

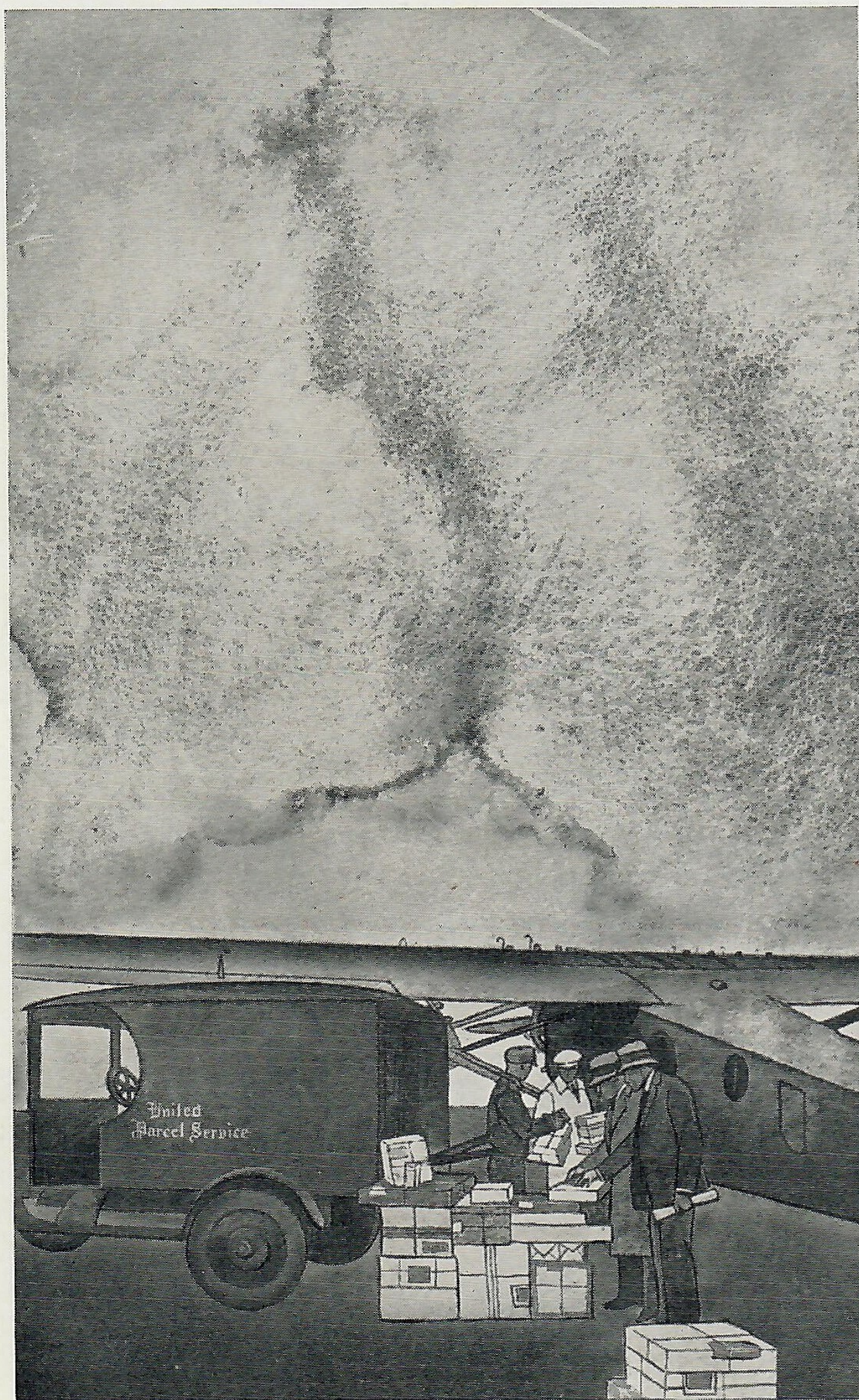
UNION  
OIL  
BULLETIN

SEPTEMBER 1929

EDGAR DAVENPORT

# United Parcel Service.... ....Uses Union Gasoline

*This great package delivering organization has "SUCCESS TESTED" Union for MILEAGE.*



**I**N the air and on the land the United Parcel Service serves more than 1000 stores in leading Pacific Coast cities. Over 10,000,000 individual packages are delivered by its 450 light trucks yearly.

Traveling thousands of miles each day, these speedy cars demand a gasoline of known dependability, of known power, of proven MILEAGE performance.

Significant to you therefore that United Parcel Service uses Union: That detailed records kept by this great package delivering organization point to Union Gasoline as the most satisfactory motor fuel.

## *Two Kinds of* **UNION GASOLINE**

Profit from this MILEAGE "success test" by getting *your own gasoline* at the Blue and White Union Pumps.

And whether you choose Union non-detonating Gasoline or Union Ethyl, the Pioneer Anti-Knock Motor Fuel built up for High Compression you'll find the *same dependability*, the *same power*, the *same MILEAGE performance* that the United Parcel Service has discovered in Union.

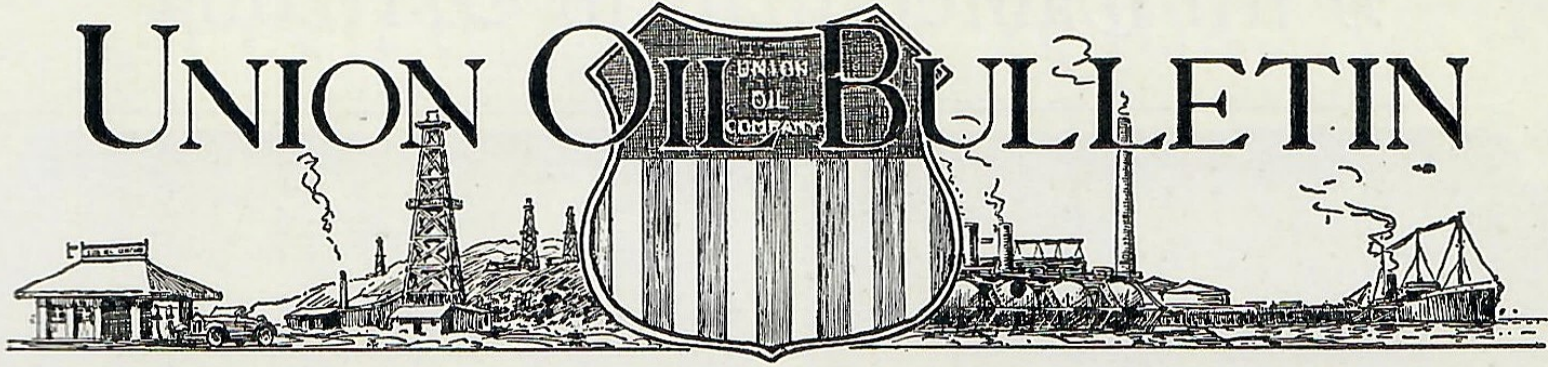
# UNION Gasoline



*"It's Success Tested"*

*A reproduction in black of one of the full-page color advertisements that are being run on alternate Sundays in American Weekly and Associated Weekly sections of Pacific Coast newspapers which tell the public about the major companies and institutions that have "success tested" Union products.*

# UNION OIL BULLETIN



## EXECUTIVE COMMITTEE\* AND OFFICIALS

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*L. P. ST. CLAIR.....	<i>Executive Vice-President</i>
*W. W. ORCUTT.....	<i>Vice-President</i>
*R. D. MATTHEWS.....	<i>Vice-President</i>
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JOHN McPEAK.....	<i>Secretary</i>
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*W. L. STEWART, JR.....	<i>Director</i>
PAUL M. GREGG.....	<i>General Counsel</i>

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 X

SEPTEMBER

BULLETIN No. 9

## The New Gas Law

THE State of California realizes that waste of natural gas in the production of crude oil is opposed to public interest, and in furtherance of the welfare of its citizens as a whole has declared such practices unlawful. It has decreed that the blowing of natural gas to the air is prima facie evidence of waste and undertakes to vest in state officials the power to regulate gas production in keeping with good operating practices.

The statute is now effective, goes into operation at once and the industry is called upon to so conduct its affairs that waste of gas will not occur hereafter. In short the oil industry no longer will be permitted to practice harakiri upon itself in the mad scramble to reduce oil deposits to personal gain, irrespective of the effect on public interest.

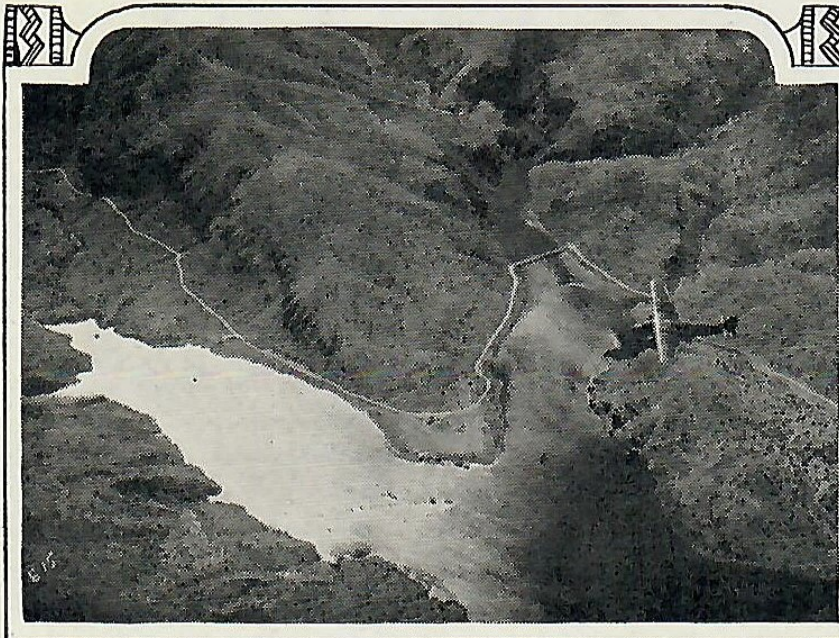
The theory of the law is sound and regulations thereunder can and must be reduced to workable practices to the ultimate good of all concerned. The producers of oil within the state should offer no resistance to the full and complete administration of the law but should whole-heartedly accept its provisions, only striving for the perfection of regulations thereunder to the end that oil field operations will be speedily and permanently adjusted.

In the beginning it is certain that inequities will occur but this will not be due to imperfection of the law itself but rather to practices within the industry, long recognized as unsound and uneconomical but heretofore not possible of adjustment. The burden of making the law workable rests upon the industry and not upon the state. No excuse for non-compliance with its terms can be argued on the ground that the relation of things will be disturbed. No law was ever enacted that did not require changes in customs and practices. Temporary hardships and inequities must and can be removed by industry action.

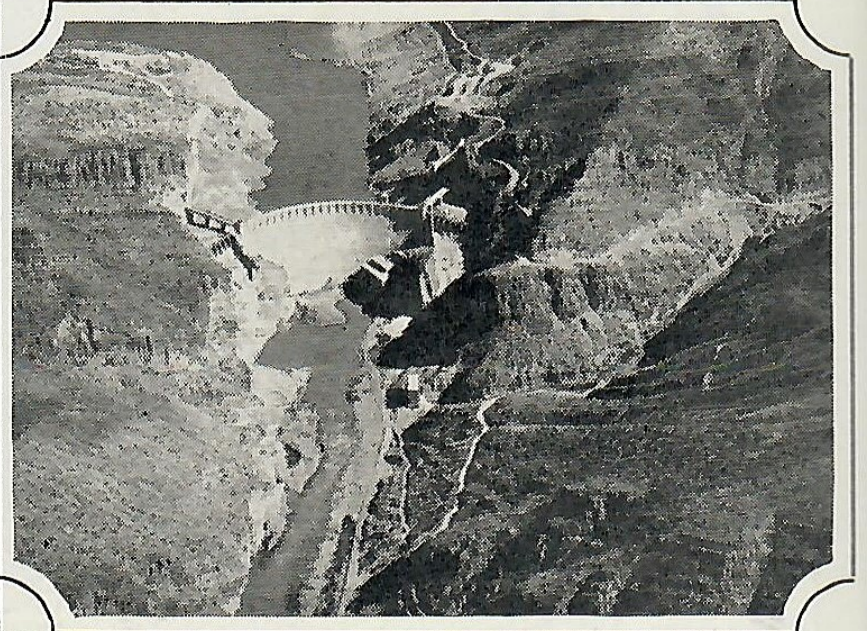
The Union Oil Company pledges its support to the new order of things and will act in full conformity thereto.

—L. P. St. Clair.

