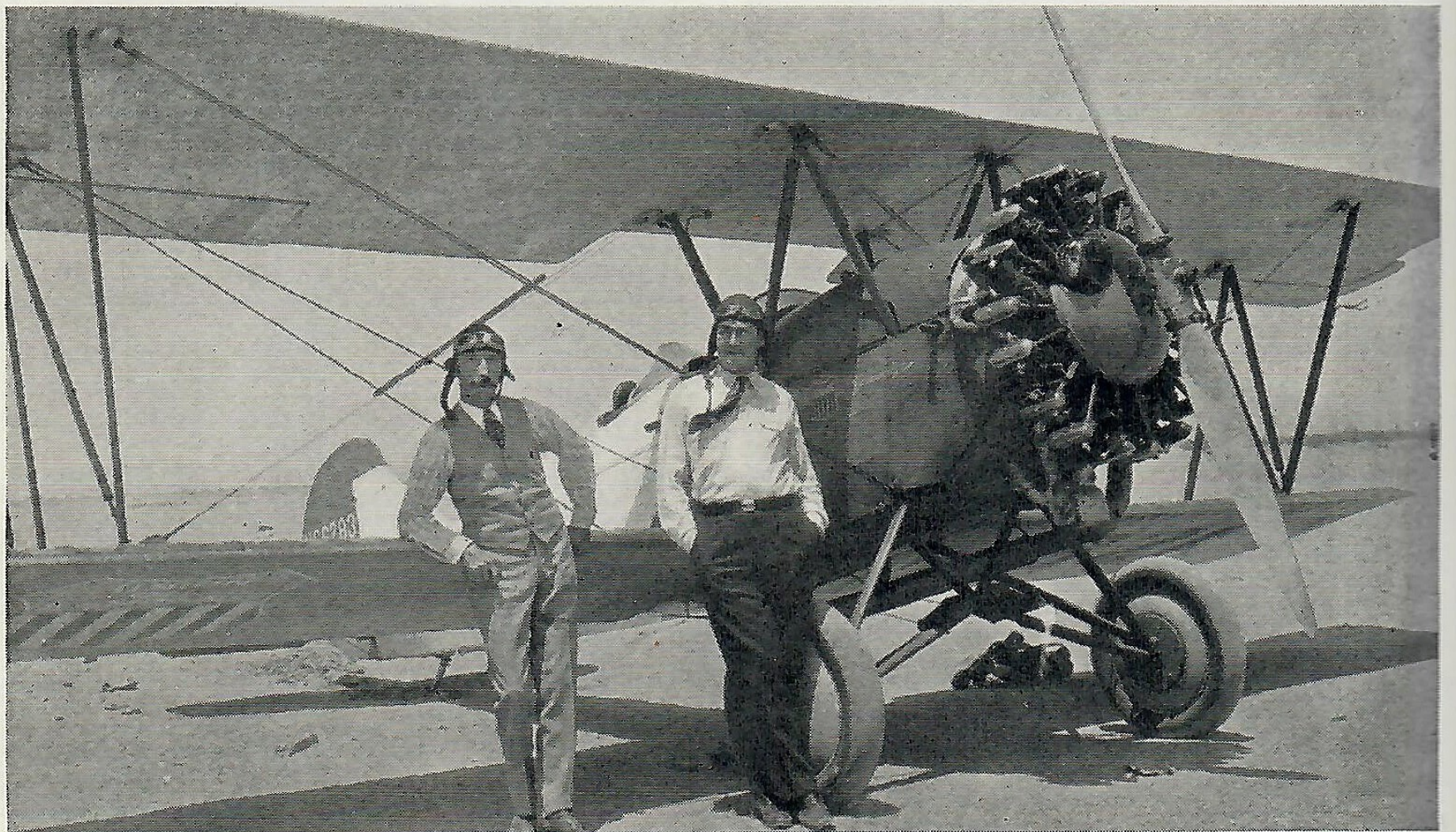
**N**EW uses are constantly being discovered for the airplane. The other day it was demonstrated that it can be used to decided advantage in the inspection of road building projects.

William "Bill" Weir, asphalt and road oil salesman, in making a call on George Herz, road contractor, who makes his headquarters in San Bernardino, learned that he was anxious to make a quick trip to his new project on the desert west of Blythe. Inasmuch as the Union Oil Company is supplying some 25,000 barrels of road oil for the job, Weir called the head office and in a short time Warren Carey, Southern California aviation representative, was winging his way to San Bernardino.

The trio left the Tri-City Airport at San Bernardino at 10 a. m., and returned at 4 p. m., after having flown approximately 350 miles, twenty-two of which were just above the section of road being built by Mr. Herz. They flew sufficiently low to enable Mr. Herz to observe the progress being made by the construction gang. A stop was made at the construction camp, Carey landing his plane on a level stretch of desert within a short distance of the camp.

