

UNION  
OIL  
BULLETIN

JANUARY 1930

# 2 World's Records Broken

clean sweep of field  
in 151 speedboat class  
at Midwinter Regatta

## *New* *with* **Super Union** GASOLINE



**D**ICK LOYNES driving his "Miss California" broke two world's Speedboat records and won first place in every 151 class event during the Southern California Midwinter Regatta. In these events Loynes fueled his speedy craft with New Super Union Gasoline.

#### *How Records Were Broken*

At Elsinore, Dec. 7—After establishing a new world's record of 49.86 m.p.h. in the preliminary, Loynes won the final heat of the 151 class race over a five mile course. Don Condit, also using Union Gasoline, won second place.

At Newport, Dec. 4—Over a mile straightaway Loynes established a new world's record of 54.729 m. p. h. breaking his own record of 51.342 m.p.h.

At Long Beach, Nov. 10—Dec. 1—Loynes won first place in two preliminary and the final heats of the 151 class races at Alamitos Bay. Boats fueled with Union Gasoline also won third and 4th places in this event.

Dick Loynes used the New Super Union Gasoline with Ethyl—the recognized high compression fluid... added. This is the greatest gasoline advancement in the industry.

Loynes' record-breaking motor fuel is available to you at any Union dock or wherever you see the blue and white Union pumps. You will be amazed at the improvement in performance, it brings to your boat or motor car.

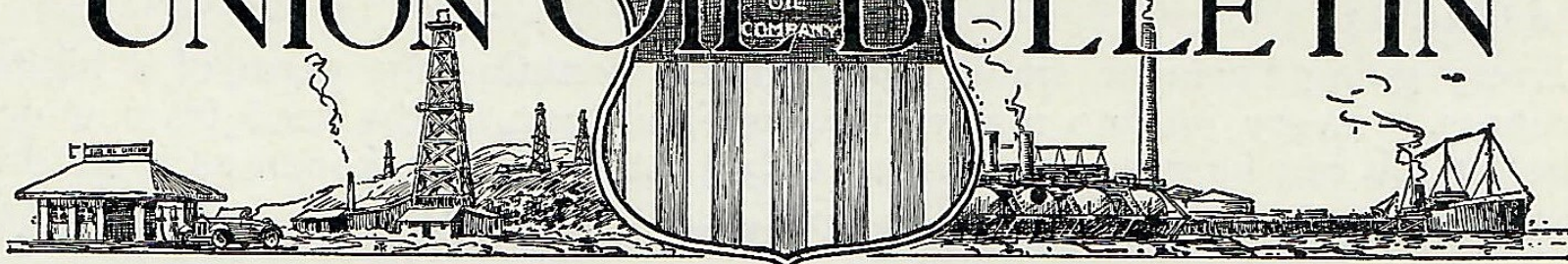
UNION OIL COMPANY



## *New Super Union*

26% QUICKER STARTING WITHOUT LOSS OF MILEAGE

# UNION OIL BULLETIN



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VOLUME XI.

JANUARY

BULLETIN No. 1

## Oil and Taxes

WHAT part the petroleum industry plays in financing the executive, legislative, and judicial machinery that constitutes governmental procedure in the United States is revealed in figures recently released by the American Petroleum Institute which show that taxes paid by the industry during the past year aggregate \$102,224,827. Of this total, which is exclusive of pipe line companies, \$82,308,285 was paid into Federal and State coffers as income and ad valorem taxes, and \$19,916,542 represented taxes and fees on oil and gas production, oil inspection, licenses, permits, and miscellaneous levies.

In addition to the above, which may be termed direct taxes, gasoline taxes, now in force in every state in the Union, during 1929 exceeded \$305,000,000.

A variety of other taxes are also levied on the industry in different states. General property tax on crude, severance taxes, land taxes on proven oil lands, and state and local taxes on transportation and storage facilities are examples of the myriad assessments paid by the industry. In some states an oil inspection fee, which last year amounted to \$3,000,000, is collected.

## A Business Man's Philosophy

ONE of the common denominators of failure is haste to attain results. Most of us are too impatient. This fault is peculiarly American.

A young man goes into a business or profession. His usefulness is sadly limited by inexperience and unsound judgment. He does not realize that experience and judgment must be gained by the slow process of doing.

So he quits his job and tries himself out in another house. His restlessness leads to dissatisfaction with the new position. He again moves on and becomes an interchangeable cog and never the frame of a machine.

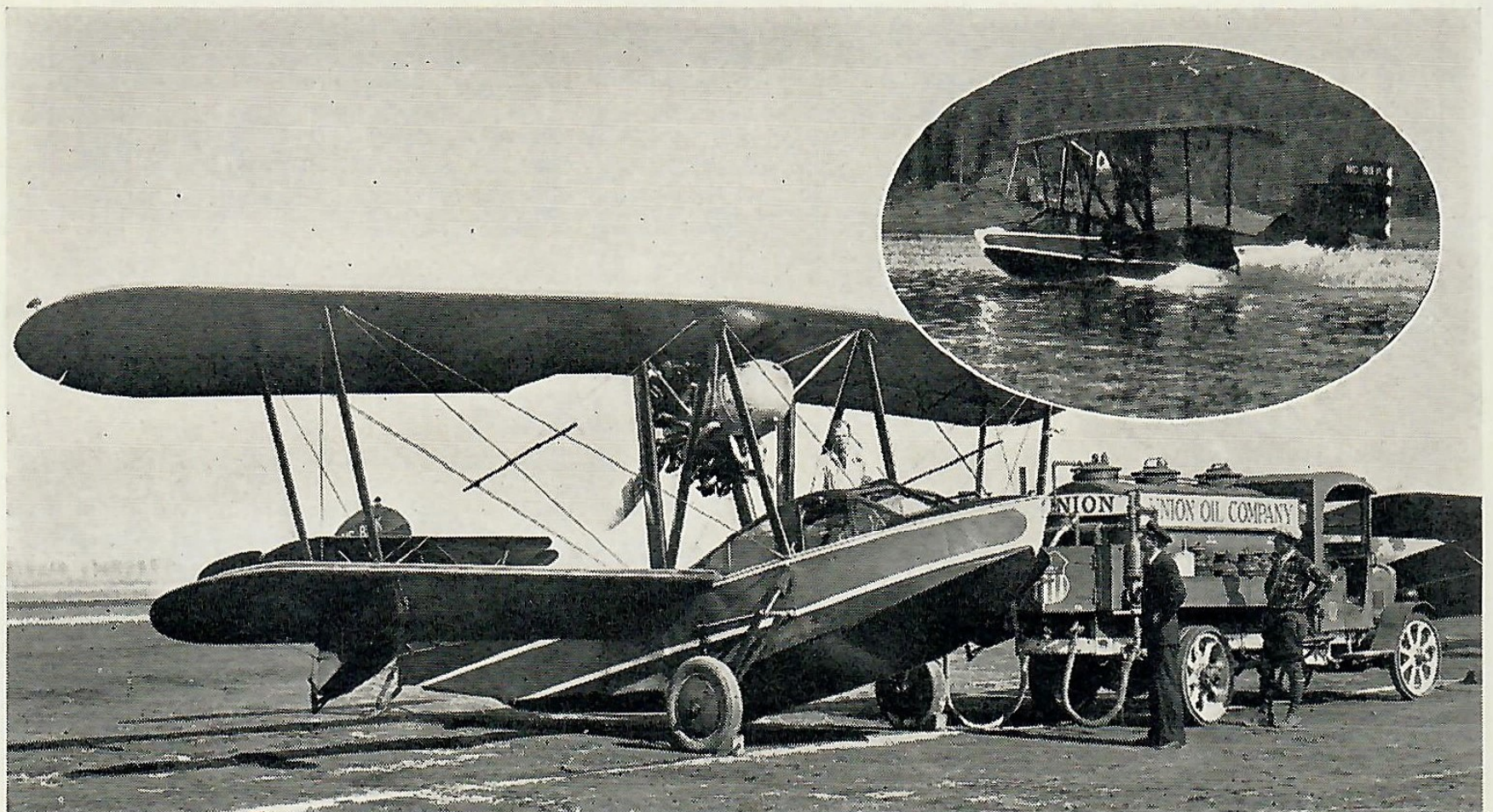
With less haste this young man could lay a firmer foundation. Ability

will reveal itself and express itself under any circumstances if given reasonable time.

Every going business, small though it be, contains the germ of a bigger business. Every job, no matter how insignificant, is the seed from which a better job can be grown, provided only that time is reckoned as a factor.

—William A. Feather in New York's Evening Post.

## Union Fueled Amphibian Sets Lifting Record



*Fueling the Amphibian at Mines Field before the flight to Big Bear Lake. In the insert the "Duck" is shown about to take off from the Lake.*

**I**N RISING from the waters of Big Bear Lake after a run of 1800 feet that required only 20 seconds, an Ireland amphibian, carrying a pilot and three passengers, recently established an high altitude full-load takeoff record for land and water planes. This is also the first time either a single or multi-motored plane has been hopped from Big Bear Lake, which is 6750 feet above sea level, with four persons aboard.

To demonstrate its amphibious qualities, the Ireland "duck," which is powered with a Pratt and Whitney, 425 horsepower motor, and fuels with Union aviation gasoline exclusively, returned the next day and after land-

ing on the water near Stillwell's Camp, taxied up on the beach to the landing field and took off from there with five persons and two heavy cameras, a load in excess of 5000 pounds, aboard.

The Ireland is a newcomer in Southern California, having been brought to the Pacific Coast a month ago from the Ireland Aircraft Company's factory in Garden City, New York, by H. A. Boyce, western representative. On the transcontinental trip which was made in 31 hours flying time, the ship was flown by William Ulbrich, chief pilot of the Ireland company, whose flying hours total 3000.