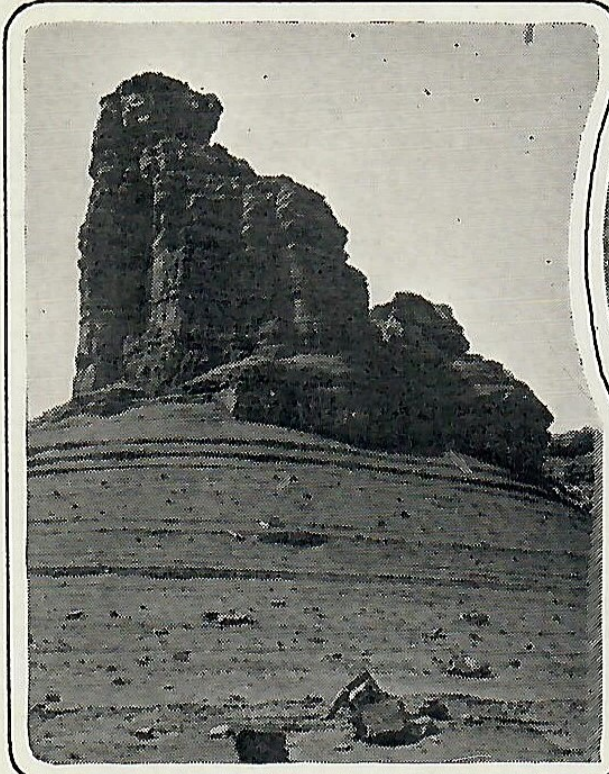
# With Cameraman in Arizona



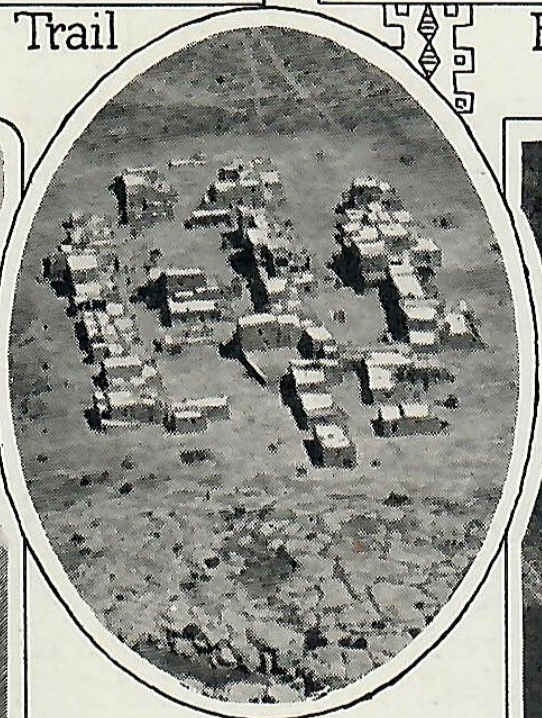
Canyon Lake and Apache Trail  
*from Air*



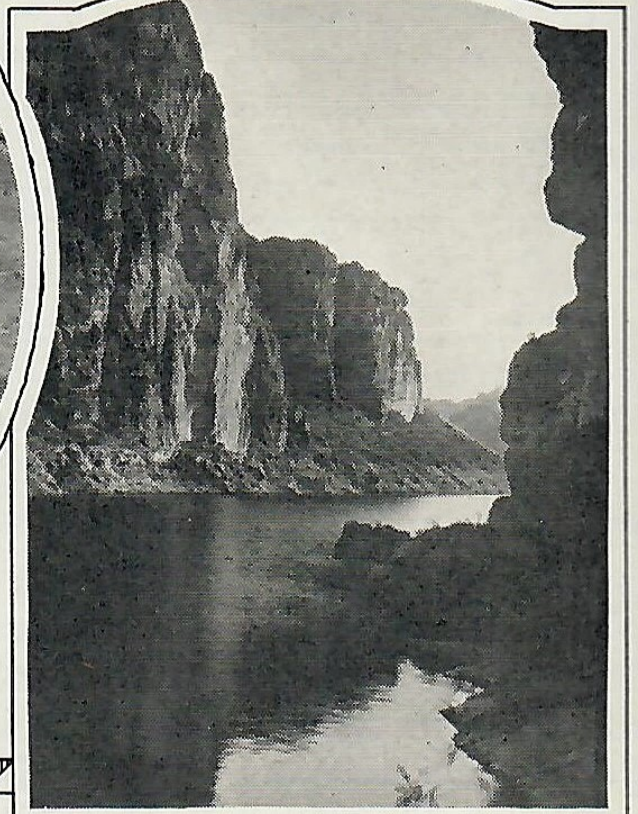
Roosevelt Dam



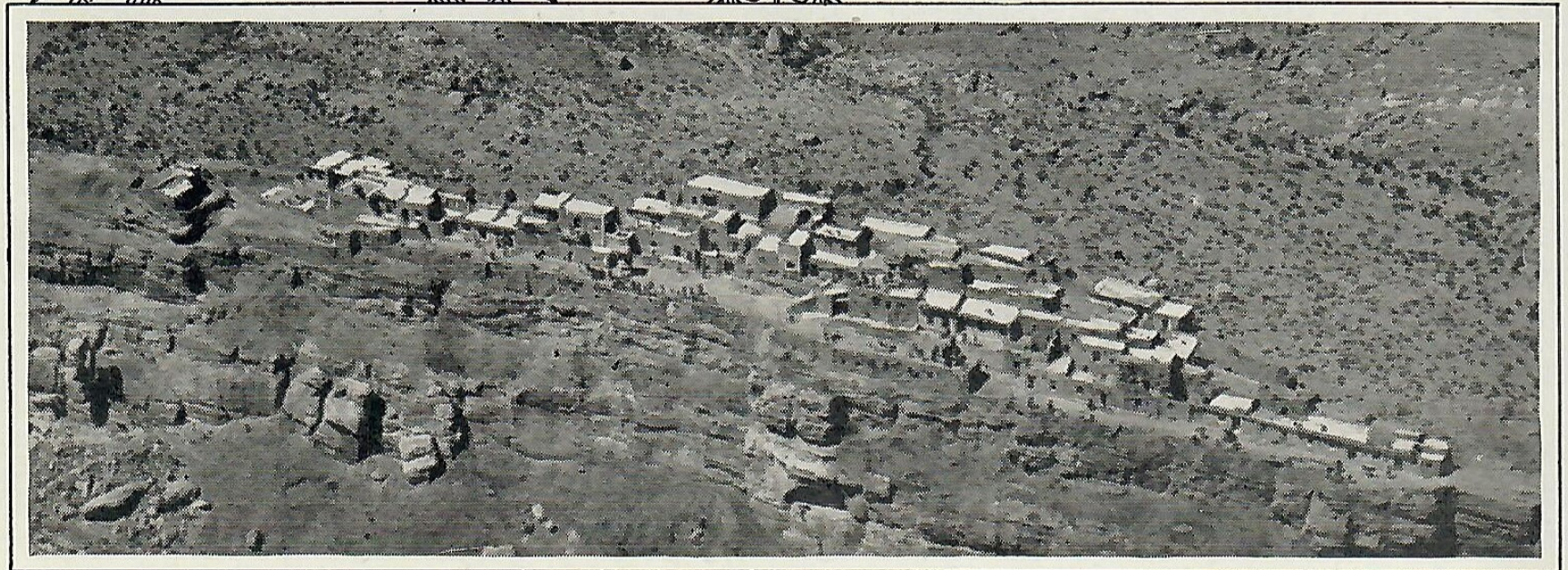
Grant Butte



Indian Village  
*Back from Cliff*



Canyon Lake *from Canoe*



Indian Village

*The above photographs were furnished the Bulletin through the courtesy of Scenic Airways, Inc., one of the major users of Union Oil aviation products in Arizona.*

# Service Emblem Ranks Grow

THE month of August marked the twenty-year milestone of A. Roy Heise, manager of the Oleum refinery, and C. R. Austin, Provident Fund accountant, in the service of the company. During the same month nine employees received the first ruby for their service emblems, on the completion of fifteen years with the company, while thirty-three were awarded their first service pins.

Mr. Heise has seen several million barrels of oil run through the stills since August, 1909, when he was employed and sent to the old refinery at Port San Luis as superintendent. This plant was later abandoned and a new one built at Avila. He was appointed superintendent of the new refinery and remained there until 1919 when he was transferred to the Los Angeles refinery at Wilmington. While at Avila he put into operation a process for breaking emulsions in oil. It was one of the first systems of its kind installed any place in the United States, but in a considerably improved form is now in general use by oil companies throughout the country. Also while he was at Avila he built and operated the Orcutt compressor plant, which at the time was one of the largest in the state.

He was transferred to the refinery at Wilmington as superintendent while it was still under construction, and operated it through its period of great expansion. In 1926 he was sent to the Oleum refinery as manager. Mr. Heise graduated from the University of California as a mining engineer in 1905,

and engaged in mining for four years prior to joining the Union Oil Company.

Mr. Austin, who is at present in charge of field employees Provident Fund accounts in the head office, is the second youngest twenty-year man in the company. He was only seventeen years old when he started to work, Aug. 18, 1909, in the office of the purchasing agent of equipment and stationery. The office at that time was located

in the Securities Building at Fifth and Spring streets. May, 1911, he was transferred to the Stewart Tank Farm as station gauger and office clerk, and in June, 1915, was moved to the Los Angeles yards, working there with the chief dispatcher. When the Engineering Department was first formed he was one of the accountants assigned to it. From September, 1917, to May, 1919, Mr. Austin served in the Army, spending nine months of that time in France. He returned to the Engineering department when he obtained his discharge from the service and did not lose his record of continuous employment with the company. When the department was disbanded a few months ago he was transferred to the position he now holds.

Following is a list of employees who completed fifteen and ten years' service during August:

## FIFTEEN YEARS

- |                            |                   |
|----------------------------|-------------------|
| Andersen, Oscar .....      | Marine            |
| Anderson, Geo. ....        | H. O. Crude Oil   |
| Box, Walter H. ....        | L. A. Garage      |
| Cole, Wiley A. ....        | Head Office Sales |
| Halvorsen, Capt. Hans .... | Transportation    |
| Power, Eugene .....        | H. O. Sales       |



*A. Roy Heise, manager of the Oleum refinery, top, and C. R. Austin, Provident Fund accountant.*

Schattner, Guy W. .... Fresno Sales  
 Willey, Carl F. .... Fresno Sales  
 Wolfe, William C. .... San Francisco Sales

### TEN YEARS

Barnds, Clarence M. ... Santa Fe Springs Gas  
 Beall, Leta M. .... H. O. Sales  
 Boardman, Lucius J. .... Alaska Const.  
 Campbell, Walter G. .... Oleum Refinery  
 Chadband, Albert B. .... Orcutt Abs. Plant  
 Cone, John T. .... Los Angeles Refinery  
 Epla, Harlan O. .... Santa Fe Springs Gas  
 Fackler, Harry B. .... Los Angeles Sales  
 Felbaum, Otto .... Brea Refinery  
 Fritzsche, Arnold O. ... H. O. Mfg., Seattle  
 German, Lee M. .... Los Angeles Sales  
 Golding, Harold E. .... San Diego Sales  
 Hamborg, Chas. .... Santa Fe Springs Field  
 Hampton, L. C. ... Atlantic Union Oil Co., Ltd.

Harris, Sylvan Irwine. ... San Francisco Sales  
 Johnson, Ross B. .... Orange Field  
 Jones, R. O. .... Atlantic Union Oil Co., Ltd.  
 Kewish, John R. ... Santa Fe Springs Field  
 Klassen, Dick F. .... H. O. Field  
 McGee, Lyle E. .... Santa Fe Springs Field  
 Manis, Walter .... Orange Field  
 Meginness, Wm. A., Santa Fe Springs Field  
 Mooney, James G. .... H. O. Mfg.  
 Moore, Gladys .... H. O. Gen. Accts.  
 Oakes, Geo. P. .... Maricopa  
 Phillips, Theo. M. .... L. A. Refinery  
 Porter, Jesse B. .... H. O. Traffic  
 Smith, John D. .... Orange Field  
 Stanley, O. Maurice .... Field Const.  
 Wilhoit, Grover C. .... Orange Field  
 Wilson, Jerome W., Santa Fe Springs Field  
 Woods, Chas. L. .... Maricopa Field  
 Youngberg, Karl H. .... Marine

## Production Figures Show Increase

ON August 19, the company had a total of 610 producing wells that were averaging approximately 159 barrels of oil each, bringing the total production figures to more than 97,000 barrels per day. There were 46 rigs drilling on the various leases.

These figures show an increase over the report of July 15, a month ago, when the company owned and controlled 604 wells with an average daily output of 126 barrels per day, compris-

ing a total daily production of about 76,000 barrels. Within this period, the Valley division showed an increase of one well, as did the Coast division, while the Los Angeles County fields increased 11 wells. The number of wells in Orange county fell from 173 to 166. The largest increase in total barrels per day for any division was shown in the Los Angeles County field, where the production jumped from 56,000 to 78,000 barrels per day.

## New Pipe Line Started

CONSTRUCTION of a pipe line, designated as the Round Mountain line, from the Union Oil Kern River station near Bakersfield to section 29, township 28, range 29, was started August 27 and is expected to

be completed about the middle of September.

Approximately eight and one-half miles, 45,000 feet, to be exact, of six-inch welded pipe will be laid for the new line, which will carry oil from section 29.

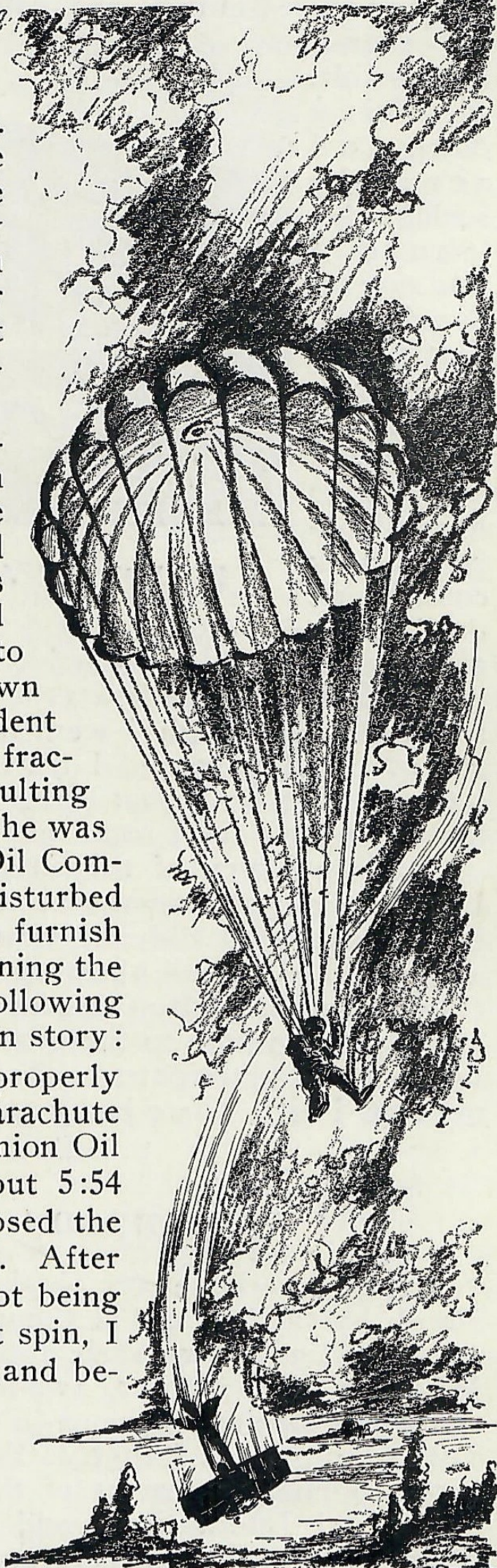
## A Caterpillar Candidate

*Fred Philbrick, Producers' Pipe Line electrician, landed safely recently with a parachute after he had been thrown from his plane during a spin.*

THE "Caterpillars" have a new candidate. Col. Charles A. Lindbergh, a four-time "Caterpillar," Lieuts. "Jimmy" Doolittle and John A. MacReady, famous U. S. Army aces, and several score of flyers who have taken to parachutes to save their lives, when their planes failed, have a recruit for their select group in Fred Philbrick, electrician on the Producers' Pipe Line.