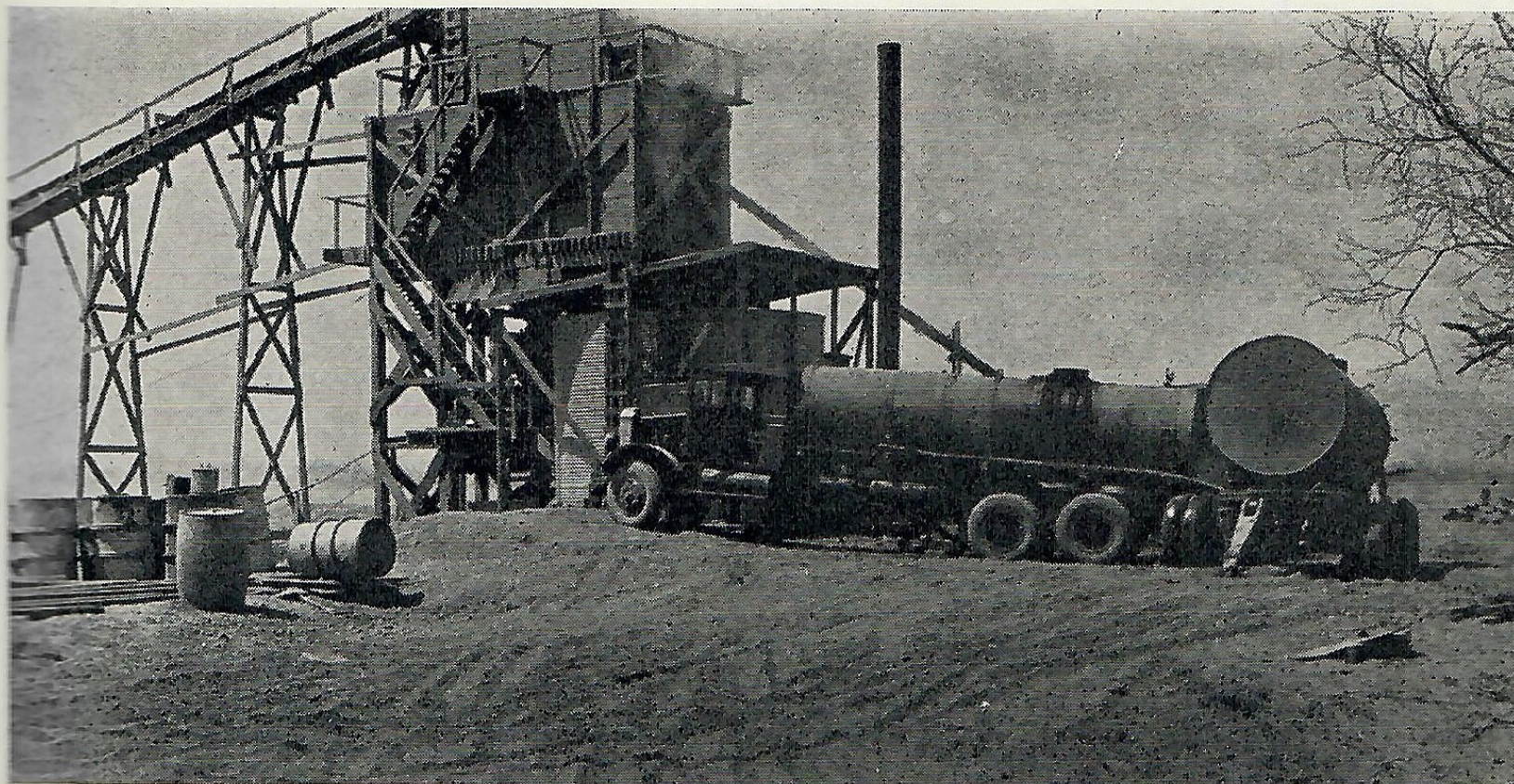
The road being built by Mr. Herz extends from a point about ten miles west of Blythe almost to Desert Center. Oil and gravel are being used.

The trip made in six hours by plane would ordinarily have required about three days by automobile.



**UNION PLANE AT CONSTRUCTION CAMP**

*George Herz and "Bill" Weir who made an aerial inspection trip over desert road in Union Oil ship.*



WHERE ROAD OIL TRUCKS DUMP CARGO

## C. W. Reeder Passes Away

ON JUNE 25th at 11:00 a.m., C. W. Reeder, General Credit Manager of the Union Oil Company since February, 1928, and an employee of the company since 1915, passed away at Long Beach where he had been under care for some time.



C.W. REEDER.

Mr. Reeder was active in company affairs until last fall when his health began to fail. In February and March of this year he was unable to be at his desk for several weeks and then returned and worked until the last day of April. On the way home that night he suffered a heart attack and failed steadily from that time on.

Mr. Reeder became associated with the company in 1915. Prior to that time he was employed in the New York offices of the Pennsylvania Coal and Coke Corporation in charge of collections.

In February, 1925, Mr. Reeder became district credit manager and was transferred on March 1, 1926, to the head office as assistant general credit manager. He succeeded the late W. C. Trew as general credit manager February 14, 1928.

Mr. Reeder was born in Jersey City, New Jersey, in 1887. He came to California in 1915 and secured employment with the company shortly after.

He is survived by a widow, Mrs. Helen Reeder; two sons, Robert, 12, and Donald, 7, and a brother, Clinton F. Reeder.

Frank E. Lee, assistant general credit manager since October, 1928, has been appointed general credit manager, succeeding Mr. Reeder. Mr. Lee started as a clerk in the San Francisco district credit office in May, 1914, and a year later was appointed cashier at Oakland, being promoted to credit manager of the district in 1919, which position he held until he was transferred to the Los Angeles office in February, 1928.