# Company to Build 80-Mile Pipe Line

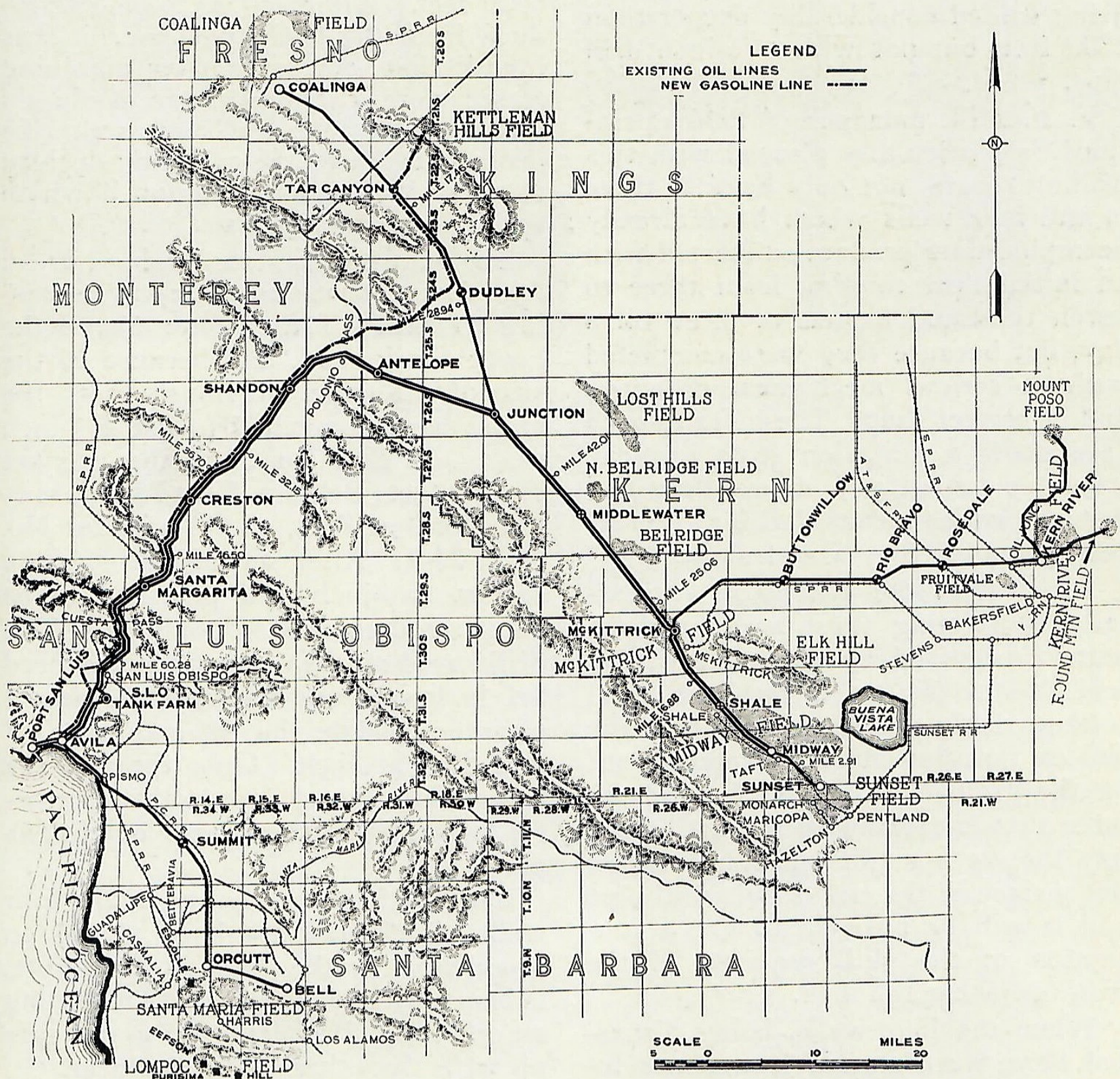
**A**N eighty-mile six-inch pipe line, that will cost approximately \$750,000, is to be built by Union Oil Company between Tar Canyon station and the Avila refinery at Port San Luis Obispo. Its route has already been determined and surveying and rights-of-way crews are now in the field. Materials for the project also have been ordered. It is planned to start actual construction by March 1 and to complete the line by May 1. Several hundred men will be employed during the time it is under construction.

Kettleman Hills, and at the outset will carry natural gasoline. It will be the only line from the field to the coast handling this product. Anticipating the construction of the line from Tar Canyon to Avila, the company recently laid a six-inch line between Kettleman Hills and Tar Canyon station.

The eighty-mile line will start at Tar Canyon station, run nine miles south and will then veer off through Cottonwood Pass to Cholame and from that point will parallel the existing Union pipe lines which carry crude from San Joaquin Valley fields to Avila.

The new line is being built to serve

The Union Oil Company's line will



be the third to serve Kettleman Hills. Shortly after the discovery well was brought in the General Petroleum Corporation extended its Los Angeles-Kern County line to the field, and the Standard Oil Company a few weeks ago finished building a line from the

field to Estero Bay north of Morro Bay in San Luis Obispo County.

In connection with the construction of the pipe line an 82,000-barrel tank will be erected at Tar Canyon station and a considerable change will be made in tankage at Avila.

## Drill 8000 Feet With Two-Inch Bit

IN drilling four wells at Santa Fe Springs—Bell No. 38 and 50, Howard No. 9 and Alexander No. 19—to a depth of 8000 feet, using two-inch drill pipe Union Oil drillers are believed to have set a new record for small bore holes. Wells have been and are now being drilled considerably deeper than 8000 feet, but not with two-inch drill pipe.

F. F. Hill, manager of field operations, is particularly pleased with this drilling record, not only because three of the four wells which have already been placed on production started with an initial flow ranging from three to seven thousand barrels of clean oil a day, but because they were completed without serious mechanical difficulty and in perfect shape. The holes in each case show a deviation from vertical, from top to bottom, of less than five degrees, which means that for all practical purposes they are straight.

The feat of the drillers in successfully completing these wells will be better visualized by the reader if he will try to picture a two-inch steel column rising a mile and a half in the air, or for that matter stretched out on the ground. Consider further the force that is exerted on the bit boring into the earth a mile and a half below the surface at the end of this drill pipe and it will be possible to get a conception of the skill required of the men operating the drill.

When the four wells, being discussed here, were started it was not in-

tended that they be drilled to 8000 feet. At that time the highly productive deeper Clark zone had not been made the objective of companies whose properties adjoin the Union leases, and it was planned to stop the wells in the O'Connell sands between 6500 and 6800 feet. After setting pipe to produce from the O'Connell zone it was found that companies on adjoining leases were carrying their wells on down to the deeper Clark sand. To protect its leases the company decided to carry its drilling wells on down to the new producing zone.

To comply with state mining bureau regulations it was necessary to set casing to shut off the water above the lower Clark sand, and because of the size of the pipe previously set, the crews were compelled to use 4¾-inch casing. In Bell No. 38 casing was set at 7290 feet; Bell No. 50 at 7330; Howard No. 9 at 7371, and Alexander No. 19 at 7341. After setting the 4¾-inch casing, two-inch drill pipe had to be substituted for the larger pipe. The drills used on the small pipe measured 3⅞ inches across the face, leaving a clearance inside the 4¾-inch case of less than an inch. Only the fact the holes were straight made the successful operation under these conditions possible.

Bell No. 50, the only one of the four wells which had not been placed on production by the close of December, is being reamed, preparatory to setting an oil string. It is expected to measure up with the others as a producer.



### Lilliputian Invades Realm of Giants

*Compared with the 27-inch fishtails used to spud in deep wells at Santa Fe Springs, the 2-inch bit shown in the top photograph, and one of those used in drilling to 8000 feet, looks a trifle puny, but its performance belies its appearance. Lower, left—One of the crews on Bell 50, from left to right, H. C. Ruggles, Stanley Turner, O. R. Yost, L. B. Clayton and George Mickel, driller. Lower, right—2-inch drill pipe used in making record small bore holes compared with regular 6-inch drill pipe.*

While the expert supervision given these wells played an important part in their successful completion, this fact in no way detracts from the performance of the drillers and their crews. Some of the drillers and derrickmen who brought in Bell No. 38 are now working on No. 50 and will have the honor of bringing in that also.

Following are the drillers who worked on the four two-inch holes: Bell No. 30—Leland Mitchell, George Mick-

el, Erwin Price and C. E. Staunton (relief); Bell No. 50—Ray McConnell, Joe Blanchard, Burnest Messer, P. W. T r o o k (relief), Leland Mitchell, George Mickel, Erwin Price and C. E. Staunton (relief); Howard No. 9—Bert Lapham, H. W. Blankenship, Robert E. Corcoran and Robert Percy (relief); Alexander No. 19—Frank Gess, H. C. Richesin, Frank Dezarn, William Kinney (relief) and C. E. Stanton (relief).

## Tiny Diesel Boat Is Fuel Laboratory

**T**. B. Danckwortt, Diesel engineer of the Union Oil Company, enjoys the distinction of having the smallest and most economical Diesel powered boat on the Pacific Coast. The tiny craft, a converted 21-foot, two-ton Navy dory, is powered with a four to five horsepower Skandia semi-Diesel engine which operates between 800 and 1000 revolutions per minute and propels the boat at seven knots per hour. The Skandia engine is of Swedish design and manufacture.

The Diesel craft, in addition to providing Mr. Danckwortt with the pleasures of yachting and fishing in Southern California waters, is used as a test laboratory for every Diesel fuel oil that comes on the market. Mr. Danckwortt is recognized as one of the foremost Diesel designing and research engineers on the West Coast, and the experiments which he conducts with the engine in his boat have proven of considerable value both to Diesel manufacturers and operators and marketers of fuel oil.

The results of these fuel experiments along with data obtained from 450 Diesel engine manufacturers in all parts of the world is placed at the disposal of operators on the Coast by the Union Oil Company through Mr. Danckwortt, who visits the factories and boats in which Diesel engines are being used and inspects the equipment. Where he observes the opportunity to increase the efficient operation of the engines he suggests changes that might be made. In addition he furnishes operators of Diesel equipment with fuel specifications for the various types and sizes of engines being manufactured or in use. Many of his fuel oil recommendations are based on conclusions reached after making extensive tests in his own boat. As a result of this service the Union Oil Company has built up a great volume of Diesel business.