Unlike a good many of the "Caterpillars" before him, Philbrick did not "bail out," which, in the vernacular of the aviator, means that the plane has gotten beyond control of the pilot and he has taken to the air and the safety of his parachute. He was unceremoniously ejected from his ship which he had deliberately sent into a tight spin to test its staunchness and his own skill as a pilot. Philbrick now treats the incident somewhat humorously, but admits that for a fraction of a second, when he found himself catapulting through the air, and before he remembered that he was wearing a "chute" borrowed from the Union Oil Company's aviation department, he was somewhat disturbed over the situation. In response to a request to furnish the Bulletin editor with some of the facts concerning the parachute incident Philbrick has written the following letter, and from here we will let him tell his own story:

"I wished to see if the plane would recover properly from a tailspin while I still had the Irvin parachute loaned me by the aviation department of the Union Oil Company, so I took-off from Clark Field about 5:54 p. m. on July 6, and climbed to 5000 feet, closed the throttle, and put the plane in a righthand spin. After spinning two turns I recovered it easily, but not being satisfied with these results, as I wanted a tight spin, I put it into another one and then held it there, and believe me, I sure got what I wanted. Being satisfied that it had spun enough, I tried to bring it out, but before I could do a thing, I was thrown tight against the safety belt which held for just a moment, then became



unbuckled, and I was thrown with terrific force out of the plane. I hit the upper wing, breaking my goggles, cutting my nose, and bruising my left eye, which closed immediately.

"Knowing I had been thrown out of the plane, I thought of what an awful fix I was in, but then realized I had a parachute on when I left the ground and wondered if it was still with me or if it had stayed in the plane, which was

of course, impossible.

Looking down and actually seeing the 'chute' I was sure relieved, so getting a good grip on the ring I pulled and held on to it, and looking back could see the little

pilot 'chute' pulling the big 'chute' open. Then came the jerk as it opened and I felt as though I were in a big swing. Looking around I tried to see the plane but my vision being blurred by my bruised eye I could not find it.

"Taking survey of the situation, I found my goggles on the back of my helmet and as I did not want them around my head, took them off and put them in a pocket. By this time I knew I was getting close to the ground, but before I could straighten up to land on my feet, I hit. There being very little

wind, I landed in a sitting position, wrenching my back, but upon having it examined by a doctor, discovered I had no injuries.

"I was told by observers that the plane, which was a complete wreck, made a 180 degree turn and glided to the ground upside down.

"This all happened just a year to the day from the time I received my pilot's license from the government.

"Thanking the Union Oil Company and the employees who made it possible for me to have the use of the Irvin Air Chute, I am,  
Yours very truly,  
Fred Philbrick."



PHILBRICK AND HIS HOMEMADE PLANE

Despite the experience that makes him a full-fledged member of the "Caterpillar Club," Philbrick has not lost interest in aviation nor has his desire to continue flying been satiated. The plane which crashed to the ground when Philbrick "bailed out" was something of a home product, representing a combination of time spent in afterwork hours and spare parts, and he hardly expected his ship to stand up under the same rigid tests that commercial planes must meet before they are accepted for use. He hopes to procure a more sturdy ship soon.

## Company Gets 60-Acre Lease

A sixty-acre lease was obtained last month by the Union Oil Company in the promising brown shale area of the Maricopa Flat district, two-and-one-half miles east of Maricopa in Section 8, Township 11 N. Range 23 W. It is just one mile southwest of the company's old International and Jergins leases on which there are producing

wells.

Two or three wells close to the property are now producing approximately 1000 barrels per day. The production is obtained from around 3200 feet. This is about 500 feet below the top of the brown shale. Old wells in this district obtained production from sand formations above the brown shale.



## Burnhams Nearing Cape Town

WORD recently received from Roderick Burnham, manager of lands of the company, who is at present enroute to Africa with his father, Major Frederick R. Burnham, head of the Burnham Exploration Company, his mother, and wife, indicates that the party is nearing the point where they will soon disembark for a trek across the country which thirty years ago, during the Boer War, was the scene of many scouting expeditions led by Major Burnham.

In a letter to John L. Church, assistant manager of lands, written after their departure from Australia, Mr. Burnham depicts the life of a sea voyager who is impatient to again set foot on terra firma and is eager to plunge into the continent that has long withstood the advance of civilization.

The purpose of the present expedition, which will take the Burnhams from Cape Town to Cairo, is to permit the Major to again visit some of his old haunts; hunt, in which most of the shooting will be done with a camera in the hands of Rod, and inspect the large game preserves, that, under British supervision, have been formed in the Southwest of Africa in the past few years. The Major and Rod hope again to see the African game in its native lair, as well as to study the methods used in preserving and propagating the wild life of the Dark Continent.

Following are excerpts from the letter Mr. Church received:

On Board S. S. "Themistocles"  
Enroute Australia to  
Capetown, S. A.  
July 5th, 1929.

"My Dear John,

"We are now several days out, as you see, and this is only the second letter I have gotten around to—and so it goes, but this boat is the busiest the Major to again retract some of his

of time to read and write, and all that jolly-rot, you know, but breakfast comes at 8:30, then a game of deck quoits or two, the shuffle board, then a game of deck tennis, and then, by golly, it's lunch time—1:00 p.m. By the time you have coffee in the lounge and your pipe, it's time for a little nap, then tea at 4:00 o'clock, and bridge till 6:30. Your monkey clothes and dinner at 7:00, and by 8 it's either bridge, dance, or a movie, and you say, 'well, I'll cut the games tomorrow and write letters,' but the next day goes the same, and even if you get to the smoke room to write, some bird comes along and wants to talk.

"We are cutting across the southern end of the Mozambique Channel now, just south of the Island of Madagascar and the land of the Sultan of Zanzibar—as romantic a bit of the Seven Seas to the Old World as the Spanish Main was to the New. The old forts along the coast were captured and recaptured by nearly all the nations of Europe at some time in their history. The smell of land is in our nostrils and the balmy air and sunshine sets your mind to wandering and as the poet says, 'fills your puny soul with romance,' till you are about ready to sign on as a pebble pup to Sir Gallahad and go hunting for the Holy Grail. Even some of the snobbish passengers whom you have avoided all through the voyage don't seem so bad. In fact, I had a long talk this morning with a 'high hat monocle' whom I have detested all the way across (probably it was mutual) and by one of those strange coincidences found out that he went to the same college I did in England and knew a lot of my old friends, so now all is rosy and I love everybody on the boat!!!

"'Oh Africa, land of a million deaths, battles, and plagues, your sorcery touches every man and brings him to his true level.'

"Well, John, I can plainly see after



### IN PERTH, WEST AUSTRALIA

*In the upper left, Rod Burnham and the Major looking at an Australian grass tree, which is shading Mrs. Burnham, Sr., and Mrs. Rod Burnham. Mrs. Rod Burnham, Major and Mrs. Burnham, Sr. in front of the famous Banksia tree, in the upper right. One of the natives of Perth, in action with his favorite weapon, the boomerang. At the lower right is a grove of Salmon Gum trees.*

the above outburst, that I had better quit or you will think—'poor old Rod, he's gone loco again, and him so far from home,' so I guess I'll hang up the tools or you will think I've been stung by the maker of dreams—'Mr. Tsetse Fly.'

"When I get to Rhodesia and Bulawayo on the Zambezi River and the Victoria Falls—the real 'sugar daddy' of all water falls, I'll try and write you another letter and send you some pictures of the country I played around in when I was a kid and hunted jackals with the niggers and robbed bird nests and tied knots in the boa constrictors' tails, and all the other manly sports indulged in by the young warrior picanninies. I am looking forward to that part of the trip, for some of those experiences in that first Matabele War were stamped on my brain like copper

etchings, and I want to see how Father Time has changed both of us.

"Am enclosing a few snapshots I have taken in Australia. With the kindest regards to all the gang on the 5th floor, and lots of good luck and good wishes to you and yours, I am,

As usual,  
Rod."

The Burnhams sailed from San Francisco for Cape Town, going by way of Australia, on May 15. Following their long journey through the Dark Continent, which will require several months, the major and party will visit Spain, France, and England, where Rod will visit the scene of his college days. Approximately a year will be spent on the entire trip. The Burnhams expect to return to Southern California early next summer.

## Opening the *Latin American Air Line*

**W**ARREN E. CAREY, Southern California aviation representative of the company, and D. A. Cain, aviation lubrication engineer, who on July 24 left Los Angeles in one of the Union Oil planes, a Travel Air J-5, to accompany officials of the Pickwick Latin American Airways over the air mail and passenger route between Nogales, Arizona, and Guatemala City which the air line concern inaugurated July 29, on their return to the head office, recounted a story of the beauty of Mexico and the sudden changeableness of its weather at this time of the year.

In their trip designed to inspect the route and make all necessary arrangements for future fueling and servicing of the Latin American planes that stop at Hermosillo, Guaymas, C. Obregon, Culiacan, Mazatlan, Tepic, Guadalajara, Morelia, Mexico City, Puebla, Oaxaca, San Geronimo, Tapachula, and Guatemala City, they encountered rain and hail squalls, but were the first of three planes that left Los Angeles July 24 to reach Mexico City.

Storms above the range of high mountains that separate the coast from Mexico City delayed the Latin American planes, which were cabin ships, from crossing the mountains until the day after opening of the service in the Mexican capital. The two-place Union Oil plane turned back and waited until the next morning when the weather had cleared, then crossed the mountains and landed at Balbuena Field, Mexico City, seventeen hours before the formal dedication. The Union Oil Travel Air substituted for the cabin planes in the inaugural ceremony, Cain and Carey representing the Latin American concern.

Following is Cain's story of the trip from the time of their departure from Los Angeles to their arrival in Mexico City and the welcome accorded them there:

"We left Los Angeles at 1:00 p.m., July 24, for Nogales, Arizona, the rendezvous and starting point for the group of planes selected for the survey and inaugural trip of the new Pickwick Latin American Airways route from Nogales, down the west coast of Mexico, across the Republic of Mexico and thence down to the Republic of Guatemala. The ships included our company's Travel Air Wright J-5, open biplane, and two Fairchild, Pratt and Whitney, cabin jobs.

"Leaving Nogales at 2:00 p.m., July 25, we arrived at Hermosillo, the capital of the state of Sonora, at 4:45, Mexico time, where we were met by city officials and the usual crowd of natives. At 6:30 we hopped for Guaymas, Sonora, but landed at Empalme, the Southern Pacific Railway of Mexico terminal which is located about ten miles from Guaymas. The ten mile auto trip from Empalme to the town



*W. E. Carey, left, and D. A. Cain, going over route of flight before hopping off from Los Angeles.*

**¡¡Brea!!**  
a \$0.20 el kilo.  
**González y García**  
Farmacia

# EL DEMOCRATA

## SINALOA

Registrado como Art. de 2a. Clase, el 4 de Oct. de 1919

Masatlán, Sinaloa

**DOCTOR**  
**ARNULFO M. FERNANDEZ**  
MEDICO CIRUJANO  
Bolsario Domínguez Núm. 504  
Especialista en enfermedades de señoras.

**SERVICIO POSTAL POR AEROPLANO QUE DESDE AYER FUE INAUGURADO**  
Se Está Enviando ya Correspondencia por el Aire, con Destino a los Angeles y Otros Puntos del Este de E. Unidos

**ULTIMA GUARDIA DE LA GENDARMERIA LLEGARON LOS AVIONES DEL NORTE AYER**

**Aterrizaron Dos Aviones del Sur**

Ayer llegaron dos aviones pertenecientes a la empresa La Latino Americana, procedentes de la capital de la República.

La primera de las máquinas aéreas arribó al puerto cerca de las 15 horas, viniendo en ella, dos inspectores del servicio postal mexicano, los que mañana, en el mismo avión, emprenderán viaje con destino a Nogales.

La segunda máquina arribó a las 16 horas, con procedencia de la metrópoli y de otras poblaciones situadas sobre la ruta.

Estos aviones reanudarán mañana a temprana hora su vuelo rumbo al norte, estando uno de ellos destinado al transporte de correspondencia.