# CALIFORNIA OIL STATISTICS, MAY, 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		
		May, 1929	Apr., 1929	May, 1928
Kern River.....	432,389	13,948	16,058	6,878
Mount Poso.....	103,122	3,326	51	47
Fruitvale.....	30,374	960	235	.....
Round Mountain.....	3,093	100	38	112
McKittrick.....	131,496	4,242	4,875	5,062
Midway-Sunset.....	2,037,926	65,740	70,224	70,590
Elk Hills.....	536,362	17,302	18,518	23,344
Lost Hills-Belridge.....	136,024	4,388	4,434	4,066
Coalinga.....	288,975	9,322	9,919	10,492
Kettleman Hills.....	104,572	3,373	3,808	.....
Wheeler Ridge.....	20,476	660	734	977
Watsonville.....	1,937	62	61	56
Santa Maria.....	133,375	4,302	4,824	5,733
Summerland.....	3,738	121	121	112
Elwood-Goleta.....	876,728	28,282	28,591	97
Santa Barbara.....	1,510	49	.....	.....
Rincon.....	110,496	3,564	3,248	2,964
Ventura Avenue.....	1,881,463	60,692	55,356	48,207
Ventura-Newhall.....	149,320	4,817	5,174	5,779
Los Angeles-Salt Lake.....	48,058	1,550	1,500	1,495
Whittier.....	44,788	1,445	1,525	1,627
Fullerton (Brea Olinda).....	388,966	12,547	13,187	16,349
Coyote.....	347,353	11,205	11,454	13,595
Santa Fe Springs.....	5,629,580	181,600	158,331	36,914
Montebello.....	316,658	10,215	10,859	12,136
Richfield.....	489,294	15,784	15,967	18,947
Huntington Beach.....	1,343,277	43,331	44,748	54,182
Long Beach.....	5,430,851	175,189	190,102	181,264
Torrance.....	422,242	13,621	14,505	17,726
Dominguez.....	312,155	10,069	10,741	12,502
Rosecrans.....	180,041	5,808	6,404	6,226
Inglewood.....	734,116	23,681	24,744	29,492
Newport.....	1,145	37	40	11
Seal Beach.....	1,315,269	42,428	44,660	36,177
Potrero.....	17,006	549	692	536
Lawndale.....	49,176	1,586	774	.....
<b>TOTAL.....</b>	<b>24,053,351</b>	<b>775,915</b>	<b>776,502</b>	<b>623,609</b>
April.....	23,295,060	776,502		
Increase.....	758,291	*587		

\* Decrease.

## STOCKS

	May 31, 1929	April 30, 1929	May Stock Increases	May 31, 1928
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel.....	102,921,746	101,900,145	1,021,601	94,889,736
Refinable Crude, 20° A.P.I. and lighter.....	30,455,516	27,766,755	2,688,761	19,875,112
Gasoline.....	14,108,752	14,113,736	*4,984	14,195,792
Naphtha Distillates.....	2,233,956	1,933,402	300,554	1,745,911
All Other Stocks.....	10,074,839	9,667,253	407,586	9,359,507
<b>TOTAL ALL STOCKS.....</b>	<b>159,794,809</b>	<b>155,381,291</b>	<b>4,413,518</b>	<b>140,065,448</b>

\* Decrease.

## DEVELOPMENT

DISTRICT	New Rigs Up	Active Drill- ing	Com- pleted	Daily Initial Output	Active Pro- ducing	Abandoned Wells Drill- ers	Wells Pro- ducers
Kern River.....	4	5	2	405	1,052	1	.....
Mount Poso.....	5	5	4	725	16	.....	.....
Fruitvale.....	.....	4	.....	.....	2	.....	.....
Round Mountain.....	.....	3	2	500	2	.....	.....
McKittrick.....	1	.....	.....	.....	268	.....	.....
Midway-Sunset.....	8	28	8	2,178	2,140	.....	3
Elk Hills.....	.....	1	.....	.....	202	.....	1
Lost Hills-Belridge.....	1	3	2	85	332	.....	.....
Coalinga.....	.....	.....	.....	.....	754	.....	1
Kettleman Hills.....	4	26	.....	.....	1	.....	.....
Wheeler Ridge.....	.....	.....	.....	.....	32	.....	.....
Watsonville.....	.....	.....	.....	.....	6	.....	.....
Santa Maria.....	1	5	.....	.....	224	.....	.....
Summerland.....	.....	2	.....	.....	89	.....	.....
Elwood-Goleta.....	.....	4	.....	.....	11	.....	.....
Santa Barbara.....	10	.....	1	1,000	1	.....	.....
Rincon.....	.....	3	2	730	29	4	.....
Ventura Avenue.....	3	39	6	9,820	166	.....	.....
Ventura-Newhall.....	2	25	.....	.....	498	1	.....
Los Angeles-Salt Lake.....	.....	.....	.....	.....	314	.....	.....
Whittier.....	.....	.....	.....	.....	160	.....	.....
Fullerton.....	.....	3	1	100	371	.....	.....
Coyote.....	.....	3	.....	.....	205	.....	.....
Santa Fe Springs.....	10	170	15	51,468	400	.....	.....
Montebello.....	.....	3	.....	.....	170	.....	.....
Richfield.....	4	9	3	636	273	.....	1
Huntington Beach.....	1	7	1	262	559	.....	1
Long Beach.....	17	87	13	11,072	938	2	2
Torrance.....	.....	.....	.....	.....	595	.....	.....
Dominguez.....	.....	1	.....	.....	65	.....	.....
Rosecrans.....	.....	4	.....	.....	95	.....	.....
Inglewood.....	.....	.....	.....	.....	220	.....	.....
Newport.....	.....	1	.....	.....	2	.....	.....
Seal Beach.....	1	4	2	3,706	144	.....	1
Potrero.....	1	7	2	125	5	.....	.....
Lawndale.....	1	15	3	1,447	6	.....	.....
Miscellaneous Drilling.....	6	138	.....	.....	.....	5	.....
<b>May.....</b>	<b>80</b>	<b>605</b>	<b>67</b>	<b>84,259</b>	<b>10,347</b>	<b>13</b>	<b>13</b>
<b>April.....</b>	<b>142</b>	<b>612</b>	<b>77</b>	<b>103,048</b>	<b>10,604</b>	<b>31</b>	<b>45</b>
Decrease.....	62	7	10	18,789	257	18	32