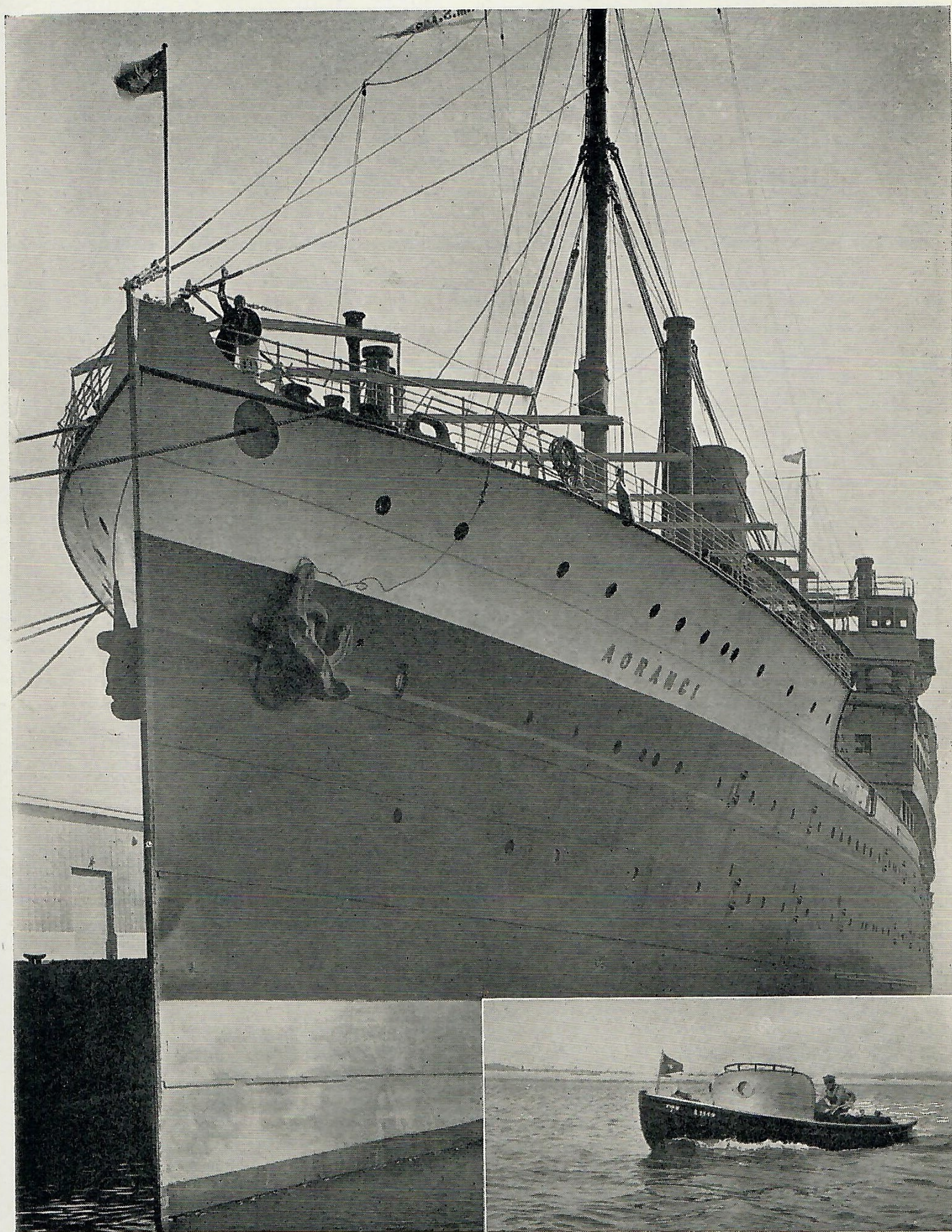
The engine is simplicity itself in de-

sign, operating on the valveless, two-cycle principle, with the fewest possible number of working parts. It can be completely dismantled in less than three minutes and re-assembled in six. Low working pressures (compression is at 110 pounds per square inch and explosion at 260) assures greater reliability, the simplest injection system, and long life. Two stage combustion with controlled air turbulence results in an uniform air and fuel mixture. Consequently, the fuel injection itself is less sensitive, and a wider range and grade of fuels can be used without producing carbon or black exhaust at load or speed changes. Fire hazard aboard the boat is entirely eliminated due to the absence of gasoline and electrical ignition wires.

Economy of operation is the outstanding feature of Mr. Danckwortt's boat. It has a cruising radius of 300 miles, using only 15 gallons of Diesel fuel. The engine consumes only one-third gallon of fuel per hour at full load, averaging between 21 and 23 nautical miles to the gallon. With the present price of Diesel fuel around two and one-half cents per gallon, the boat operates at less than a cent per hour. The two-ton craft can travel from 800 to 900 knots on a dollar's worth of fuel. make the round trip from Los Angeles harbor to Catalina Island for six cents, to San Diego for about twelve, and a voyage to Honolulu, as far as fuel cost is concerned, could be financed for \$2.50. Lubricating oil consumption is reduced to a minimum due to the use of ball and roller bearings throughout the engine. Low working pressures practically eliminate friction. Already there has been evidenced a trend away from high pressure, high speed Diesel engines which are powering many of the pleasure craft along the coast, to the low pressure, high speed, valveless types similar to that installed in Mr. Danckwortt's boat. This type of en-

(Continued on Page 8)





### Largest and Smallest Diesel Driven Boats on the Pacific

*The Aorangi, for five years the largest Diesel driven passenger motorship on the Pacific Coast, and insert, T. B. Danckwortt's 21-foot converted Navy dory, the smallest Diesel powered boat on the coast. The Union Steamship Lines passenger ship holds numerous Pacific Ocean speed records and after five years operation on Union Diesol, is still cutting her scheduled time between Sydney, Australia, and Vancouver by from 12 to 18 hours. Danckwortt has operated his boat for four years without the engine missing a revolution or costing a cent for repairs.*

(Continued from Page 6)  
 gine, because of its simplicity of construction and economy of operation, is expected to enjoy great popularity among small pleasure and fishing boat operators.

"Tom," as the boat has been chris-

tened, is used for fishing and yachting, and has proven its seaworthiness even in rough water. It is now in its fourth year of operation and has yet to miss a call for service. Not a cent has been expended for engine repairs.

## Contractors Guests on Bay City Flight

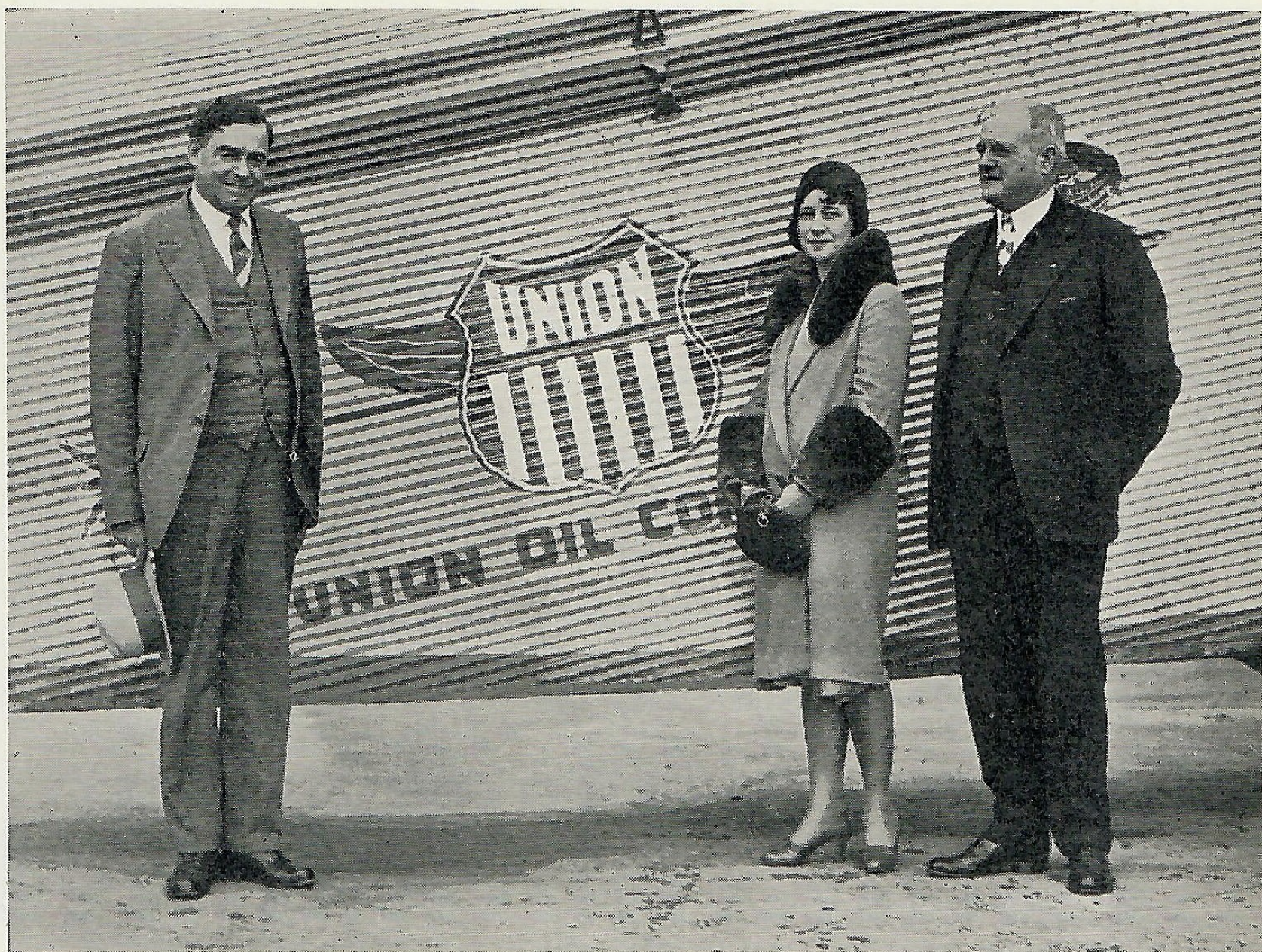
AT THE request of the Southern California Chapter of the Associated General Contractors of America, the Union Oil Company last month furnished a tri-motored Ford plane to transport their officers and directors from Los Angeles to the annual convention held at San Francisco Dec. 13 and 14, Francis P. Smith and Arthur Stewart of the Fuel Oil division acting as hosts.