**LLEGARON AYER A LA CIUDAD DOS AVIONES DE NUEVA COMPANIA**

dirigen a la Capital de la República para localizar campos de aterrizaje en las poblaciones que han de ser tocadas por los

**UNA PARTE DE LA RUTA AEREA A TIJUANA SE INAUGURA HOY**

Los aviones destinados a este nuevo servicio, tuvieron que quedarse en Guadalajara. — El mal tiempo impidió que llegaran ayer a esta capital

El próximo miércoles se espera iniciar el servicio regular de la nueva ruta desde esta metrópoli. — Inauguración de la línea México-Mariscal

**SOLAMENTE UN AVION ARRIBO A LA CAPITAL**

El Aeroplano "Fairchild" que Aterrizó Antier en Morelia Pudo Hacer el Vuelo Hasta México

**HAY DOS DETENIDOS EN LA CD. DE GUADALAJARA**

Tres se Encuentran en Mazatlán y los Otros Dos no han Salido de Zaragoza, Baja California

**EL UNIVERSAL**  
EL GRAN DIARIO DE MEXICO

MEXICO, D. F., LUNES 29 DE JULIO DE 1929

LIC. MIGUEL LANZ DURET

### MEXICAN NEWSPAPER ACCOUNTS OF AIR LINE OPENING

If you do not read Spanish you will have to take our word for it that the newspaper clippings above recount the arrival of the Union Oil plane in Mexico City in connection with the recent inauguration of the newly formed Pickwick Latin American Airways air mail line between Nogales and Guatemala.

of Guaymas over almost impassable roads in a wheezing local Chevrolet required nearly an hour and a half. We found ourselves at the city's best hostelry, the Hotel Palacio, where the proprietor, after about two hours' exhorting and threatening his employees, managed to get us a bite to eat and bedded down for the night.

"The two Fairchild ships and their crews got away at 8 o'clock the following morning, the 26, but inasmuch as a part of our duties required the securing of railroad freight rates and as the freight agent was a typical Mexican and did not believe in hurrying, being geared to the usual two speeds, slow and stop, we were unable to get away until 11:35 a.m. We arrived at Cajeme, or now known as Ciudad Obregon, about noon, still in the state of Sonora, and the site of the former President Obregon's famous cotton and rice fields. After gassing at this point, we left for Culiacan and Mazatlan, both located in the state of

Sinaloa. We passed over Culiacan at 3:35 p.m., but did not land on account of the muddy field and our desire to catch up with the other two ships. Arrived at Mazatlan just a little less than fifty hours after leaving Los Angeles and found the two Fairchild planes already parked on the field.

"At 8:00 a.m., Saturday, we all got away from Mazatlan nicely, heading for Tepic, state of Nayarit, and Guadalajara, Jalisco, the two Fairchilds following the railroad and we the coast line as far as Acaponeta, then turned inland and flew a straight air line for Tepic through the famous Barrancas, which foiled the Southern Pacific Railway of Mexico engineers for two years before they were successful in cutting a line through. The Barrancas are small but deep canyons or ravines with almost perpendicular sides; the bottoms of the ravines being covered with heavy underbrush. The passage to Guadalajara, Jalisco, was uneventful. Arrived at 11:40 a.m. Guadalajara is

one of the oldest and prettiest cities in the Republic of Mexico.

"After gassing and consuming refreshments supplied on the field by city officials, we got away at 2:30 p.m., for Mexico City, with the possibility of running into a storm. It has long been admitted by men who have flown in the Republic of Mexico that the best flying hours are between daybreak and noon. However, this rule only applies during the rainy season from June until the latter part of August.

"Picking up the beautiful Lake Chapala which lies just a little south of east, we continued on to Lake Quitzeo and the town of Morelia in the state of Michoacan. We had received earlier advice that the newly completed military field at Morelia was in bad shape on account of the rains so we continued on toward Mexico City. After hunting for "holes" in the clouds for over an hour, seeking to get through the range and over into the Valley of Mexico, flying at altitudes ranging from 11,000 to 14,000 feet through rain squalls and hail, we decided it was unsafe and turned back west toward Morelia. After 'dragging' the Morelia field carefully Carey decided to land. Our gas supply at this time was about five gallons; not enough to permit our return to Guadalajara. It was a perfect landing but the ground was soft and up to the hubs we went, but fortunately, through masterful handling on Carey's part, did not nose over. Climbing out, we signalled the two Fairchilds to head west for Guadalajara, knowing they could not sit down with their weight on this field and also knowing that their gas supply was sufficient to carry them to that city. After making sure they understood and obeyed our signals, we turned to getting out of our own predicament. The ship was finally placed on a solid strip of ground through the aid of some twenty or thirty Mayas and Yaqui natives. Covering the plane and motor and placing a soldier on guard, we journeyed to town, a distance of some five miles, in a rickety motor vehicle.

"We put up for the night at the

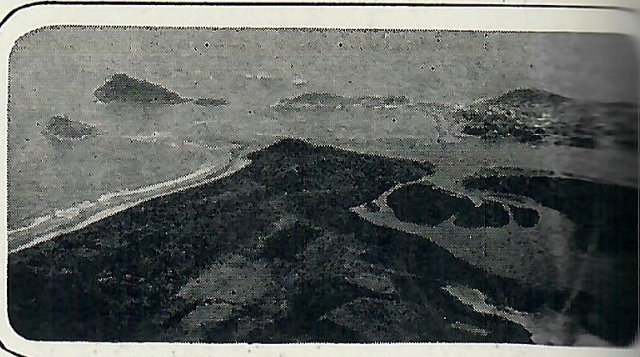
famous Hotel Europa, a hostelry at which the writer had been a previous unwilling guest some years before. After a belated dinner and an interview by the chief of military authorities, who had many and terrible erroneous reports by telephone and telegraph of the direful happenings to our other two companion ships, none of which were true, as we found later, but which to our tired bodies and nerves sounded very real, we managed to steal a few hours' sleep and woke up to figure a way out. This was the morning of July 28 and the air mail line had to be inaugurated out of Mexico City on the morning of the 29.

"Getting another of those dilapidated gasoline hacks, we journeyed about two miles north of town to look over a site used some years ago as an emergency field by Capt. Frank Hawks and the writer, located on a hill called Soledad, where we found a possible runway of approximately 500 meters, covered with rocks and spinas de cacti bushes (thorns that would puncture a tire much more efficiently than broken glass.) We set a mob of Indians at work clearing the runway. The elevation of the field is approximately 6500 feet and the prevailing winds sweep across it at a bad angle. 'If we can get the ship off the field where we landed yesterday, and if we can get enough aviation gas up on this hill, we will, if the weather man delays piling up the clouds, get away for Mexico City', I told my helpers. We returned to town, Carey to try and get our steed out of the mud and up on the new field, I to bribe, with the most flowery dialect, the Hausteca Petroleum Company agent to wait until High Mass to perform his worship in order to sell us the gasoline.

"Carey got the ship off the mud flats and up on the emergency field. I got the gas and our baggage. I believe in one or two instances we forgot it was Sunday and learned again a few choice words in Spanish which had almost been forgotten. With the help of too many natives, we loaded the gas, looked again at our short runway (yes, we paid for the gas) and started down



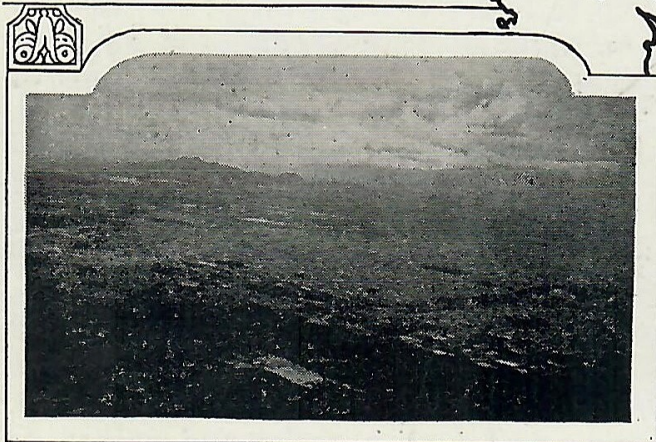
One of The Latin American Planes Over the Barrancas



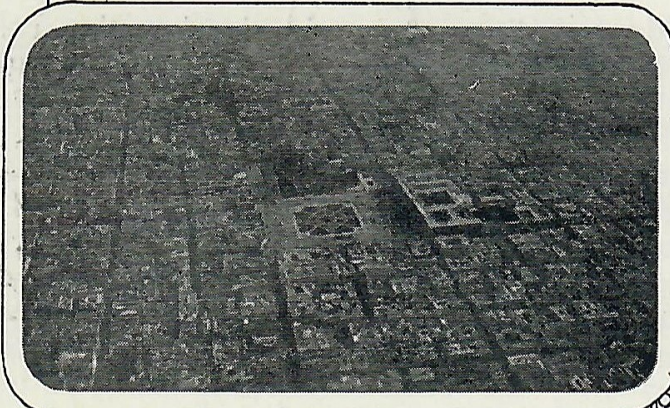
Overlooking Mazatlan and Vicinity



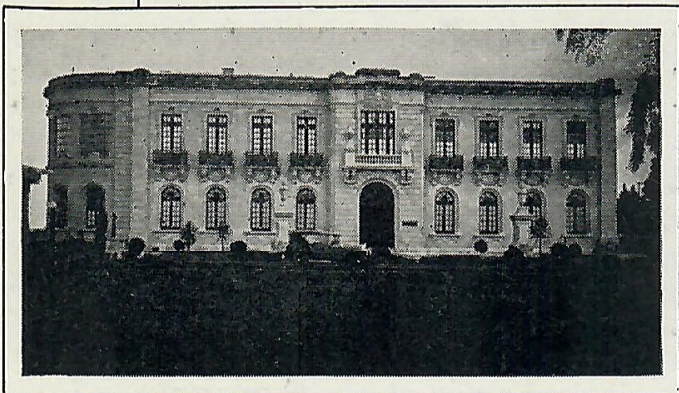
Theatre of Mexico, Cost 10,000 and Unfinished to Date



Approaching Mexico D.F.



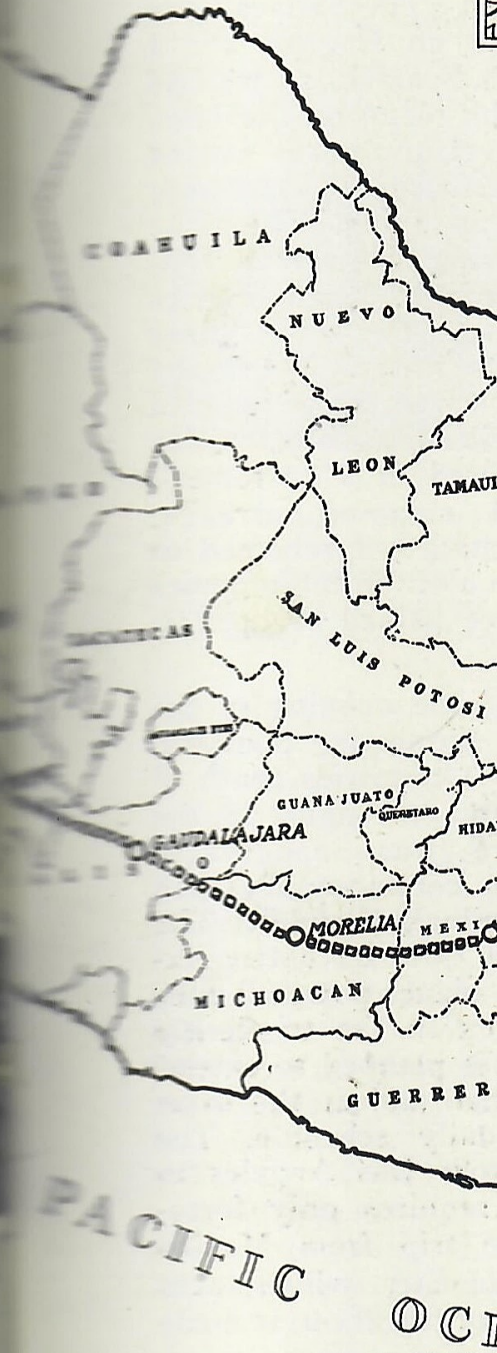
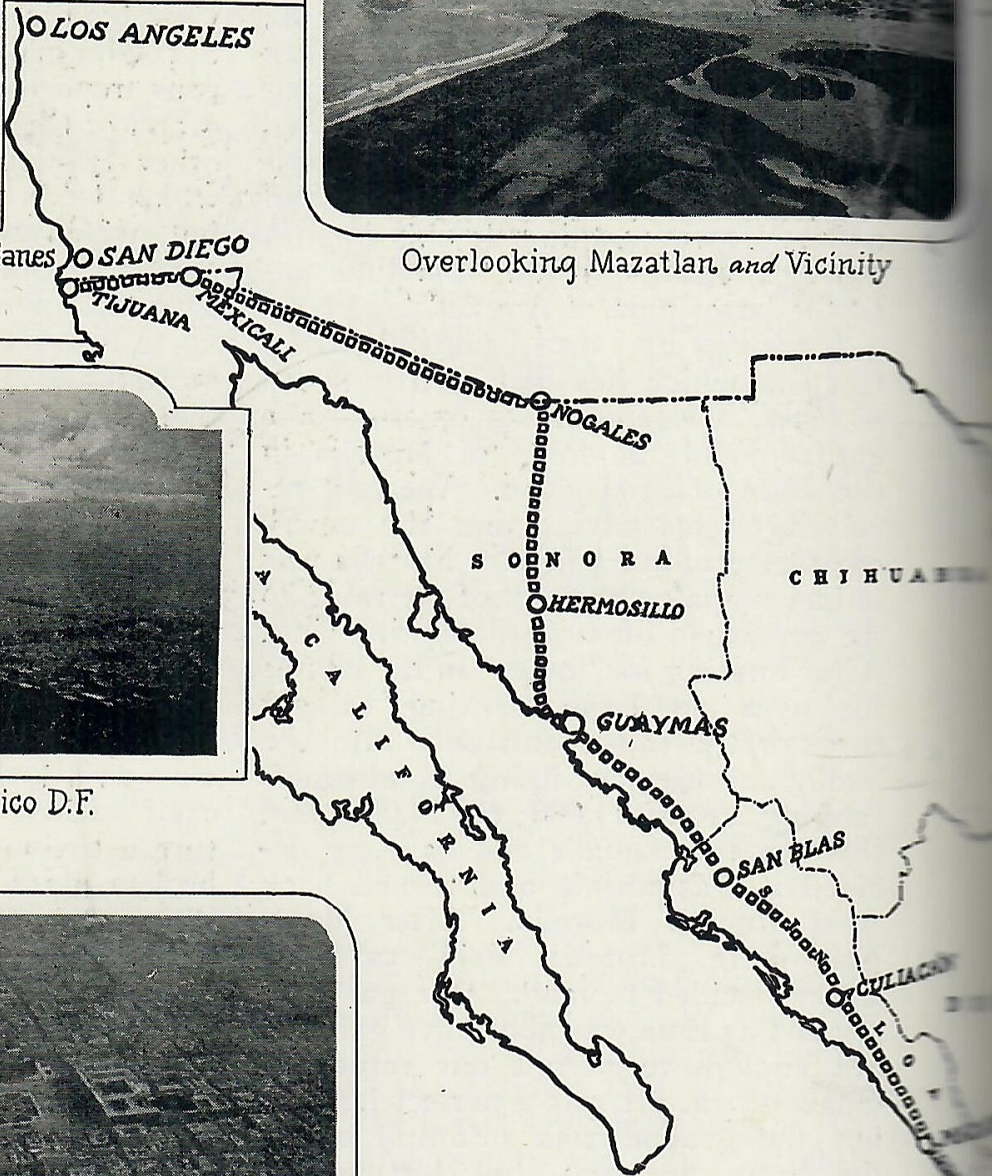
Central Conjested Section of Mexico City Zocalo in Center