# NEWS OF THE MONTH

## KERR HEADS OIL ACCOUNTANTS

M. G. Kerr, auditor of production and transportation of the Union Oil Company, on May 23 was elected to the presidency of



**M. G. KERR**

the Petroleum Accountants' Society, stepping from the office of vice-president, which he held for three years. Mr. Kerr replaces Wesley Cunningham of the General Petroleum Corporation, who had served as president of the society from its inception in May, 1926, and who retains active interest as chairman of the board of directors. The society, with a present roster of 52 members, is composed of prominent accounting officers from each of the principal oil companies in California. Originating in Los Angeles as a California movement, the organization of petroleum accountants has grown and recently in Tulsa, Oklahoma, and Dallas, Texas, groups of accountants from oil companies operating in those localities have organized and assumed the name of Petroleum Accountants' Society. Mr. Kerr is hopeful that the movement will soon become national in scope. The purpose of the society, according to Mr. Kerr, is to develop, improve, extend, and insofar as possible, standardize methods of petroleum accounting.

While not connected with the American Petroleum Institute, the society does considerable work in co-operation with that body and members of the society are also members of the institute.

## AERO OILS WIN APPROVAL

Three of the major airplane engine manufacturing companies in the United States, the Wright Aeronautical Corp., Paterson, New Jersey; Pratt & Whitney Aircraft Co., Hartford, Conn., and Continental Motors, Detroit, have placed Union Aero Oils on the approved list within the past few weeks.

Action of these companies in recognizing the merits of the Union Oil product followed a recent visit of W. L. Standard, manager of Lubricating Oil Sales, and D. A. Cain, Aviation Lubricating Engineer, to the airplane factories of the East and Middle West, during which the merits of the aero oils were called to the attention of the manufacturers.

Mr. Standard and Mr. Cain were armed with letters of indorsement from users of the oils who had proven their quality through hundreds of hours of actual flying.

## NEW RADIO PROGRAM LAUNCHED

The "Union Oil Service Station Four," typifying the enterprising young service station operators who serve the public from one end of the coast to the other, went on the air Friday night, June 21, from 7:30 to 8 p.m. over the Pacific Coast network of the American Broadcasting Company in the first of a series of regular weekly programs. The broadcast originated in the studio of station KMTR, Los Angeles.

Their program, in addition to containing popular musical numbers, was interspersed with songs and skits that took the radio fans through daily experiences of the men who man the gasoline pumps.

Double piano selections formed the basis of the program. A violin assisted in some of the numbers while a fourth member of the quartet exhibited considerable versatility by singing, making announcements, and accompanying the others on a guitar and trumpet. New arrangements of old songs and new numbers with special Union Ethyl parodies featured the broadcast.

The boys intend to build future programs from requests and suggestions received from resellers and the general public.

## ALTITUDE RECORD OFFICIAL

Calibration by the Bureau of Standards, Washington, D. C., of the barograph carried by Miss Marvel Crosson on her flight from Mines Field, Los Angeles, May 28, shows she reached an altitude of 23,996 feet, which is 3726 feet higher than the previous world's altitude record for women. The altimeter in Miss Crosson's plane registered 24,000 feet at the peak of her climb, which is only four feet more than officially recorded by the barograph.

## HAMPTON RETURNS TO SYDNEY

L. C. Hampton, engineering director of the Atlantic Union Oil Company, Ltd., paid a visit of about three weeks to the Head Office of the Union Oil Company in Los Angeles last month, leaving on the return trip for Sydney, Australia, June 27. It was under Mr. Hampton's supervision that the Atlantic Union built four tidewater stations in Australia and New Zealand in a period of six months when the residents of those two countries predicted it would require two years to do the work.

## LADY MARY HEATH PAYS VISIT TO SOUTHERN CALIFORNIA



**L**ADY MARY HEATH, the titled British flyer who held the world's altitude record for women with a mark of slightly more than 18,000 feet until last December, arrived in the Southland last month in her Avro-Avian following a transcontinental flight. In the above photograph Lady Mary,

left, is shown with Miss Marvel Crosson, the new altitude record holder, and C. F. Lienesch, manager of the Technical Relation Department, Union Oil Company. The photograph was taken at Clover Field following a flight made by Lady Mary and Miss Crosson from San Diego.

#### UNION GOLFERS BEAT G. P.

Led by Capt. Stanley Clarke, who shot a brilliant 77, the Union Oil golfers, in a return match with the General Petroleum team at the Palos Verdes Club, Sunday, June 9, won the match by a score of 4 to 3.

Sunday's win avenges a defeat the General Petroleum aggregation handed the Union Oil men several weeks ago, and the match play results stand at 1-all.

Team Nos. 3, 4, 5 and 6 won over the G. P. golfers, while Nos. 1, 2, and 7 bowed to the match losers.

The results follow:

Team No. 1, Herkner and Messinger, Union Oil, vs. Jones and Olsen, General Petroleum—General Petroleum, 2 & 1.

Team No. 2, Gibbs and Potts, Union Oil,

vs. Sheldon and Clithero, General Petroleum—General Petroleum, 2 & 1.