While in San Francisco, the Union Oil representatives took Gov. Balzar, State Highway Engineer Samuel Durkee and his assistant, William Young, all of Nevada and interested spectators at the contractors' conclave, on an aerial inspection tour of the Bay District highway system, which they were especially anxious to view from the air. On landing Gov. Balzar expressed keen appreciation for the trip.



### Before Take Off at Curtiss-Grand Central Airport, Glendale

*Southern California representatives to the Associated General Contractors Convention held in San Francisco, Dec. 13 and 14, ready to take off from Curtiss-Grand Central Air Terminal, Glendale. From left to right, Arthur Stewart, Union Oil Company; F. P. Smith, Union Oil Company, and the following contractors: C. E. Bressler, president of the state chapter of Associated General Contractors; George Hess, president of Southern California chapter; Ralph E. Homann, Mrs. Ralph E. Homann, Newell Charde, Mrs. K. R. Bradley, and Mr. K. R. Bradley.*



### Nevada Officials View Highway From Air

*Gov. F. B. Balzar, of Nevada; Mrs. Samuel Durkee, and Samuel Durkee, state highway engineer of Nevada, standing by the big tri-motored ship in which they were guests of Union Oil Company in flight over San Francisco Bay District.*

The northbound flight from Los Angeles was uneventful as far as the eight "A. G. C." representatives and two Union Oil men were concerned, as ideal flying weather was encountered from the time the plane took off at Curtiss-Grand Central Airport until it landed at Alameda. However, on the return trip the weather was not so favorable. Departure was delayed three hours because of a heavy downpour and poor visibility. When the ship finally took off at 2 o'clock, Dec. 15, a fine, drizzling rain was still falling. The ceiling was not more than 1500 feet. As this was insufficient to permit passage over Dublin Canyon, Ace Bragunier of the Curtiss-Wright Flying Service and pilot of the big craft skillfully maneuvered it up through the clouds to 10,000 feet, where a rainbow circled the plane. The sun was

sighted with considerable relief by the less experienced aerial travelers.

The clouds completely hid the ground for more than an hour, during which time the pilot flew by compass.

The weather improved as the plane continued south and a landing was made at Bakersfield for fuel. The flight into Los Angeles was completed after dark, the flashing air beacons and myriads of lights of the cities south of the Ridge guiding the plane into the airport.

Those making the flight were: C. E. Bressler, president of the state branch of the Associated General Contractors; George Hess, president of the Southern California chapter; Peter L. Ferry, director; Newell Charde, director; Ralph Homann, Mrs. Ralph Homann; K. R. Bradley, and Mrs. K. R. Bradley.

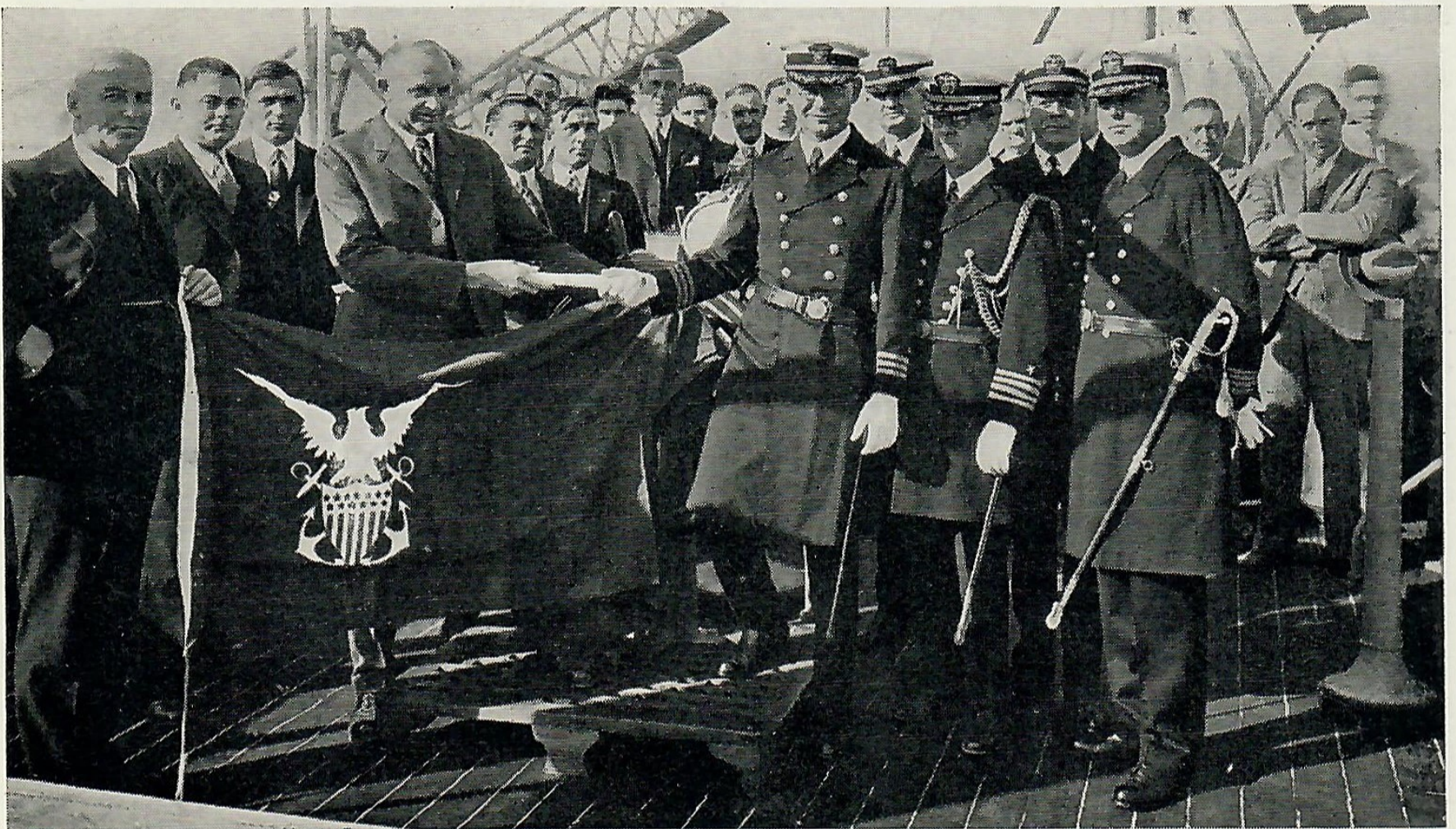
## Deroche Awarded Naval Pennant

THE fifth Naval Reserve pennant and warrant to be awarded a tanker of the Union Oil Company fleet was presented the S. S. Deroche the morning of Dec. 28 at Wilmington, by Commander G. H. Bowdey, USN, representative of the commandant of the Eleventh Naval District. The award was received by William Groundwater, manager of transportation, who in turn presented it to Capt. J. G. Uhren, master of the Deroche. The ceremony was attended by Capt. C. E. Courtney, USN, commander of the battleship Tennessee, representing the battlefleet, and a number of other naval officers, in addition to representatives of Union Oil Company, members of the Los Angeles Harbor Commission, and

representatives of shipbuilding interests.

Following the ceremony, a luncheon honoring the naval officers was served on the Deroche, with Capt. Uhren, who has been with the Union Oil fleet for fourteen years, presiding.

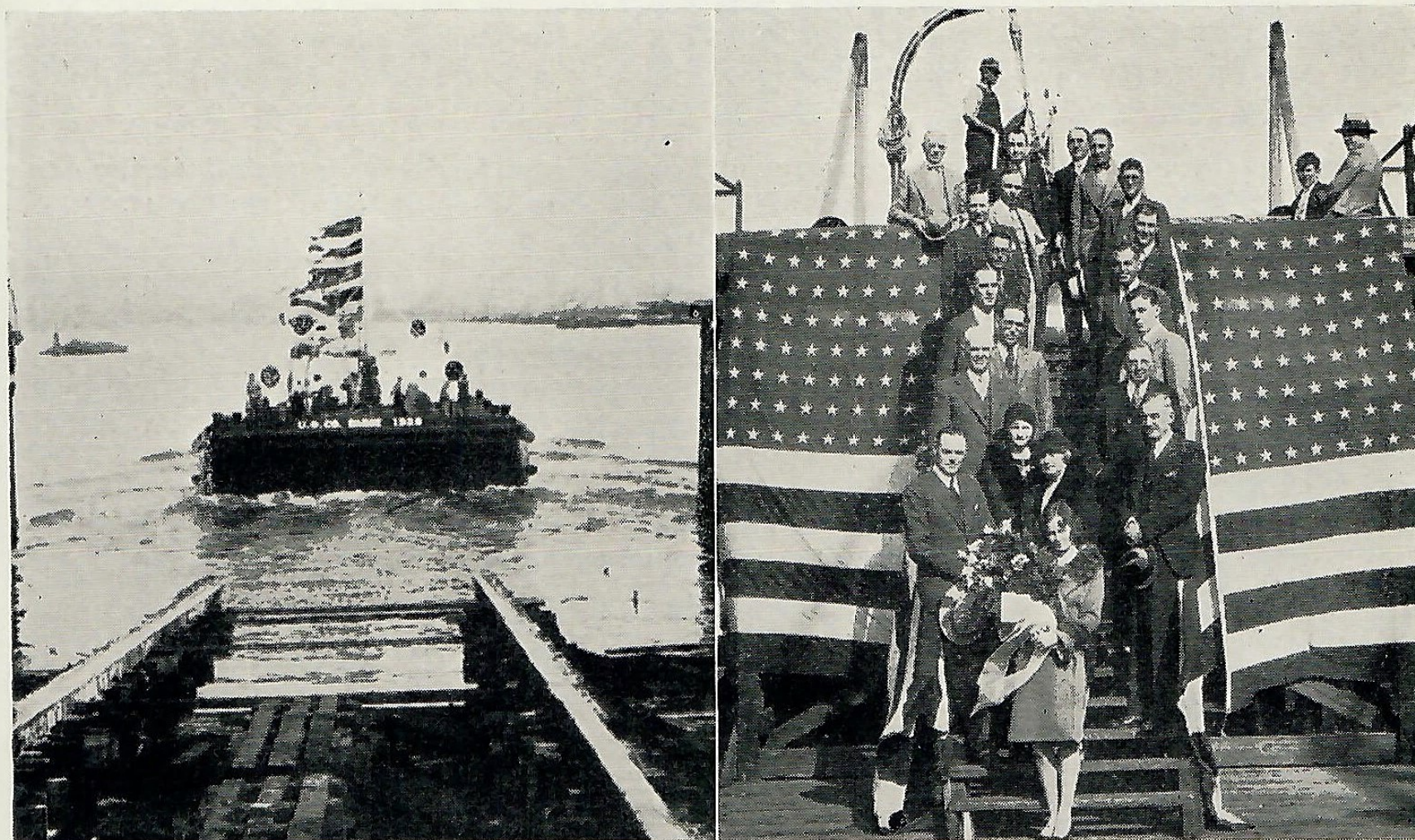
Other Union Oil tankers which have received the Naval Reserve pennant and warrant in the past year are the Utacarbon, La Placentia, La Purisima, and the Warwick. Qualifications for the award are that the tanker must be suitable as a naval auxiliary craft in time of war and that the master and fifty per cent of the crew hold membership in the naval reserve.