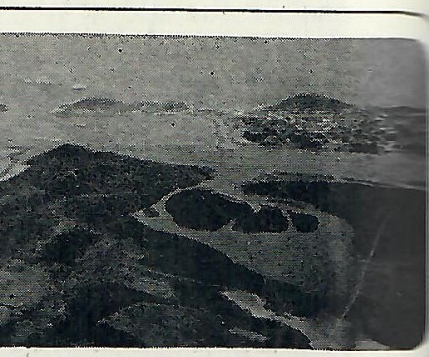


Chapultepec Castle ~ Mexico's "Whitehouse"



Mexican Government Palace - Mexico City

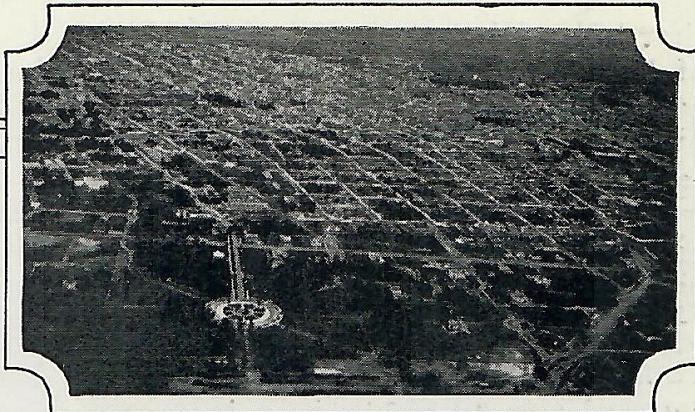




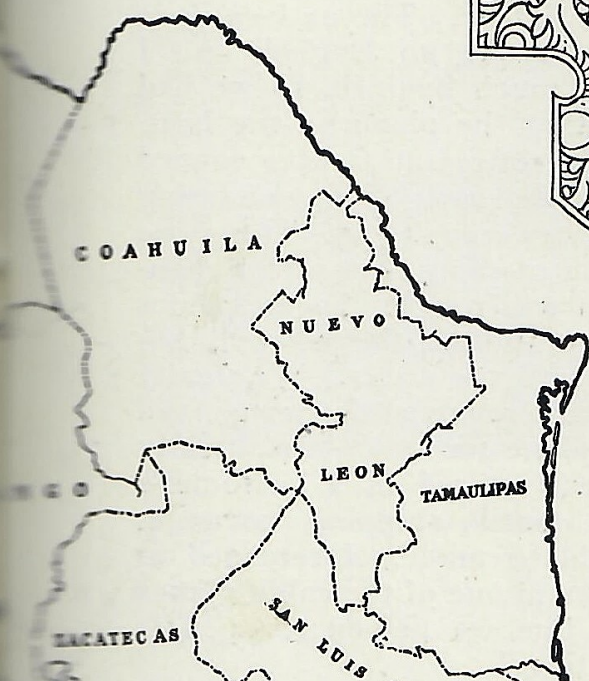
View of Mazatlan and Vicinity



National Theatre of Mexico, Cost 10,000,000 Pesos and Unfinished to Date



Overlooking City of Guadalajara



Dismantling Union Oil "Travel Air" for Shipment to U.S. from Mazatlan



Overlooking Mazatlan and Harbor



Government Palace - Mexico City



that hill. Well, we reached the limit of the runway and were off. May I ask if the reader recalls ever seeing a cat claw its way up the side of a board fence? Then you saw our motor literally clawing its way into the sweet upper air and away from there. Well, we were finally off and into a driving rain.

"Following the railroad line to Maravatio, a terminal of the National Railways of Mexico about forty miles east of Morelia, we headed as near due east as we could, skirting a storm. After about another hour, maintaining approximately 12,000 to 14,000 feet altitude, we finally saw Mexico City to the south and east of us and realized we had hit the only low notch in that 16,000 to 18,000 foot range which surrounds the Valley of Mexico.

"We came down out of the clouds and there is the beautiful Castillo of Chapultepec, the home of President Portes Gil. A wide turn over the city and we are down on Balbuena Field at 2:20 p.m., July 28. Lindbergh was not there to greet us, but I can assure you we didn't care. Out of the three ships which started, our own J-5 Travel Air was the only one to reach Mexico City in time for the inauguration of the new Latin American air line. We had just about seventeen hours of grace until the inauguration. The pictures and clippings will tell some of the happenings on the trip."

Forced to land on a small island, on the West Coast on his return flight, Carey experienced considerable trouble in reaching the mainland with his disabled plane, which he found necessary to freight home. He has written the following:

"I hopped from Balbuena Field for Los Angeles, August 3, intending to follow the route we had flown on the trip down the coast. At Mazatlan I received a wire asking me to return at once to Mexico City and then Guatemala to carry the first air mail north from Guatemala City to the Mexican capital. On the return flight, to Mexico City, about fifteen miles from Mazatlan, the motor began to sputter and I turned back. A couple of miles after

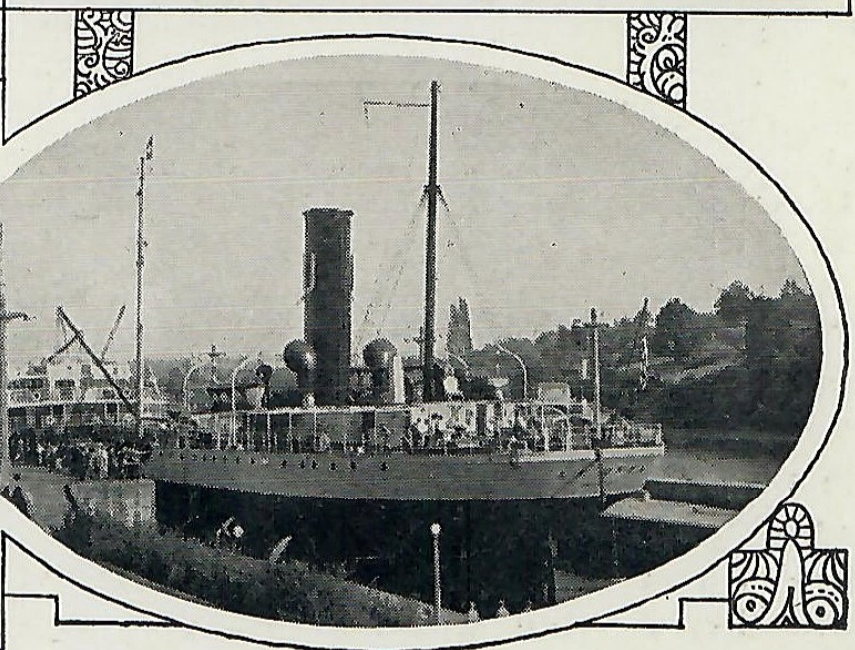
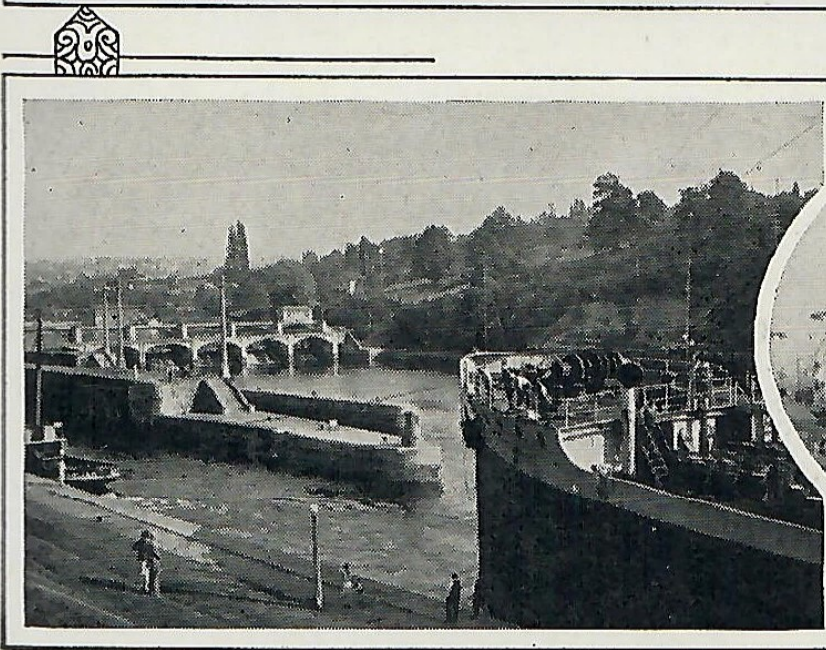
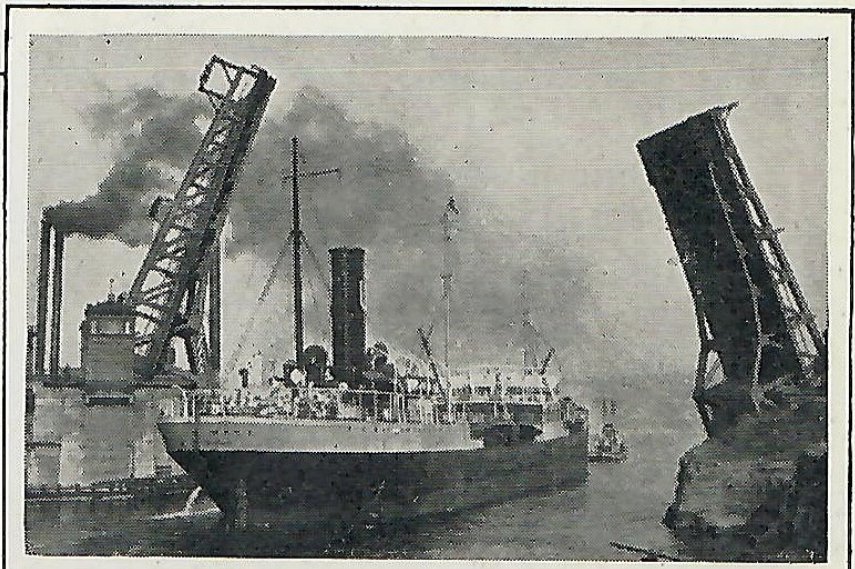
I turned, the cylinder blew and I looked around for a place to sit down. I landed easily on a bare strip of ground on a small island. After awhile, I managed to hail a fishing boat and reached the mainland, then rode a cart into town and wired for new parts for the motor.

"While waiting for the parts, I went back to the ship and after an inspection, decided to dismantle and freight it back to the States. With the help of about fifty natives, I rolled the plane along the beach for a short distance and then turned and cut a way through two miles of jungle with it to the other side of the island, where we could load it aboard a lighter. The natives were willing but spoke no English and I don't know much Spanish, so we had a time getting the plane on the boat. Most of the conversation was carried on with signs, each side wondering what the other was saying. The plane is heavy and crossing the narrow channel, the sea was rough. Several times it looked as though the whole thing was going into the water. We finally reached shore, removed the wings, and rolled the plane six miles into the city where it was stored in a customer's warehouse until shipping arrangements could be made. I returned to Los Angeles in one of the cabin planes which the line we helped to open is now operating."

July 29 marked the opening of the new air mail line connecting Southern California with the countries south of the Rio Grande, and on August 18, the passenger service was inaugurated with an impressive ceremony at Grand Central Air Terminal, Glendale. The Pickwick concern now have ten six-place Ryan Cabin planes powered with Wright J-6 motors in the tri-weekly service. Later it is planned to extend the line to Panama, and at the same time operate a daily schedule. The 4000 mile hop from Los Angeles to Guatemala City requires only forty-eight hours. The trip from Mexico City to Guatemala City, which takes three and a half days by train, is made in seven hours by plane.



## Union Tanker Makes Difficult Delivery



*At the upper left, representatives of the Union Oil Company and the Puget Sound Power and Light Company aboard the "La Brea". M. W. McAfee, manager of the northern division is fourth from the right. The upper right shows the "La Brea" passing under one of the bridges, prior to entering Lake Washington. Below, the tanker just entering one of the government locks, and to the right, passing through the Lake Washington locks.*

**A** NOTHER entry was made on the pages of marine shipping history in the Northwest, August 7, when the Union Oil tanker "La Brea," in making a 30,000 barrel delivery of fuel oil to the Shuffleton plant of the Puget Sound Power and Light Company at Renton, Washington, passed through the ship channel from Lake Union to Lake Washington. This was the first shipment on a contract recently secured with the Puget Sound concern.

The "La Brea" is the largest vessel ever to pass through the canal and the largest to enter Lake Washington. Despite the size of the 6665 ton tanker, which with 30,000 barrels in the hold, draws approximately 24 feet of water,

no difficulty was encountered in passing through the canal and berthing at the Sheffleton dock. In order to facilitate mooring and to maintain the utmost safety, it was necessary, however, to drive dolphins alongside the edge of the dock and dredge the channel near the unloading place.