Team No. 3, Clarke and Robertson, Union Oil, vs. Martin and Hayes, General Petroleum—Union Oil, 3 & 1.

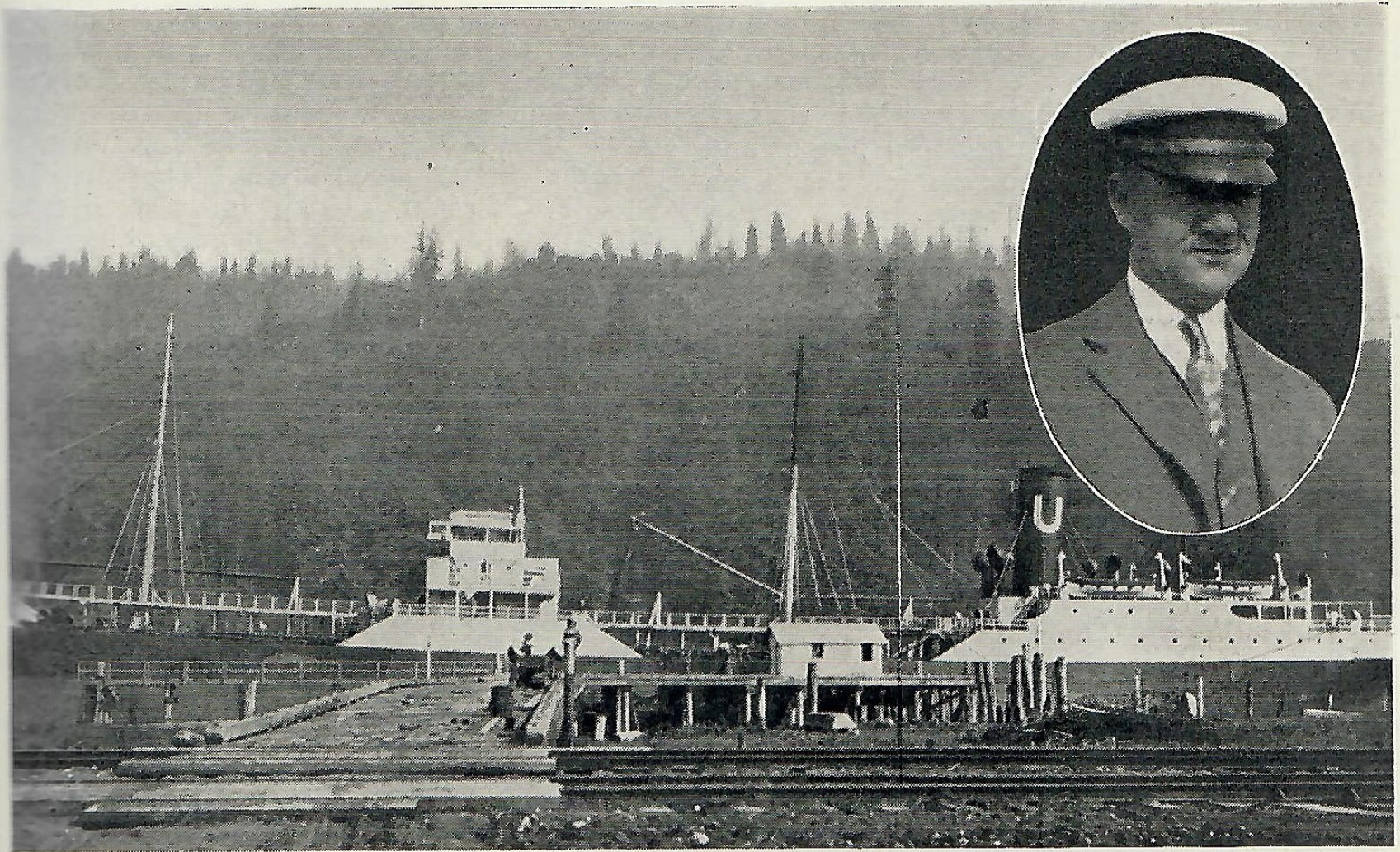
Team No. 4, Henderson and Madson, Union Oil, vs. Adams and Durkee, General Petroleum—Union Oil, 1 up, 19th hole.

Team No. 5, Fields and MacClooklin, Union Oil, vs. Lightner and Townsend, General Petroleum—Union Oil, 3 & 2.

Team No. 6, Forker and Lewis, Union Oil, vs. Ketcham and Weinich, General Petroleum—Union Oil, 2 & 1.

Team No. 7, Anderson and Hunsinger, Union Oil, vs. Warren and Kline, General Petroleum—General Petroleum, 1 up, 19th hole.

## UNION TANKER FIRST TO DOCK AT RAYMOND, WASH.



*The S. S. La Purisima is shown above at the company's new dock at Raymond, unloading the first cargo of oil to be brought into the harbor by tanker.*

The Union Oil Company tanker, "La Purisima," the first to deliver a cargo of oil at Raymond, Wash., was greeted by representatives of the Kiwanis and Rotary clubs, the Raymond Chamber of Commerce and city officials upon its arrival at the company's new dock June 18, to pump gasoline, diesel and fuel oil into the tidewater storage recently completed at Raymond.