### Deroche Enters Ranks of Naval Reserve

*Presentation of the warrant authorizing the Deroche to fly Naval Reserve Pennant. In the foreground, left to right: Capt. J. G. Uhren, master of the Deroche; H. E. Cattermole, Union Oil Company ship dispatcher; William Groundwater, manager of transportation; Commander G. H. Bowdey, USN, representative of the commandant of the Eleventh Naval District; Lieut. Commander R. J. Weeks, chief of the U. S. Hydrographic Office at San Pedro; Capt. A. H. Woodbine, USNR, aide for naval reserve; Lieut. H. R. Parker, USN, flag lieutenant to Capt. Courtney, and Capt. C. E. Courtney, commander of the USS Tennessee.*

## Barge 1929 Christened at San Pedro



*Before an assemblage composed of representatives of the sales and marine departments of Union Oil Company and members of the Los Angeles Shipbuilding and Drydock Company, the new 3000-barrel barge, constructed at San Pedro, was officially christened "Barge 1929" at noon, Dec. 7, by Miss Ruth A. Lewis, daughter of W. F. Lewis, manager Los Angeles district sales for the Union Oil Company. Above—left—the new barge as it entered the water for the first time, and to the right, the group that participated in the christening ceremony. Miss Lewis is standing in the foreground.*

## Company Declares Cash and Stock Dividend

**A**T a meeting of the Board of Directors held January 6, a quarterly dividend of fifty cents (50c) per share was declared payable on February 10, 1930, to stockholders of record at Los Angeles and New York at the close of business January 17, 1930.

At the same meeting the Directors also declared a quarterly dividend of one per cent (1%) payable in common stock of the Company at \$25.00 par to stockholders of record at Los Angeles and New York at the close of business January 17, 1930, payable on February 10, 1930, or as soon thereafter as certificates can be delivered.

Certificates will be issued for full shares only.

Shares of stock aggregating the total of all fractional shares of this distribution will be sold in the open market and the net proceeds thereof, after deducting the usual brokerage charges in connection with the sale, will be paid to the stockholders entitled thereto pro rata in proportion to their respective interests.

A cash dividend of 48 cents per share and a one per cent stock dividend, payable under the same conditions as set forth above, was declared at a meeting of the Board of Directors of Union Oil Associates. A two-cent per share annual office expense charge was deducted from cash dividend of Union Oil Associates.

## SUMMARY OF CALIFORNIA OILFIELD OPERATIONS FOR NOVEMBER, 1929

According to figures collected by the American Petroleum Institute, Pacific Coast Office, the total production of Crude Oil in California for November amounted to 21,317,540 barrels, an average of 710,585 barrels per day. This is a decrease of 157,001 barrels per day under October production.

Total stocks of crude and all products in Pacific Coast territory decreased during the month 1,096,094 barrels. The total stocks at the end of the month were 183,748,450 barrels. The total stock increase for 1929, up to November 30th, was 43,747,556 barrels. Comparative figures as of November 30th, 1929, October 31st, 1929, and November 30th, 1928, are shown in detail below.

Sixty-eight wells were completed during the month with an initial daily production of 91,238 barrels, compared with 55 wells completed during October with an initial production of 50,563 barrels.

### PRODUCTION

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

DISTRICT	BARRELS PER MONTH	DAILY AVERAGE		
		Nov., 1929	Oct., 1929	Nov., 1928
Kern River.....	616,669	20,556	18,412	18,123
Mount Poso.....	356,921	11,897	11,022	84
Fruitvale.....	100,160	3,339	2,339	1,082
Round Mountain.....	45,277	1,509	1,065	46
McKittrick.....	142,125	4,738	4,640	4,867
Midway-Sunset.....	2,170,226	72,341	70,769	74,908
Elk Hills.....	517,656	17,255	17,249	19,549
Lost Hills-Belridge.....	128,736	4,291	4,312	4,324
Coalinga.....	289,895	9,663	9,459	10,175
Kettleman Hills.....	284,295	9,477	10,081	2,609
Wheeler Ridge.....	19,335	645	671	840
Watsonville.....	1,875	63	63	63
Santa Maria.....	102,191	3,406	3,023	5,242
Capitan.....	366	12	78	.....
Summerland.....	13,163	439	507	122
Elwood-Goleta.....	957,099	31,903	29,410	8,394
Santa Barbara.....	950	32	31	.....
Rincon.....	97,651	3,255	2,844	4,514
Ventura Avenue.....	1,706,774	56,893	60,943	52,017
Ventura-Newhall.....	148,461	4,949	4,793	5,760
Los Angeles-Salt Lake.....	47,622	1,587	1,496	1,546
Whittier.....	45,875	1,529	1,541	1,642
Fullerton (Brea Olinda).....	400,673	13,356	13,538	15,720
Coyote.....	326,764	10,892	10,478	13,078
Santa Fe Springs.....	4,837,990	161,266	268,376	54,693
Montebello.....	277,412	9,247	9,368	10,840
Richfield.....	439,909	14,664	15,117	17,116
Huntington Beach.....	1,249,238	41,641	41,746	51,283
Long Beach.....	3,467,386	115,580	162,769	195,655
Torrance.....	395,531	13,184	13,466	15,701
Dominguez.....	280,261	9,342	8,491	10,323
Rosecrans.....	194,072	6,469	7,412	5,993
Inglewood.....	684,283	22,809	22,978	27,766
Newport.....	900	30	30	85
Seal Beach.....	917,350	30,578	37,003	29,154
Potrero.....	25,417	847	1,077	270
Lawndale.....	27,032	901	989	.....
<b>TOTAL.....</b>	<b>21,317,540</b>	<b>710,585</b>	<b>867,586</b>	<b>663,584</b>
November.....	26,895,160	867,586	.....	.....
Decrease.....	5,577,620	157,001	.....	.....

### STOCKS

	Nov. 30, 1929	Oct. 31, 1929	Nov. Stock Decreases	Nov. 30, 1928
Heavy Crude, heavier than 20° A.P.I., including all grades of fuel.....	111,886,479	112,402,472	515,993	98,684,553
Refinable Crude, 20° A.P.I., and lighter.....	42,255,303	42,728,740	473,437	17,243,243
Gasoline.....	16,485,197	16,184,992	300,205*	10,802,366
Naphtha Distillates.....	3,275,219	3,506,174	230,955	1,480,812
All Other Stocks.....	9,846,252	10,022,166	175,914	9,418,103
<b>TOTAL ALL STOCKS.....</b>	<b>183,748,450</b>	<b>184,844,544</b>	<b>1,096,094</b>	<b>137,629,077</b>

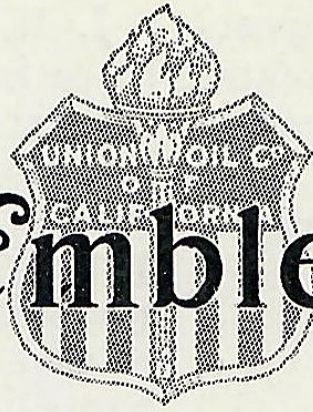
\*Increase

### DEVELOPMENT

	New Rigs Up	Active Drill- ing	Com- pleted	Daily Initial Output	Active Pro- ducing	Abandoned Wells Drill- ers	Pro- ducers
November.....	66	577	68	91,238	10,586	18	6
October.....	95	610	55	50,563	10,687	29	16
Decrease.....	29	33	13*	40,675*	101	11	10
Average for year 1928.....	107	520	59	56,802	10,823	15	25
Average for year 1927.....	97	404	75	39,992	11,276	23	21
Average for year 1926.....	95	422	76	32,635	11,288	24	17
Average for year 1925.....	105	417	79	42,247	11,393	28	12
Average for year 1924.....	103	510	103	42,412	10,903	28	21

\*Increase.

# Service Emblem Awards



WITHIN the past three months, ten employees completed twenty years of service with the Union Oil Company, fourteen were awarded their first ruby in recognition of fifteen years' employment, and ninety-one entered the ranks of the service pin wearers for the first time.

In October, Joseph S. Elder, Casper Hansen, and James M. Kreeger had their service pins embellished with the second ruby. November marked the completion of twenty years' service for J. Whitford Bennett, Harry C. Farquhar, Dana Fiske, and George C. Woodhams. Frank E. Beltz, Joseph Fleig, and James A. Lakeman rounded out their twenty years of employment in December.

Joseph Elder engaged in oil work in West Virginia six years before coming to California in 1909, when he first obtained employment with the Union Oil Company as a pumper on the old Stearns lease. The next few years Elder worked at a variety of field jobs, being promoted to team foreman in 1912, holding this position until 1923, when Santa Fe



**J. S. ELDER**

Springs became a separate district. He was then placed in charge of Orange district transportation operations. September, 1929, he was made foreman of one of the Santa Fe Springs boiler plants.

Since his employment as a mechanic in the Seattle Sales district in October, 1909, Casper Hansen has witnessed the evolution of the tank truck from a small horse-drawn vehicle to the present giant six-wheeler representing the ultimate in modern transportation. For a number of years he has been head mechanic in the Seattle garage, holding that position at the present.