The channel from the Sound to Lake Washington is nearly seven miles long and passage must be made through the government locks and under five bridges. Tow boats guided the "La Brea" through the channel and stood by while she was discharging.

Capt. H. L. Dahllof is master of the "La Brea," which is 435 feet long and has a 56 foot beam.

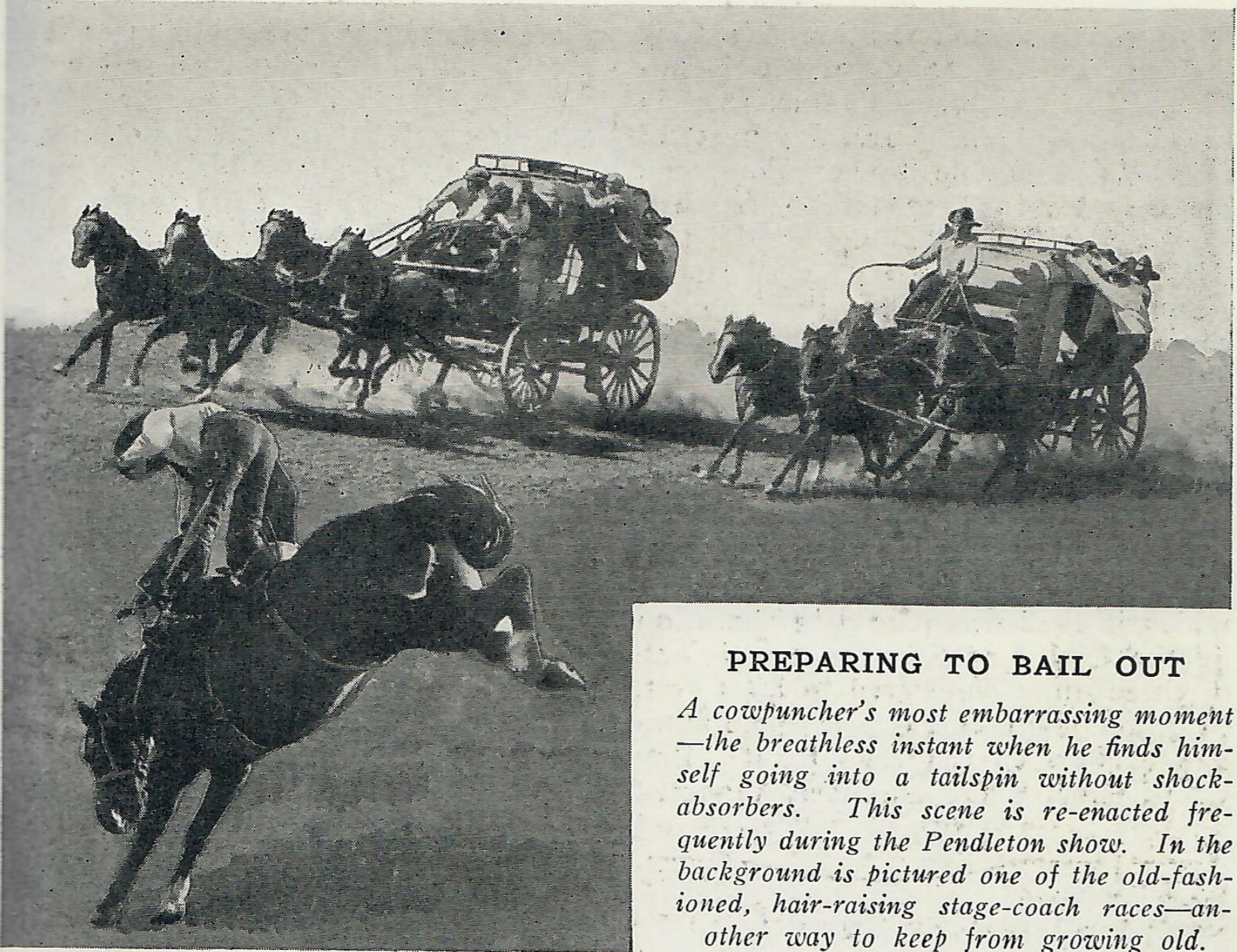
## Four Tons Go Up Four Miles



**A** NEW American payload altitude record of 20,800 feet was established at Metropolitan Airport, July 28, by Waldo Waterman, flying a stock trimotored ten-place Bach, powered with a 525 horsepower Pratt-Whitney motor in the nose and a Wright J-6, five cylinder (150 horsepower) on either wing. The gross weight of the plane, including the payload consisting of sand bags piled high in the cabin and 200 gallons of Union aviation gasoline, was slightly over four tons.

Above is the plane piloted by Waterman on the altitude flight. Below—Waterman, embracing an oxygen smoking set, and Joe Nikrent, official timer of the National Aeronautical Association, (just visible over the top of the sacks) are watching the loading of the plane. Insert—left to right—L. Morton Bach, general manager of the Bach Aircraft Company, Waterman, Nikrent, and B. L. Graves, president of the Bach Aircraft Company.

# Pendleton, Let'er Buck



## PREPARING TO BAIL OUT

*A cowpuncher's most embarrassing moment—the breathless instant when he finds himself going into a tailspin without shock-absorbers. This scene is re-enacted frequently during the Pendleton show. In the background is pictured one of the old-fashioned, hair-raising stage-coach races—another way to keep from growing old.*

FOR nineteen years the Pendleton Round-Up has been the biggest frontier show in the west, and this year the thriving Eastern Oregon metropolis promises the world that the reputation of the past will be fully upheld.

The original "Whoopee" makers are to be found among the cowpunchers and their red brothers who are keeping alive traditions fast being assailed by the relentless extension of the gasoline trails. Their "whoopee" is not of the Hollywood or Broadway variety, for which the nation gives thanks, but is born of the range with its plunging broncos and its cattle herds.

The Round-Up this year will be staged from September 18 to 21, inclusive, and is expected as usual to draw its competing horsemen from every

section of the Pacific Coast and mountain states and its spectators from almost as wide a territory.

Six tribes of Indians, the Walla Walla, Cayuse, Umatilla, Nez Perce, Bannock and Yakima, will take part in the great show which will include a pageant depicting the coming of the early western settlers.

Nineteen years ago, when Pendleton staged its initial round up, an automobile was still something of a curiosity to the cattlemen and ranchers who gathered for the event. Today, with the advent of the tractor and other mechanical devices on the ranches to replace the horses and use up gasoline and lubricating oils, the rural residents just about have to go to the round up to revive their memory of the habits of the vanishing quadrupeds.

# Non-Stop Run of 6552 Hours

**I**N continuous operation for 6552 hours, a 356 horsepower Busch-Sulzer Brothers diesel engine, used in the Elko, Nevada, generating plant of the Elko Lamoille Power Company, on May 19, 1929, at 4:15 p. m., was shut down after having established what is believed to be a world's non-stop running record for this type of engine. On previous non-stop runs, one which began November 26, 1926 and ended April 16, 1927, and another which began September 19, 1927 and terminated April 17, 1928, the engine operated 3261 and 5038 hours, respectively, without a shut down.

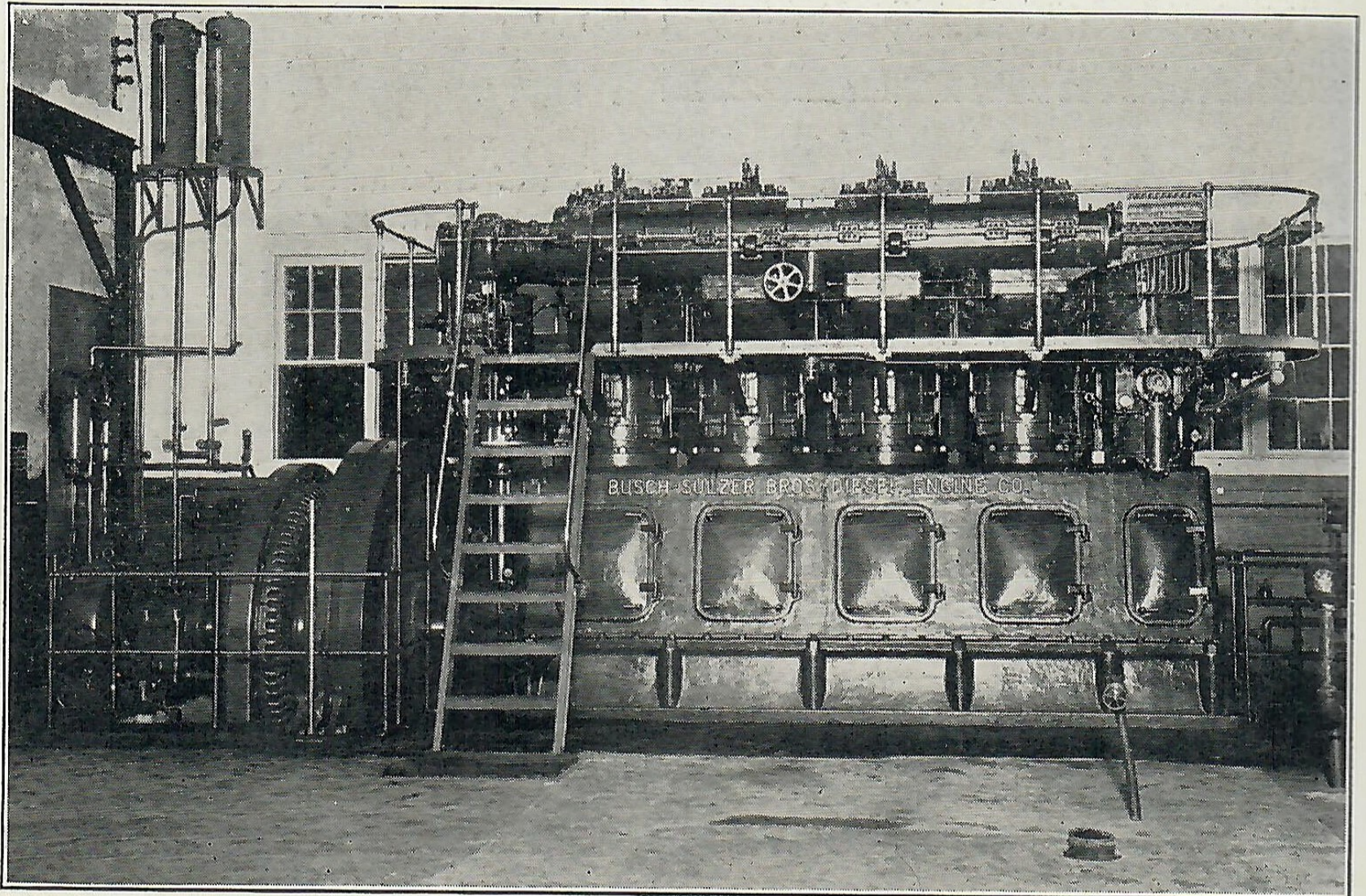
The Busch-Sulzer Brothers engine, which is 1922 was placed in operation by the Elko Lamoille concern, is one of three units connected to 2300 volt, 60 cycle General Electric generators and exciters in the Elko plant. Ray G. Chester, plant engineer, reported

that the engine uses Union Diesel Heavy oil in the crankcase and cylinders and Union Compressor oil in the air compressor, and that the cost of parts and gaskets during its more than seven years of operation with Union Oil products have been less than a dollar a week.

"Although a careful check of all bearings is made each year," Mr. Chester said in a letter telling of the run, "It has not been necessary to take up any crank, main, or wrist pin bearings after more than 19,000 hours running time."

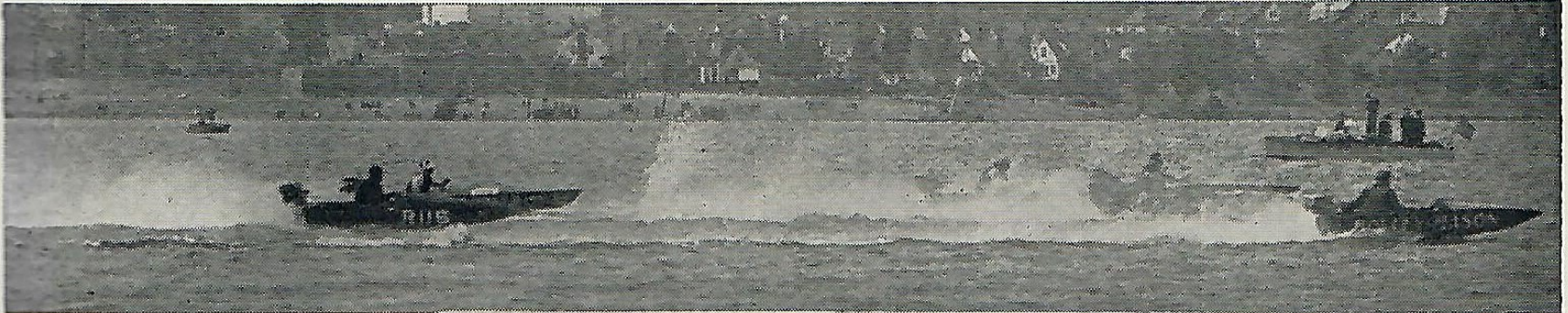
He also emphasized the fact that in each instance where the engine was shut down, it was voluntary, and that the engine was apparently capable of running a much longer period.

The Elko Lamoille Power Company supplies light and power for the towns of Lamoille and Elko.