Capt. Erik Belin, master of the "La Purisima," First Mate C. Nielsen and Chief Engineer C. Swain were guests of honor at a banquet given at the Hotel Raymond on

the evening of their arrival. Among those present were Mayor Henry Boyer, E. E. Colkett, president of the Raymond Chamber of Commerce; Claude House, chairman of the reception committee of the chamber; Dr. L. H. Owens, president of the Rotary Club; Willis Talbott, president of the Kiwanis Club and agent of the Union Oil Company at Raymond; J. H. Gloor, special agent of the company at Portland; M. J. Hart, manager of the Willapa Harbor Stevedore Co., and approximately thirty other Raymond residents.



## NIGHT MESSAGE TO AUSTRALIAN MOTORISTS

*Above is a photograph, taken at night, of the first Neon sign to be erected in Melbourne, Victoria, Australia.*

### GIRLS' CLUB STARTS ON SECOND YEAR

The Union Oil Girls' Club celebrated its first birthday with a dance and card party at the Diana Ballroom, Los Angeles, on Wednesday evening, May 29, which was attended by about 380 Union Oil people and their friends. The members of the Club wish to express their appreciation to all those who by their friendly co-operation made it possible to have the dance, and also to thank the Company for its interest in the affair. Another dance is promised early next fall.

The Club inaugurated its second year of

get-together parties with a luncheon June 29. It is responsible for a spirit of good fellowship among the women of the company and seems to have achieved its purpose in making it possible for them to become better acquainted. The members of the Club are looking forward to many more swimming parties, picnics, luncheons, theatre parties and card parties such as have been enjoyed once a month during the past year. Miss Helen Curran, the Club's first president, is credited with having originated the idea of the club and inspired much of the Club's activities.



### EASTERN VISITOR TAKES AERIAL TRIP

**A** FLIGHT to Mt. Whitney and June Lake in one of the Union Oil planes, piloted by C. F. Lienesch, manager of Technical Relations, furnished Miss Katherine Daugherty, daughter of Harry A. Daugherty, general counsel for the Standard Oil Company of Indiana, and Mrs. Dorothy Eddy of Chicago, with their greatest thrill on their recent visit to California. Mrs. Eddy is seated on the left and Miss Daugherty on the right in the above photograph.



# SAFETY IN THE UNION



## ON THE STATE OF THE UNION

ONE of our Vice Presidents asked the other day what we had accomplished in accident prevention in the Company. The question was too personal to be answered in just the way it was asked and we therefore framed the answer in this wise: "In those departments in which definite safety programs have been consistently carried out with the aid and co-operation of the Department Managers' Safety Committee, reduction in accidents has followed. For example, Los Angeles Refinery with more than 600 men employed on operation, maintenance and construction, is now in its ninth consecutive no-lost-time accident month. Some of the smaller refineries have similar records extending over more than two years. During May and up to this day (the third week in June) the entire refinery personnel of more than fifteen hundred men has worked without a day of lost time due to accidents. The Los Angeles pipeline, with more than 150 men employed, have not had an accident in nine months. The forces under Charles L. Woods, in the Valley, have had but one accident in twenty months, and that was caused by a faulty safety device. Our tanker fleet is operated and maintained with an exceedingly low accident record; likewise our natural gas plants.

"The entire problem of accident prevention is a mental one. Personal injuries can be reduced to a minimum in any department, any district or any plant when the man in charge gets into the frame of mind that permits the entrance of an idea from the outside."

## SAFE DRIVING

One large public utility company in California sends each of its drivers, ever so often, a questionnaire to test their knowledge of the Motor Vehicle Act. One week is allowed for their return. They are then carefully corrected and sent back but the grades that the drivers make in the test are used in determining their fitness to drive. Not a bad idea. About three-fourths of all motor vehicle accidents involve violation of the law by at least one party to the accident. Could you pass such an examination?

## FIRST AID BADGES

Watch fobs, to designate those who are best qualified to render first aid, are being distributed by the Department Managers' Safety Committee to the men who have been members of first aid teams in inter-departmental or State competitions. The fobs carry a bronze medallion of the Company shield and the national safety emblem, as shown at the top of this page. The shield is in red, white and blue and the safety emblem in green and white. The latter carries the words "FIRST AID MAN" instead of "Universal Safety". Nearly one hundred men are already entitled to wear these fobs.

## SOUTHERN GAS FOREMEN MEET

At the call of Superintendent J. C. Rector, all foremen of the Southern Division, Natural Gasoline and Gas Operations, met at Santa Fe Springs on the evening of May 17. The meeting was devoted to a discussion of safety education, with particular emphasis on the instruction of new men.

"These meetings," said Mr. Rector, "will be held monthly. We expect in this way to pool our ideas and get the benefit of one another's experience. Every accident in this division will be investigated and the man in charge of the one hurt will be asked to get up and tell why the accident happened and what should be done to avoid a repetition."

Every man present pledged his support to this program.

## SANTA FE ACCIDENT

The first fatal accident among the drilling forces at Santa Fe Springs in more than five years, occurred on May 24 at Farwell well 12. Frank J. Keppeler, a rotary helper recently employed, was instantly killed when struck on the head by a piece of pipe which was being dragged into the derrick from the walkway. Keppeler had himself latched the "elevator" about the pipe and had then stepped onto the rotary table directly under the suspended load. A moment later the "elevator" unlatched and dropped the pipe. Critical examination of the latch after the accident showed nothing mechanically at fault.

# REFINED AND CRUDE

One of the greatest aids to a successful career is a good memory.

\* \* \*

It is absolutely essential to the aspiring musician.

\* \* \*

*It is an excellent stimulus to the imagination of the artist.*

\* \* \*

And to the business man it is an invaluable asset.

\* \* \*

Most of our famous men have possessed this faculty in the highest degree.