**CASPER HANSEN**

George C. Woodhams entered the service of the company as freight clerk in the auditor's office, later being made chief clerk in the same office. In Oct. 1912, he was made chief clerk in the Los Angeles yards and from Sept. 1915 to 1919, served as superintendent of deliveries. The next few years were spent as bookkeeper in the Orcutt division, following which he was appointed head bookkeeper of the Brea-Santa Fe Springs-Dominguez districts. At the present time he is in charge of control records in the general accounts division at the head office.



**G. C. WOODHAMS**

After working for several different companies for a period of two years following his trek to the West coast in 1907, J. W. Bennett entered the



**J. W. BENNETT**

engineering department of the Union Oil Company in San Francisco. He was assigned almost immediately to start construction of the Seattle main station. In 1911, he erected a fuel oil plant in Victoria, B. C., for the Esquimalt and Nanaimo Railway, following which he spent four months altering the fuel oil plant in Honolulu. He was made resident engineer at Seattle in 1913, remaining there until 1926 when he was appointed engineer of the Central Division with headquarters in San Francisco. During his twenty years of service, Bennett supervised construction of Seattle, Spokane, Vancouver, San Francisco, and Oakland main stations, several bulk storage plants, 134 substations, and 139 service stations, in addition to much alteration work.



**DANA FISKE**

Gauger on a barge was the first job held by Dana Fiske with the company. Two years later he was transferred to Long Beach, serving both the sales and Los Angeles Pipe Line departments, acting as delivery man for the sales and patrolman for the pipe lines. It is interesting to note that Fiske made his deliveries on a bicycle. He held his two jobs until 1921, when he became a gauger with the pipe line department, which position he still fills.

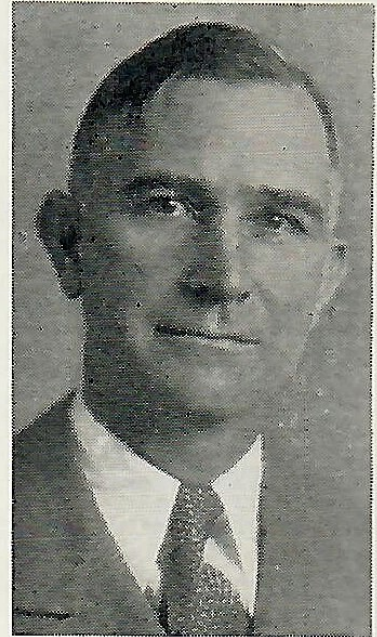
He held his

J. M. Kreeger transferred his allegiance from the coal districts of Missouri to the Union Oil Company twenty years ago, becoming a tank wagon driver in the San Diego district. When delivery equipment was changed to motor trucks, Kreeger was appointed tank truck driver and in 1917 was sent to the Chula Vista substation.



**J. M. KREEGER**

In November, 1909, H. C. Farquhar became price clerk for the Union Well Supply Company, a purchasing subsidiary of the Union Oil Company, and was purchasing agent of the supply company when it was dissolved and became the southern division purchasing department, operating in conjunction with the northern division department previously established at San Francisco. On this change F. M. Berry, who had been manager of the



**H. C. FARQUHAR**

supply company went in as purchasing agent of the southern division and Farquhar as his assistant. Later when the San Francisco and Los Angeles offices were combined Berry was made chief purchasing agent and Farquhar continued as his assistant. When Berry resigned in 1922 he was succeeded by Farquhar. In 1924, when the title of "purchasing agent" was changed to "manager of purchases," he was given jurisdiction over all warehouses of the company. At the time the well supply company was merged with the Union Oil Company, five per-



sons constituted the personnel of the purchasing department. At present there are approximately 145 listed on its payrolls, with district purchasing agents in San Francisco and Seattle.



**F. E. BELTZ**

has been making his deliveries with the more expeditious and less stubborn gasoline powered truck.

Joseph Fleig went to work for the Producer's Pipe Line at Creson as a blacksmith. Later he was transferred to Middlewater, Tar Canyon, and Coalinga, finally returning to Creston where he worked at the pump station. He served as foreman for two years, was chief engineer until 1917 and senior engineer until 1928.

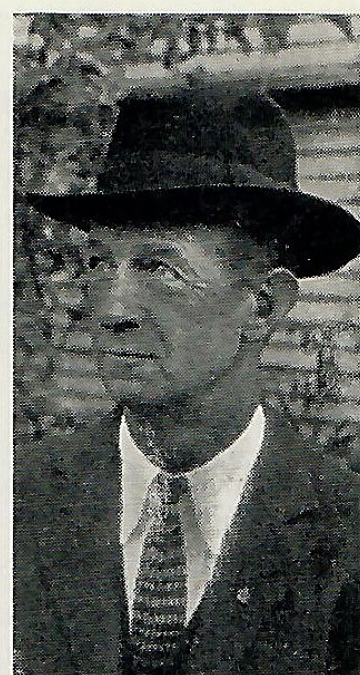


**JOSEPH FLEIG**

Following a long period of illness, he has returned to Creston as fireman.

There are a few employees at the company's refinery at Oleum who have been there longer than James A. Lakeman, but not many. He first obtained employment there Dec. 1, 1909, as a helper in the boiler shop and has been at the refinery ever since. For a time

he fired boilers and later became a pipe fitter's helper. Since 1916 he has been a pipe fitter first class and when one stops to contemplate the almost endless lines of pipe that are visible in the refinery, and the equally endless lines that are not visible, he acquires a brief understanding of the magnitude of Lakeman's job.



**J. A. LAKEMAN**

#### FIFTEEN YEARS OF SERVICE

Armour, Henry F., Los Angeles Sales.  
Bowen, Ira E., Los Angeles Sales.  
Brewster, Earl W., Phoenix Sales.  
Dickerson, Harry G., Orcutt Abs. Plant.  
Hamberg, Alton F., San Francisco Sales.  
Harrison, Thomas E., Los Angeles Sales.  
King, James, Oleum Refinery.  
Nesbitt, James D., San Diego Sales.  
Nevitt, Frank W., Oakland Sales.  
Pendleton, E. W., Los Angeles Pipe Line.  
Rosenberger, Perry C., Portland Sales.  
Tatjes, Fred G., Los Angeles Refinery.  
Thomas, Edwin A., Oleum Refinery.  
Van Marter, Claude E., Oleum Refinery.

#### TEN YEARS OF SERVICE

Adkins, Herbert O., Los Angeles Sales  
Allward, John L., Seattle Sales.  
Austin, Clifford R., So. Div. Field.  
Boshano, Thomas C., L. A. Refinery.  
Brawley, Milton H., So. Div. Field.  
Brown, Harold A., Los Angeles Pipe Line.  
Bultman, Robert A. W., Head Office Gas.  
Coffey, Lawrence D., L. A. Refinery.  
Collins Cornelius, Seattle Sales.  
Cooper, Walter F., Seattle Sales.  
Crossfield, Albert S., L. A. Refinery.  
Cummins, Michael, Oleum Refinery.  
Davenport, Wilson E., Seattle Sales.  
Denny, Lester, Oleum Refinery.  
Dodge, Vernon K., San Diego Sales.  
Donovan, Robert E., Seattle Sales.  
Doty, Ray E., Oleum Refinery.  
Earnhart, Claude C., So. Div. Field.  
Fearon, William E., So. Div. Field.  
Fitzgerald, Jasper, Oleum Refinery.  
Fletcher, Lynn, So. Div. Field.  
Forquer, Fred E., So. Div. Field.  
Forrest, Hugh F., Oleum Refinery.  
Grant, James C., Los Angeles Refinery.  
Grierson John C., Treasurer's Office.

Hale, Jennie Laura, Oakland Sales.  
 Hall, Theron M., Los Angeles Sales.  
 Hammond, Margeret, Seattle Sales.  
 Hannah, H. H., Atlantic U. O. Co., Ltd.  
 Harrison, Baily W., Fresno Sales.  
 Haugh, George W., Producers Pipe Line.  
 Hearn, David L., So. Div. Field.  
 Hemmerling, Benjamin, So. Div. Field.  
 Hill, Emmett, So. Div. Field.  
 Hoag, Chance M., Los Angeles Refinery.  
 Hobbs, Frank D., So. Div.  
 Holzinger, E. M., Producers Pipe Line.  
 Hoskin, Ernest H., Sacramento Sales.  
 Humburg, Henry A., Los Angeles Sales.  
 Hunt, James P., So. Div. Field.  
 Ingersoll, Donald C., Head Office Land.  
 Jesson, Robert H., Head Office Trans.  
 Johnson, Gustave A., L. A. Refinery.  
 Johnson, Harry, Oleum Refinery.  
 Jones, Samuel C., So. Div. Field.  
 Kaveney, Emmet P., L. A. Refinery.  
 King, Miles, So. Div. Field.  
 King, William D., Los Angeles Refinery.  
 Lane, Geo. S., Head Office Trans.  
 Lapham, E. D., So. Div. Field.  
 Lienesch, Chas. F., Special Rep.  
 Loftus, Edward J., Santa Paula Refinery.  
 Lungren L. M., Purchasing warehouse.  
 McClun, Chas. E., Los Angeles Refinery.  
 McLean, Geo. B., Trans. Dept. Marine.  
 McWatty, Wm. F., So. Div. Field.  
 Meador, Lester A., Fresno Sales.  
 Millar, Ira B., So. Div. Field.  
 Milicivitch, Louis, Los Angeles Refinery.  
 Munn, Percy E., Los Angeles Pipe Line.  
 Newbauer, Simon, So. Div. Field.  
 Oliver, Harley M., So. Div. Field.  
 O'Neill, Harry A., Oleum Refinery.  
 Parry, Sam E., So. Div. Field.  
 Phillipsen, Otto, Transp. Dept. Marine.  
 Plaskett, Archie L., Maricopa Field.  
 Reese, Howard D., So. Div. Field.  
 Reeves, Norman A., So. Div. Field.  
 Richey, Clarence L., So. Div. Field.  
 Rosenbrock, William, San Francisco Sales.  
 Schlagenhauff, George, So. Div. Field.  
 Scott, Mabel E., Los Angeles Sales.  
 Smith, Elmer F., San Diego Sales.  
 Speer, Chas. T., So. Div. Field.  
 St. Mars, Dall, Oleum Refinery.  
 Stanley, Charles H., Producers Pipe Line.  
 Starr, Walter H., So. Div. Field.  
 Stone, Rollin A., So. Div. Field.  
 Teal, R. M., Head Office Printing.  
 Thedens, George J., San Francisco Sales.  
 Trook, Paul W., So. Div. Field.  
 Van Horn, Warder S., So. Div. Field.  
 Voorhees, Arvin A., So. Div. Field.  
 Voorhees, Fred, So. Div. Field.  
 Waller, Thomas F., So. Div. Field.  
 Walters, R. A., Oakland Sales.  
 Wertz, William F., Purchasing Dept.  
 Wheeler, Vester, So. Div. Field.  
 Wise, John L., Oleum Refinery.  
 Wylie, Willis B., Los Angeles Sales.  
 Zanussi, E., Oleum Refinery.