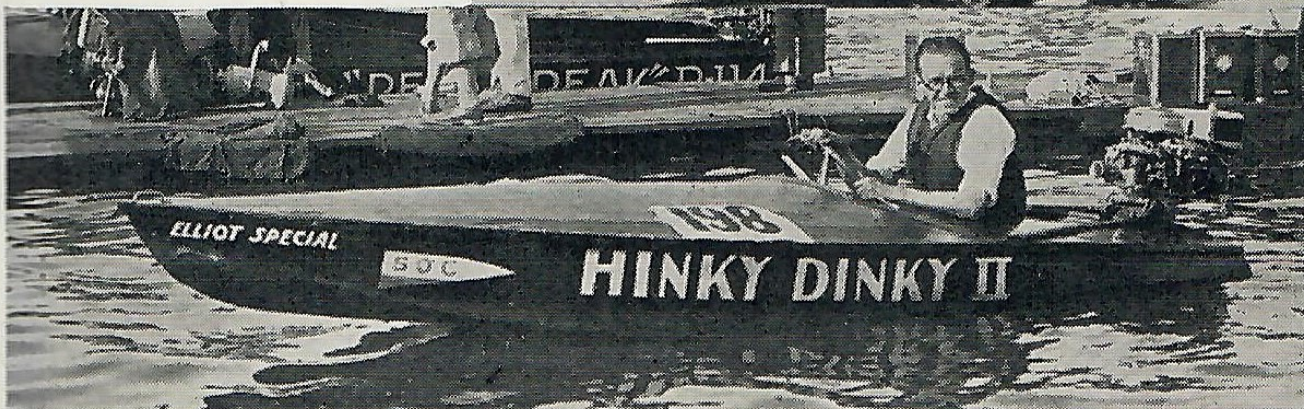


*Engine with which three record runs have been made.*

# Union Fueled Speedboats Place First



Entries in free-for-all race churning the waters of Green Lake, Seattle, in finals of the Northwest Speedboat Championships. At the right, "Trimmer Ship," piloted by M. G. Shain, winning displacement boat race.



"Hinky Dinky II," driven by Jerry Bryant was winner in the class B, division II, event. Below, Herb Munter and his "Sar," winning the 505 class race.



ON July 21, while speedboats using Union Oil products were splitting the smooth waters of Lake Tahoe to win four out of five first places, Union fueled inboard and outboard boats were winning four out of eight events in the Northwest Speedboat Championships held on Green Lake, Seattle. First place victories in the Northwest races were chalked up in the 505 inboard, free-for-all, Class B—Division II, and in the displacement boat races. In the Tahoe regatta first places were scored by boats using Union products in the free-for-all, class "C," class "D," and the Steven's Trophy class "V" races.

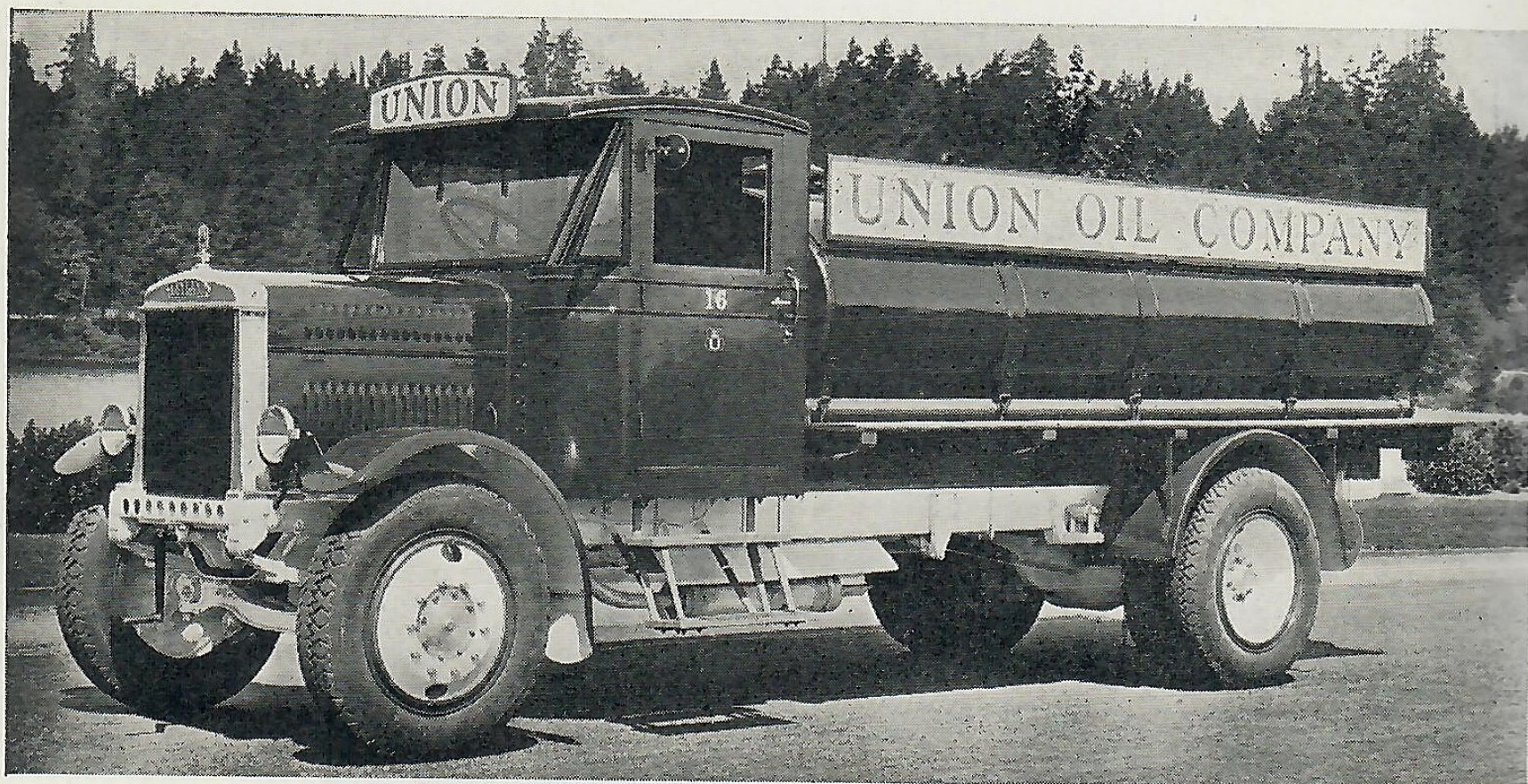
Herb Munter, Seattle speedboat king, piloted his "Sar" over the mile-and-a-half course in the Green Lake regatta for an average speed of forty-nine miles per hour to score 900 points and win the 505 class event. In the free-for-all, Gale Roose, driving "Cootie II" at a speed of forty-mile-per-hour, showed his exhaust to the field to finish first. "Hinky Dinky," with Jerry Bryant at the throttle, placed first in three heats of the class B, division II, race winning 600 points and top honors. In the displacement boat race, Union products finished in one, two, three order, the "Trimmer Ship," "Wecco Clipper," and "Red Streak," crossing the line in the order named.

One of the best races of the day was in the 151 class, Schertzer's "Kick" fighting it out over the three laps with "Miss Wildfire," the "Kick" finally winning the third heat to finish in second place.

The "Lazy O" scored heavily in the Lake Tahoe regatta by winning the class "D" and free-for-all races and placing second in the class "B" event. "Sweetheart," driven by W. Angilley, walked away with first place in the class "C" race, and in the only inboard

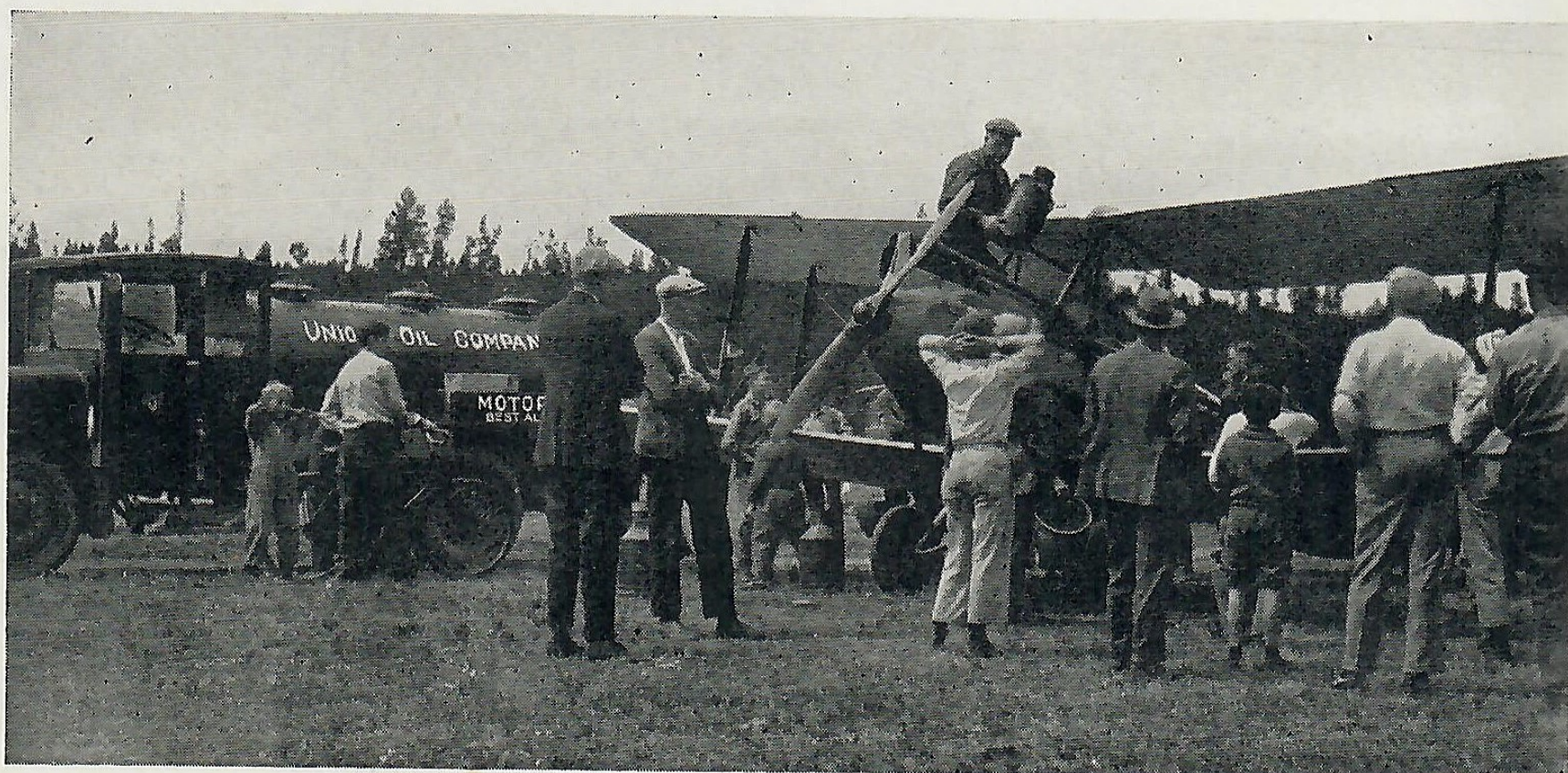
race of the day, J. C. Skinner in his "Florence" led the other entries to the finish line.

Spencer Mock, traveling mechanic of the central division, aided the speedboat racers materially in showing them how to prevent ignition wires and spark plugs from shorting when hit by spray from the motors. This was done by taping the wires and terminals and applying Eboncup No. 2 to the tape, making it virtually waterproof.



#### CARRIES UNION GAS TO CANADIAN RESELLERS

*Within the past eighteen months fourteen new Leyland trucks, British-made, have been purchased by the Union Oil Company of Canada, Ltd., to carry Union gasoline to the Canadian dealers. The truck shown above is a representative type of those put into service.*



#### SOUTHERN ALBERTA PLANE FUELS WITH UNION

*Flying a De Haviland Moth, property of the Southern Alberta Airlines, Joe Patton recently completed a flight from Lethbridge, Alt., to Cranbrook with a passenger. He refueled his tiny plane at the Union Oil service station at the latter point.*

### FIELD DEPT. POST FILLED

A. C. Rubel, since February, 1929, chief petroleum engineer of the company, on August 16 was appointed assistant manager of field operations with headquarters in Los Angeles. Mr. Rubel steps into the position



A. C. RUBEL

which has been vacant since the appointment last February of R. M. Putman, then assistant manager of field operations, to the post of Superintendent of the Coast Division.

After engaging in extensive exploration activity in Mexico for a number of years, Mr. Rubel, in 1923, came to the company and was assigned to the geological department. A few months later he was made resident geologist. In 1925 he

was appointed petroleum engineer and also held the post of superintendent of production in the Dominguez district. During drilling and production which followed discovery of the first well in that field, he was in charge of subsurface work. In addition to being superintendent of the Dominguez field, Mr. Rubel was also in charge of operations at Rosecrans, holding these positions until he was made chief petroleum engineer.

### A MUCH-TRAVELED TRAVELER

For mileage covered in promoting the sale of Union Oil products, A. C. Galbraith, has few if any equals. In December and January, last, he was burning up the highways and railways in San Joaquin Valley. In February he left for the Antipodes and returned the latter part of May after making a tour of New Zealand and Australia. He stayed in his office in Los Angeles just long enough to open his mail, is now back in Australia and by the time we go to press he may be packing up to return to the "States."



A. C. GALBRAITH

They tell a story in the head office about one of "Gal's" friends in the company, who upon hearing he had returned from his trip across the Pacific, rushed down to his office on the sixth floor to see him, only to be greeted by his stenographer who informed the breathless friend that "Mr. Galbraith has just left for Australia."

"Tell him to cast his anchor the next time he comes into port," said the friend. "I'd like to see him for a few minutes when he gets back."

### PLANE SERVES IN MARINE EMERGENCY

THE value of the speedy transportation afforded in emergencies by the company's fleet of airplanes was again demonstrated Sunday, August 4, when, following word received from San Luis Obispo that the "Phelps," Union Oil barge, had taken fire in No. 1 tank, C. F. Lienesch, manager of technical relations, flew George B. McLean, port engineer, and H. E. Cattermole, ship dispatcher, from Los Angeles to the port for an inspection of the boat.