\* \* \*

*You will remember, for instance, that the American people erected a monument to the memory of George Washington.*

\* \* \*

The skeleton of a prehistoric animal was recently found with its legs peculiarly wrapped around its neck. This would indicate that the rumble seat is much older than we had supposed.

\* \* \*

"With all due deference, my boy, I really think our English custom at the telephone is better than saying 'Hello' as you do."

"What do you say in England?"

"We say, 'Are you there?' Then, of course, if you are not there, it is useless to go on with the bally conversation."—Contributed.

\* \* \*

*Roy Harding says "If you don't know what an air pocket is, take a look at the little bag on the vacuum cleaner."*

\* \* \*

In olden days when a man was run down he usually took a tonic. Now his first anxiety is to take the number of the car that laid him low.

\* \* \*

We can think of no greater disappointment than that experienced by a little boy who sneaked under the flap of a tent expecting to see a circus, and found himself in a revival meeting.

\* \* \*

*The colonel of an Irish regiment was bawling out a private for cowardice in battle.*

*"Well, Pat, have you anything to say?"*

*"Please, sor, before we went into action you said, 'Strike for home and country', and I struck for home."*

—Annapolis Log.

We understand that the idea for the huddle system in football was suggested by a bunch of Scotchmen lighting a cigarette.

\* \* \*

When a little toothed wheel dropped from his plane, Charlie Lienesch merely lit a Murad and nonchalantly remarked, "Just a difference of a pinion."

\* \* \*

*We have come to the conclusion that our radio set must have been built by a railroad engineer. It whistles at all stations.*

\* \* \*

Recognizing the imminence of the world's series the head office has issued the following edict:

All office boys going to weddings or funerals must notify the superintendent by ten o'clock the day of the game.

\* \* \*

Helen Husband of the Los Angeles refinery office was married a few days ago to Bill Cereghino, former safety engineer at the refinery. Contrary to all the rules and regulations, Bill took unto himself a Husband.

\* \* \*

*"Where is that horse you were going to sell me?"*

*"Oh, his leg wasn't broken after all."—Contributed.*

\* \* \*

"None of your back torque," said C. C. Moore, as he cranked the Ford engine in the Dynamometer laboratory.

\* \* \*

Another strange case has been added to the list of unsolved mysteries in Los Angeles. A complete set of harness was stolen from a livery stable last week, and the thief didn't even leave a trace.

\* \* \*

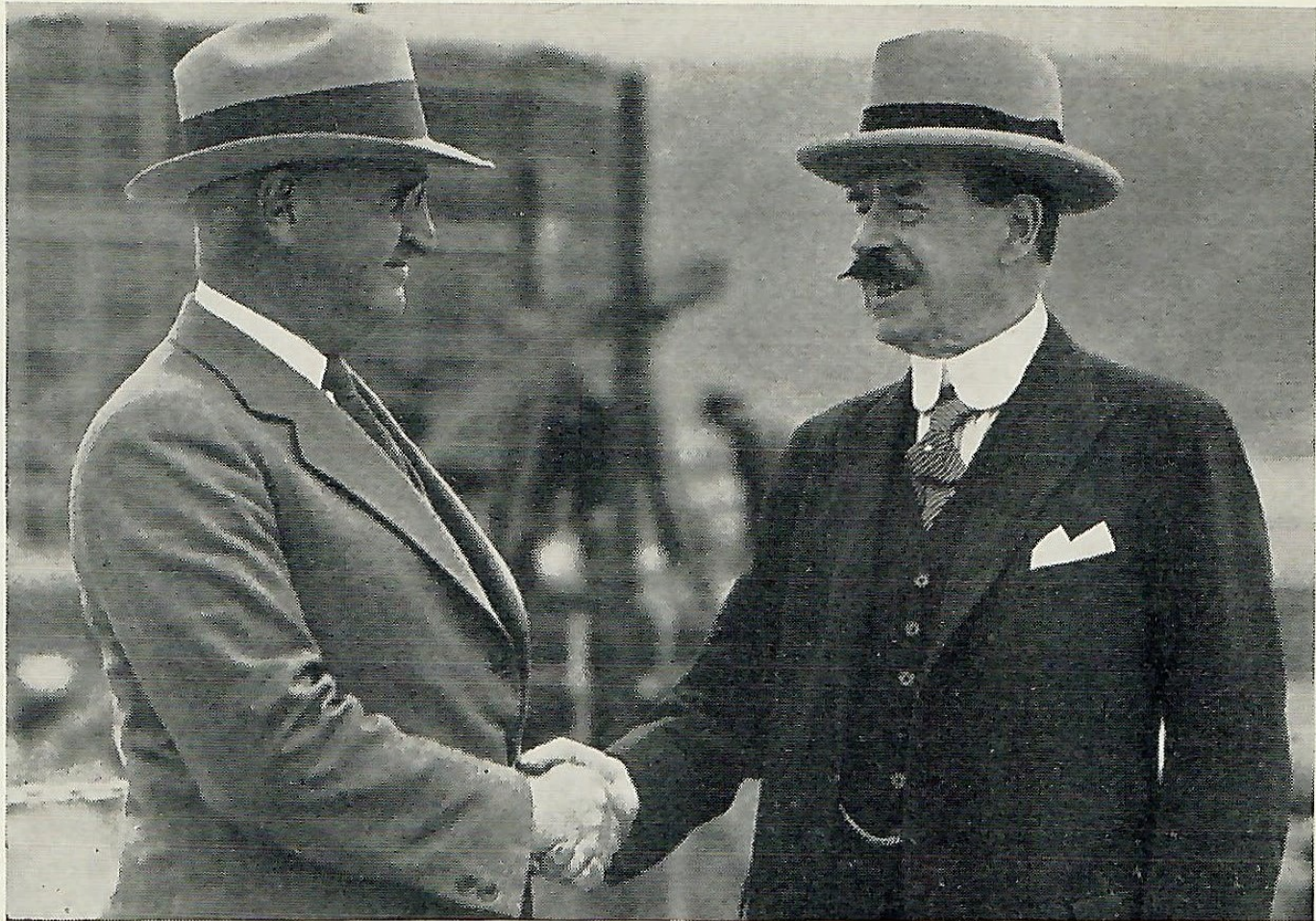
*A little self assurance is a fine thing, but it can be overdone. We have just heard of a college boy who refused to go in for track, because he didn't want to have his chest all bruised up breasting tapes.*