## CONTRACT LET FOR SIXTY TANK CARS

A contract has been let by Union Oil Company to the General American Tank Car Company, Sharon, Pa., for sixty tank cars, delivery of which will be made during March and April of this year. Addition of the new cars has been made necessary to handle the company's increased asphalt, fuel oil and refined oil business and will bring its total tank car fleet to 818.

The contract specifications call for forty insulated tank cars, equipped with steam coils, for transportation of asphalt, and twenty plain cars to be used in carrying refined oils and fuel oil.

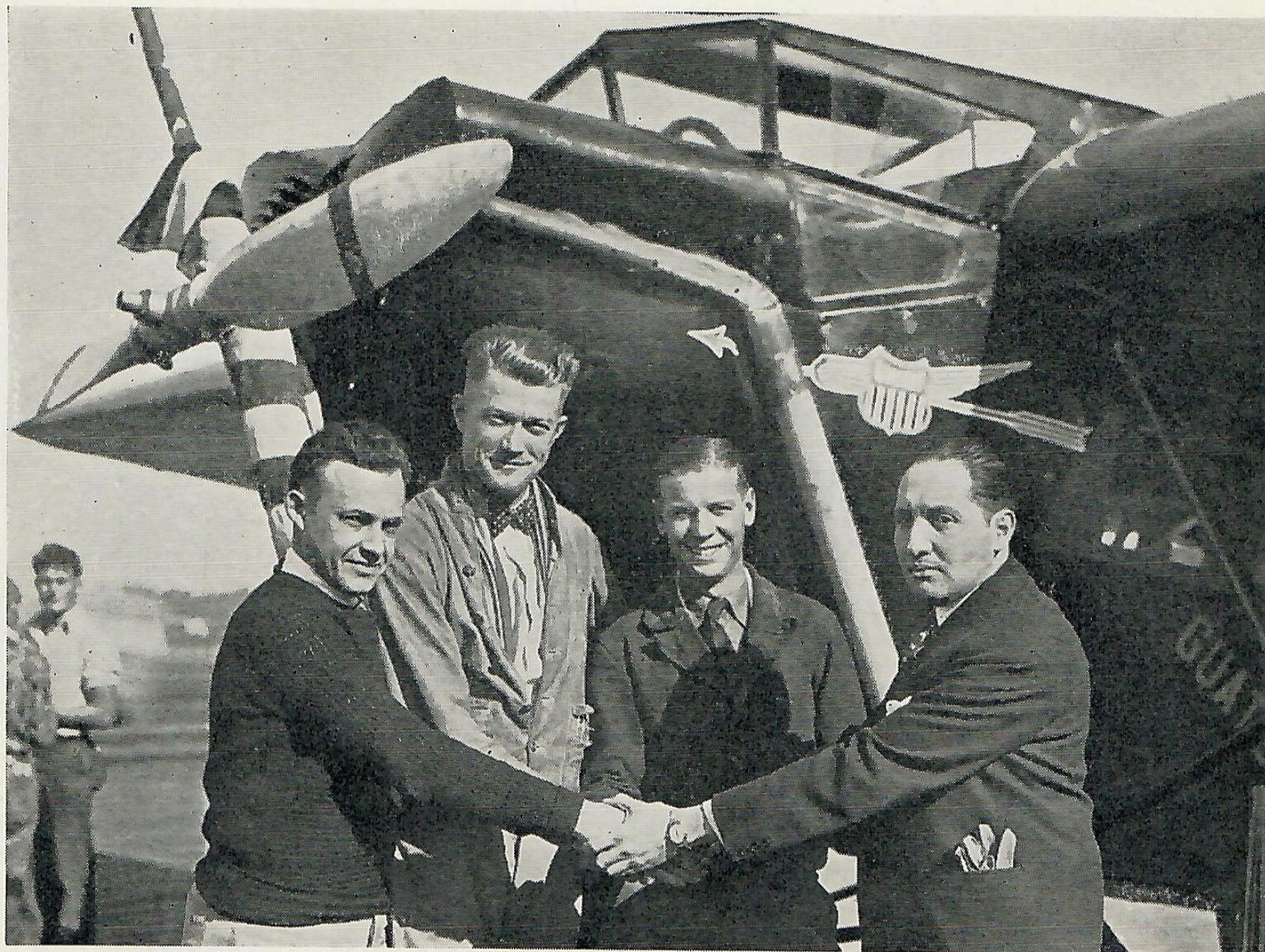
## SIX NEW PRODUCERS

During the month of December, the Union Oil Company completed eight wells, six of which were placed on production with a combined output of 19,351 barrels per day. Four of the new wells are located in the Santa Fe Springs field, one in Rosecrans, and one in the Richfield district. Following is a list of completions during the month. Alexander No. 19, depth 8000 feet, 6534 barrels, 33.4 gravity, 1.3 per cent cut; Bell No. 38, depth 8000 feet, 5686 barrels, 33.4 gravity, 3 per cent cut; Bell No. 44, depth 7985 feet, 2487 barrels, 34 gravity, .6 per cent cut; Howard No. 9, depth 7985 feet, 3323 barrels, 33 gravity, 4 per cent cut; Rosecrans No. 11, depth 5960 feet, 1234 barrels, 32.3 gravity, 9 per cent cut, and Morse No. 9, depth 4260 feet, 107 barrels, 25.5 gravity, .2 per cent cut.

Despite the fact that completion of these wells added to the total production of the company, actual production increased very little, the output at the end of the month registering 55,750 barrels per day. Shut-in production, however, jumped from 40,000 barrels on November 30 to 55,500 December 31, virtually the same as the actual production. The company's wells at Santa Fe Springs, which on December 31 had a potential production of 62,347 barrels per day, were shut in to 23,847.

The large increase in shut-in production of the company indicates the extent to which it is cooperating in the conservation program.

## Goodwill Air Tour Launched



### READY TO HOP ON CENTRAL AMERICAN GOODWILL TOUR

*S. S. Cole, co-pilot; J. L. O'Donnell, pilot, and Willis Thornberry, navigator, are bid feliz viaje by Frederick Waller, Guatemalan consul at Los Angeles.*

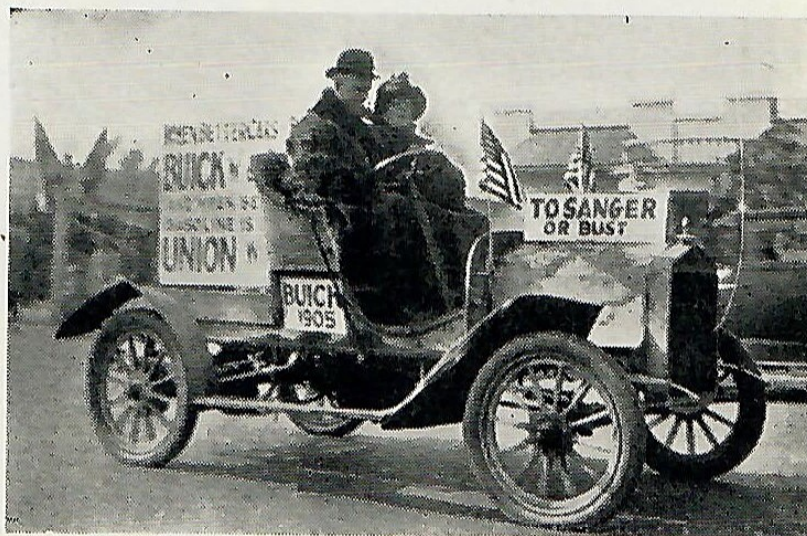
Bearing letters of greeting from Long Beach city officials and credentials, signed by local consuls, for presentation to the presidents of many of the southern republics, three Southern California aviators hopped from Long Beach Municipal Airport, Dec. 27, on the first lap of an official goodwill flight to the Central American countries which is expected to extend over a period of two months. The tour will take the men to virtually every city of prominence in Mexico and Central America.

James L. O'Donnell, head of the O'Donnell Aircraft Corp., of Long Beach, is in charge of the flight as pilot, with S. S. Cole as co-pilot and Willis Thornberry as navigator. They plan to follow the west coast of Mexico to Guadalajara and then turn inland to Mexico City. From the Mexican capital the flight will be continued to Guatemala, Salvador, Costa Rica, and Panama. Return will be made up the east coast to Mexico City.