The trip required only an hour and ten minutes, landing being made at Clark Field, San Luis Obispo, thence by motor to Avila, from where a launch carried the men to the "Phelps," breasted off San Luis docks. Within four hours after receiving the news at the head office, McLean and Cattermole were at the scene of the fire. The blaze, which resulted in only slight damage to the decks and some blistering of paint, was caused by ignition of heavy gases issuing from No. 1 tank during loading.

Following a brief inspection, McLean and Cattermole were flown back to Los Angeles the next morning. Use of the plane per-

mitted a survey of the "Phelps" and allowed her to depart for Oleum on schedule, as well as enabling McLean to return to Los Angeles the next day in time to make arrangements for dry-docking the steamers "Los Angeles" and "La Purisima" which were in the shipyard Monday morning.

### CRUDE OIL DIVISION HAS BEACH PARTY

Head office employees of the crude oil division and their families held a second get-together at El Segundo beach on August 10.

Baseball, swimming, surf board exhibitions, and various races, as well as two tug o' war contests, featured the afternoon program. The men's tug o' war was won by a team composed of I. J. Hancock, Paul Breese, Leon Glendenning, Sam Moran, and E. L. Delaney. The three-legged race was won by M. G. Kerr and Leon Glendenning.

Coffee, frankfurters, and all the accessories that make complete a weiner bake, were consumed with the usual beach formality.

## ATLANTIC UNION HEAD OFFICE BASEBALL TEAM



*These boys, Union's representatives in the Sidney, Australia, Commercial Houses League, have been playing bang up ball and keeping high in the percentage column and are giving the league leaders something to worry about. America's national pastime has become very popular with sport enthusiasts in the Antipodes.*

### UNION SPONSORS BROADCASTS

In sponsoring a unique broadcast from a plane in flight Friday night, August 16, from 7:30 to 8 o'clock, in which a number of entries in the National Women's Air Derby and Mayor Herman Michael of Santa Monica made brief talks to listeners below, and also making possible a vivid presentation over the air of the activity which marked the start of the derby from Clover Field on Sunday, August 18, the company scored two distinct hits with radio fans on the Pacific Coast.

The Friday, August 16, program occupied a large portion of the regular Union Service Station Four half hour. A special short wave length broadcasting set was installed in the Maddux air liner used in the flight. The plane hovered over Los Angeles in the vicinity of station KMTR, which picked up and rebroadcast the program over the Pacific Coast network of the American Broadcasting Company.

At 1 o'clock, Sunday, August 18, over the Pacific Coast stations of the National Broadcasting Company, the start of the first women's cross-country flight came on the air. Each contentant spoke a few words of greeting into the "mike" before hopping on the first lap. The broadcast continued until all the entries had left for San Bernardino, the first control point.

### SANTA MARIA LEAGUE CHAMPS

Emerging from the final game of the Twilight League with a 4 to 1 victory over the Midland Counties team, the Union Oil aggregation of indoor baseball players at Santa Maria chalked up their fifth straight

win and finished the season with a perfect percentage.

Bellington, pitching for Union Oil, held the opposition scoreless until the last inning. In addition to walking off with first place honors in the indoor league, the company team scored a win over the Shell Oilers in an exhibition game.

### TACOMA HOLDS PICNIC

Tacoma Union Oilers and their families held an annual get-together at "Hidive," Surprise Lake, on July 21, the lake proving an ideal site for a picnic.

Races, games, swimming, and other sport activities were held throughout the day. The feature of the sport event was a baseball game between the salesmen and tank truck salesmen, winning honors going to the salesman. A feed spread on tables extending out over the water was the most popular part of the program. L. E. Brown, Mrs. Mary King, Mrs. Margaret Hammond, Charles Boyle, and J. H. Newberry composed the committee on arrangements.

### TRANSFERRED TO AUSTRALIA

E. W. Hutton, formerly assistant district sales manager, Fresno, has been transferred to Australia with the Atlantic Union Oil Company, and W. G. Talbot, formerly agent at Edmonton, Vancouver District, has been appointed to the post made vacant by the transfer.

R. E. Parker, formerly special agent, Fresno, has been appointed assistant district sales manager, San Francisco, succeeding L. F. Moody, who resigned from the company August 15.



# SAFETY IN THE UNION



## FIRE AT WALNUT GROVE

The warehouse at the Company's Walnut Grove, California, station was destroyed by fire of unknown origin on the morning of July 13. The damage was confined to the one building.

It is interesting to note that here, as has happened many times before when fires have occurred close by oil tanks, the tanks and their contents went through the fire without damage. This fact is directly in line with the experience of the oil companies throughout the country, as compiled in 1925 by the American Petroleum Institute. In its report on ten years' experience, the Institute says: "steeled roofed tanks as a class appear to be negligible risks, regardless of the kind of oil stored. It is doubtful if there are many insurable risks that can show such low fire frequency." Basing judgment on ten years' experience, the investigators found that the probability of a tank fire in an oil marketing station is one fire per plant in 5860 years. This is compared with the probability of fire in dwelling houses, which is one fire per house in 158 years.

The importance of actual experience is often lost sight of by those charged with the responsibility for drawing ordinances regulating the oil business. Very few of these men have actually seen even one oil fire involving storage tanks of standard gas-tight construction, such as are built by the major operators. Too often unnecessary restrictions are imposed, while really important considerations of design are overlooked. It is therefore important that the industry make available to those contemplating the drafting of fire laws the basic data gathered and analyzed by its own experts. The 'Report on Records of Oil Tank Fires in the United States, 1915-1925' published by the American Petroleum Institute, from which the foregoing quotations are made, is still the criterion for judging fire risks with respect to oil tanks.

## THE CREPE HANGER

"My dear man, this plant has been running for more than twenty years and has never had a fire and yet every time you come here you hang crepe on the place as though every man in it had been burned to death. Why, if you think this place is a fire hazard, you should see the blank company's plant across the street. Now there is a real fire trap."

And Mr. Superintendent never stops to think that the reason his visitor can see hazards at all is because **he is always looking at the other fellow's plant.** Familiarity breeds contempt and complacency. That is why we make inspections. More than that, the frequency of fires in oil handling plants is so small that few of our operating men have ever had any fire experience. That is why we study every fire with minute care, to get from each its lesson in prevention. Safety men, whether on accident or fire prevention work, whether inspecting boilers or air receivers, soon learn, from constantly analyzing **actual accidents, the conditions that breed trouble.** It may be a frayed sling, used in lifting a piece of drill pipe, or an accumulation of oil under a rig or just a sloppy, unkempt warehouse, with no aisle-space. The man on the job sees them only when taught to look for them by someone who has been trained to look for nothing else.

Give the safety man a chance to help you. He may be a "crepe hanger" but he represents the greatest humanitarian movement in the world today. Did you ever stop to figure out what has made civilization possible? It is the ability to profit by the experience of others. The safety man is trying to give you freely what may have been learned at the cost of another man's life.

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Herbert C. Newland, acting agent at Toppenish, Washington, was fatally injured on August 9, when the truck on which he was riding with Tank Truck Salesman S. M. Piland was crowded from the highway and overturned. Mr. Piland was less seriously injured.

W. C. Smith, plant engineer, at San Diego, died on August 12, apparently as the result of an injury received three weeks previously. While packing a pump, Mr. Smith struck his head against a pipe. At the time, this seemed quite inconsequential. Later, developments set in which proved fatal.

### SOME SAFETY RECORDS

The month of July was a safe month for Union Oil Company employees. The Los Angeles Pipe Line went through another no accident month, its tenth successive period with a goose egg. At Los Angeles Refinery the boys chalked up month number ten on the long list. As a matter of fact, there were no lost time accidents at any of the refineries, which makes the second time this year that the sheet of casualties has been a blank. Even the Field operations came through with one of the best records of the years, losing only about thirty days among nearly 1800 men, in the most hazardous work in the business. One casualty among the gas men and two at sea, one on the Producers' Pipe Line (a poison oak case among the fire fighters in the Huasna district), not what you could call perfect records, but mighty close to it.

### FIRE

Driving northward on the Pacific Highway through the wooded valley of the Umpqua River last Fourth of July, a carload of tourists overtook our plodding Henry. As they were passing from view around the next bend in the road a firecracker was thrown from the car and exploded in the tinderlike brush at the roadside. In a few moments we reached the spot, to find a merry blaze already eating its way toward the timber. It was but the work of a few minutes to conquer the flames, so little headway had they gained. Then we too continued our trek northward.

That afternoon in Portland we read of the disastrous Mills Valley fire and wondered if there some other small boy, blissfully ignorant of what he was doing, had thrown a lighted fire cracker from a speeding car. More than one hundred homes were destroyed at Mills Valley and every year thousands of other homes and acres of timber are lost for no better reason.

### COURTESY IS ALWAYS SAFE

"Only when the driver practices the principles of courtesy and caution may the nation hope for a reduction in the human toll it pays for transportation," says a national authority on the question of safety. The laws of chivalry are often more applicable than the statute laws. Polite yielding of the right of way when it is essential to prevent an accident and playing fair with the other drivers on the highways will do a great deal toward reducing the annual number of fatalities.

Don't be too sure that you are right, the other fellow may really not be in the wrong. Do the courteous thing, waive your rights and let him continue on his way. You may have been slowed down half a minute and he may have gained that time, but neither of you had to spend time having your cars towed to a garage.

### ACCIDENT RESPONSIBILITY

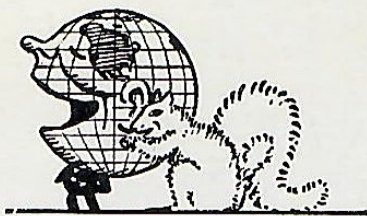
"If it's part of my job to see that the men who work under me work safely, then believe me," said one of our shop foreman after his first attendance at a safety meeting, "believe me, they are going to do it. I've always figured I got paid only for getting the work out and that safety was every man's own lookout. Sure, I've seen some green men pull boners and get hurt. I always figured that was a good way for 'em to learn. If they didn't get hurt much, they got the horse-laugh from the rest of the bunch. Of course losing a finger or an eye is no laughing matter, but no one but the bird that got hurt ever figured he had any responsibility in the affair.

"When you come right down to it, most of the things that get fellows hurt in a shop come from not thinking ahead of what you are doing. The older heads do it without knowing that they plan their work, but if you watch them you'll see that they usually know just what they are going to do next. A green man has to stop to think and most of 'em never learned how to figure out a job before they tackled it. They try to lift stuff that they should use a crane on or get someone to help with. Or else they do a grinding job without bothering to wear goggles. Well, believe me,—hey, you, Pete, stand out from under that crane. What chance would you have if that sling let loose?"

# GOOD DRIVERS DEMAND GOOD BRAKES



# REFINED AND CRUDE



In the interests of safe and sane driving we would point out that you are not so likely to lose control of your automobile if you keep up your payments.

\* \* \*

**And buying a closed car is not necessarily saving for a rainy day.**

\* \* \*

*Street Car Conductor: Madam, this transfer has expired.*

*Irate Lady: Well you can't expect anything else in such poorly ventilated cars.*

—Columbia Jester.

\* \* \*

For the benefit of our amateur gardeners we advance the information that the best way to raise potatoes is on a knife.

\* \* \*

The same individuals will be glad to hear that there is now a positive means of distinguishing between the male and female worm. The latter makes no signal when turning.

\* \* \*

*A receding chin may not denote strength, but think what an advantage it is when eating corn on the cob.*

\* \* \*

The following tale is clipped from the "Orcadian", a Scotch newspaper published in the Orkney Islands: Jones had made up his mind to give a little party, and in order to make sure that the preparations would be complete he informed his cook. To her he said "I am giving a musical party Friday evening, cook, so I shall expect you to do your best." "Certainly, sir" she replied "I ain't sung for years, but you can put me down for 'Sonny Boy'."

\* \* \*

If you can no longer hole out the bottom button on your vest, it is time you were taking up golf.

\* \* \*

*Our house furnishings were evidently of the period type. We only had them a short period when they were taken away.*

\* \* \*

"How dare you throw stones at my poor dog?" the ancient spinster shrieked at the coal man. "The brute bit me" was his explanation. "How many times?" the maiden then enquired. "Once. That's plenty, ain't it?" he said. "Yes—but I saw you throw at him twice, you big ruffian" the woman went on. "Well" was the coal man's parting shot, "Once bitten, twice shy, you know."

—The Orcadian.

From the rumble seat of the campus car: Drag your foot, kid. My brakes won't work.

\* \* \*

*It is not necessary to know on which side your bread is buttered so long as you have the good sense to turn it over.*

\* \* \*

Considerable progress is being made in the manufacture of synthetic foods. We have it on the best authority that a company has been organized for the purpose of making wooden seeds for raspberry jam.

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**To-day's short story: Four Scotchmen entered a cafe. One ordered a cup of coffee and three saucers.**

\* \* \*

*And while we are on the subject:—*

*A Scotchman, not feeling as well as usual, called on his family doctor, who looked him over, and gave him some pills to be taken at bed time. Whiskey also was prescribed for his stomach's sake; a small glass to be taken after each meal. Four days later Sandy again called on the doctor, stating he was feeling no better. "Have you taken the medicine exactly as I instructed?" the doctor enquired. "Weel, doctor," replied the patient, "I may be a wee bit behint wi' the pills, but I'm six weeks ahead wi' the whiskey."*

—Wesleyan Woofus.

\* \* \*

Then there was the absent minded bird who changed his oil every day—and his shirt every five hundred miles.

\* \* \*

**It's a good thing the poor Indians have no inclination to go on the war path these days. Think of the detours they would have to take.**

\* \* \*

*"Well, well. You've been married ten years. Gosh, I thought all the time you were just naturally round shouldered."*

—College Humor.

\* \* \*

Good milk comes from contented cows, so it is natural to assume that the blue milk comes from bovines that are more or less depressed.

\* \* \*

**Finally, remember it takes more than puffed rice to make a swell wedding.**