\* \* \*

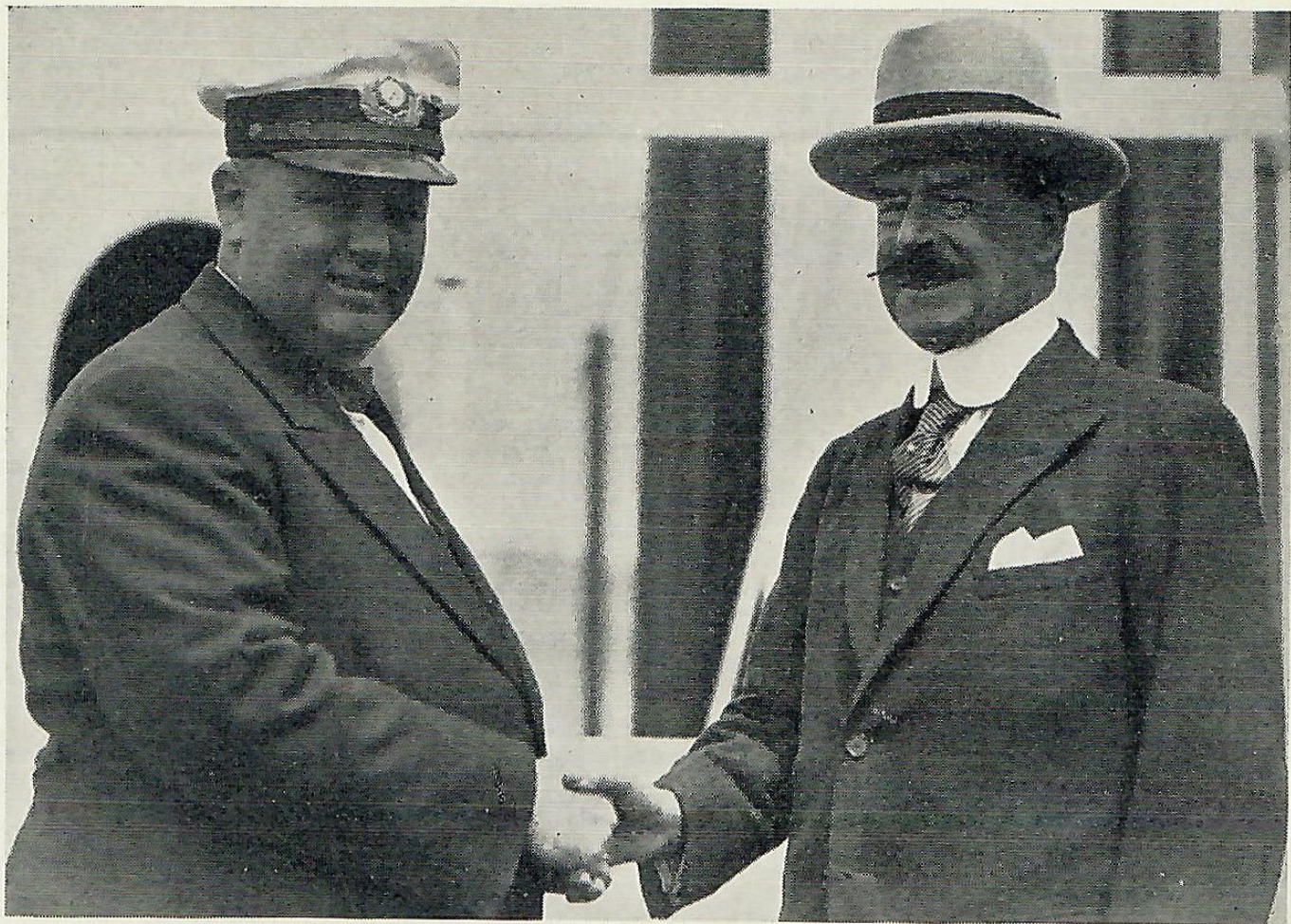
Then there was the optimist who sat in the back row of the gallery and winked at the chorus girls.

\* \* \*

In conclusion we beseech you to exercise the greatest self-control at all times. Never get hot under the collar. We know a fellow who baked his Adam's apple that way.



*Sir Joseph G. Ward, Bart. P.C. LLD. M.P., Prime Minister of New Zealand, right, congratulating E. G. Martin, director, Atlantic Union Oil Co., Ltd., on arrival of M/V "Brunswick".*



*Capt. P. A. Jorgensen, commander of the "Brunswick," is given a hearty welcome by Sir Joseph on completion of the big tanker's first trip from Los Angeles harbor to New Zealand.*