The plane, a six-place Fokker Universal, is equipped with a Wright H-3, 350 horse-

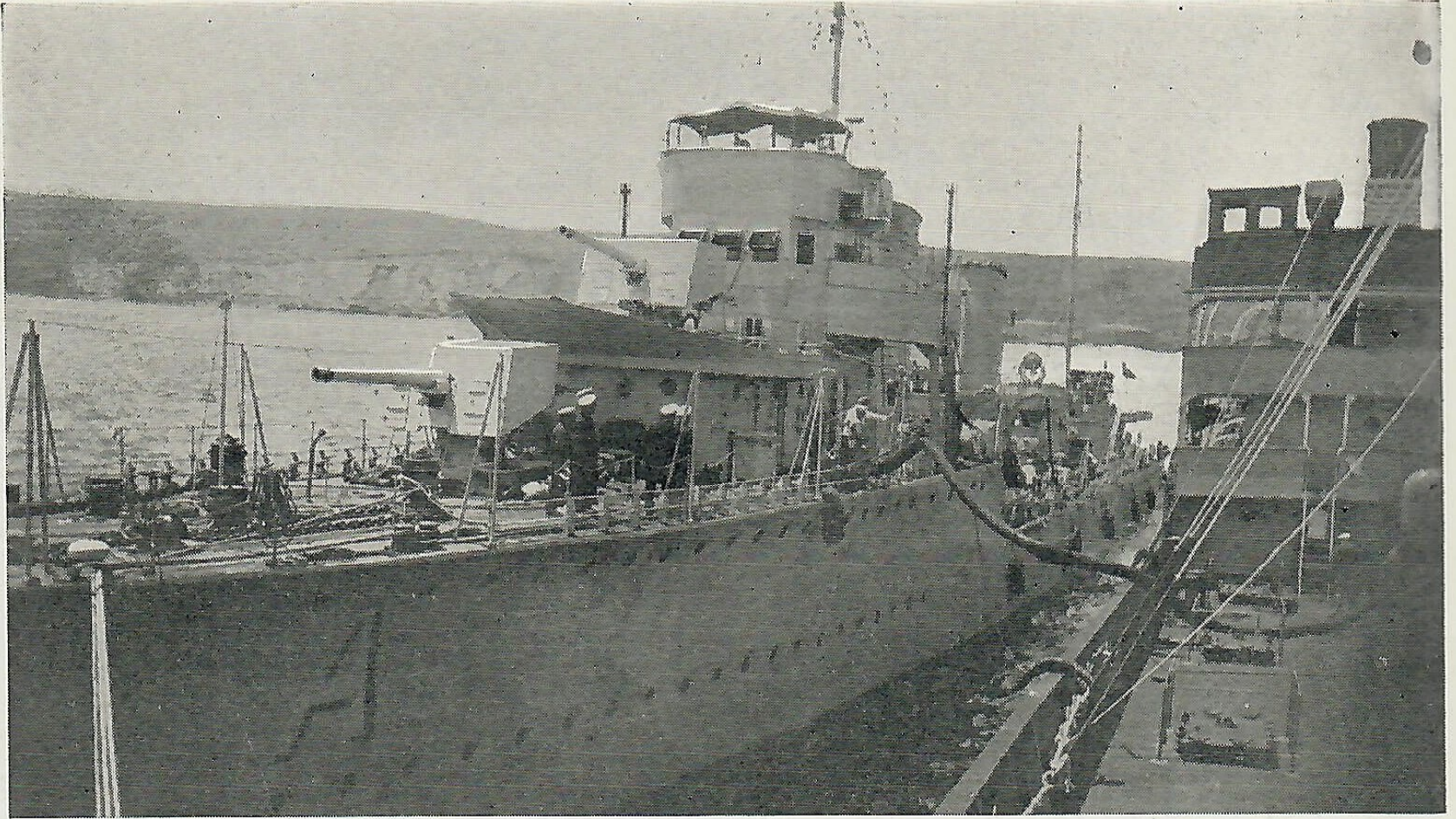
power motor. It will use Union Oil Company products on the flight.

### A BUICK FROM THE PAST



*J. Eckle Starnes, automotive dealer at Sanger, and his wife, drove this 1905 Buick jumpabout in the Sanger Armistice Day parade. The antiquated model displayed unusual pep when fueled with new Super Union gasoline, and proved to be one of the hits of the celebration.*

## Santa Maria Fuels Chilean Destroyer



*While making a delivery of fuel oil at the port of Valparaiso, Chile, recently, the Union Oil Company tanker Santa Maria also serviced the destroyer Aldea, a boat of the Chilean battle-fleet. The trim fighter drew alongside the Santa Maria, as shown above, loading lines were extended, and a supply of fuel pumped to the Aldea's tanks.*

## OAKLAND CAB FLEET SELECTS UNION PRODUCTS



Three months ago Oakland saw the inception of the General Cab Company, with headquarters located at 1012 Webster Street. Only three cabs were placed in service when business was inaugurated. Today the company is operating twenty cabs with prospects excellent for increased business during 1930.

When the company was formed, the question of lubricating oils and gasoline for use of the fleet was carefully considered, inasmuch as the nature of the service to which the cabs

would be subjected demanded the best in lubricants and a fuel that would give the most satisfactory all around service. After an extensive investigation, it was decided to use Union Oil products 100 per cent. R. O. Edwards, proprietor of the cab company, in a letter to F. W. Nevitt, manager of the Oakland district, stated that Union motor oils and gasoline were giving splendid service and more than living up to expectations.

## Dahlia Decked Station Draws Motorists



### Beauty and Utility Combined

*One of the showplaces of Monterey, California, is Union Service Station located in the large dahlia garden at the corner of Fremont and Munras streets.*

Several years ago the corner of Fremont and Munras streets, Monterey, California, was just an ordinary vacant lot overgrown with high weeds. Then Leslie Doolittle, as his contribution to the general beautification of the city, planted and nurtured a large dahlia garden on the corner. A few years later, appreciative of Doolittle's efforts, the Union Oil Company, when it erected a service station on the corner, conformed its building to the Spanish architec-

ture of Monterey and built its driveways along the dahlia bed so that it would be possible for patrons of the station to drive or walk through the garden.

Since that time, Doolittle has developed one of the finest collections of dahlias on the Pacific Coast and the station has been enjoying splendid business. The combined service station and dahlia bed has become one of the showplaces in the Northern California city.

### C. J. McKEEVER HONORED

At the annual meeting of the Foreign Trade Club of the San Francisco Chamber of Commerce held recently, C. J. McKeever, manager export sales at San Francisco of the Union Oil Company was elected to the position of vice president of the club for 1930, and was also placed on the executive committee.

### GOLF CUPS AWARDED

After disposing of R. H. Hornidge, his strongest opposition during the entire tournament, 1 up, in the first round, L. I. Messenger had little difficulty winning the re-

mainder of his matches in the head office golf tournament completed last month. He finished with a low gross of 151, five strokes ahead of his nearest competitor. As a result of his win, Messenger holds the President's cup for the coming year, the Vice President's cup going to Robert Henderson as runner up.

In the second flight, Pedro Aguirre won all his matches easily, defeating E. W. Gard 2 and 1 in the finals to win the Secretary's cup. "Defeated Eight" matches were played in each flight, R. H. Hornidge winning first prize in the championship flight and J. B. Arthur finishing with low score in the second flight losers match.

# With Users of Union Products

## Trucking Biggest Log to Market



### Enough Lumber For a Bungalow and Garage

*This big stick was cut from the forest five miles east of Port Angeles, Washington, and will be converted into barrel staves.*

The largest log ever to be trucked into Port Angeles, Washington, was brought into that city early last month by E. M. Brager. The huge stick contained 6600 board feet of lumber. It measured 10 feet across the butt and 7 feet across the top, and was 24 feet long. It is estimated that the log would supply a building contractor with enough lumber to construct a medium sized bungalow and garage.

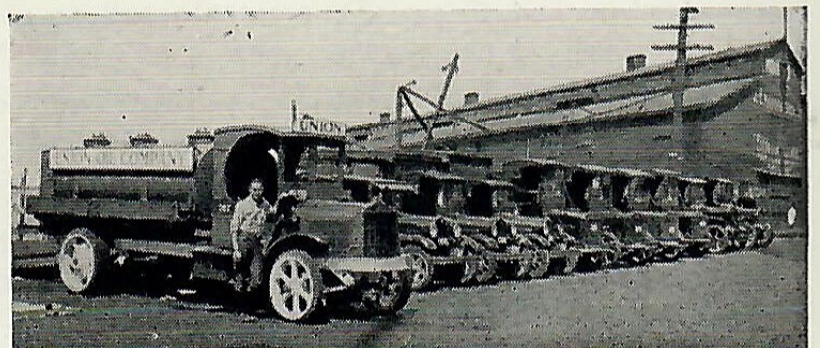
The tree which boasted such a log was cut five miles east of the city and sold to the Port Angeles Cooperage, where it will be made into barrels. The Port Angeles concern operate one of the largest and most modern plants of its kind on the Pacific Coast.

Union Oil products play a vital part in converting trees from this section into the finished product. The logger, E. M. Brager, uses Union saw oil, mill cylinder W. S., Eboncup greases, gear dope, and Union Red Engine oil in taking the logs from the woods. The trucks, operated by S. S. Mullen, are powered with Union gasoline and lubricated with Aristo motor oil and Red Line cup greases. The Port Angeles Cooperage uses Union products exclusively in every phase of its plant operation.

### CUSTOMER FOR 13 YEARS

When Lloyd's Transfer Company, Incorporated, of Seattle, was first organized and launched on its own in the business world in 1888 by Joseph Daw, "Old Dobbin" and the spring wagon were the only means the company had of meeting transportation needs of the Northwest city.

Today, Lloyd's is one of the best equipped enterprises of its kind in Washington, operating a large fleet of light delivery and heavy duty hauling trucks. Throughout its thirty-nine years of activity, the company has sought to maintain a high degree of efficiency, both in personnel and equipment. For the past thirteen years the Union Oil Company has supplied Lloyd's Transfer Company with gasoline for its fleet of trucks.



## Key System Adopts Ballroll Grease



The Key System Transit Company of Oakland, which operates more than fifty passenger busses in the San Francisco Bay district, is one of the many western transportation companies that have adopted Union Ballroll grease, a wheel bearing and rocker arm lubricant, for exclusive use on their equipment.

Following tests that extended over a period of five months and during which four-

teen other brands of wheel bearing lubricants were experimented with, maintenance engineers of the company found that from 5000 to 7000 miles could be obtained on Ballroll grease without repacking the bearings.

Ballroll grease is also used in universal joints of the busses operated by the company, and is reported to be performing as satisfactorily in that use as in the wheel bearings.

## Mutton Skyrockets to New Heights



Mutton reached a new high for the year when two prize sheep, property of James Harper of Dixon, Calif., recently were transported from Sacramento to the Southern California Christmas Livestock Show and Rodeo held in Los Angeles Dec. 1 to 8, in a plane furnished by the Axelson Aircraft Engine Company. Above, Bob LeRoy, after fueling his ship with Union aviation gasoline, loading the two mutt(on)s into his plane at Del Paso field for the jaunt to Los Angeles, where they arrived three hours later.

# SAFETY IN THE UNION



## ONE MORE LIFE SAVED

On Nov. 12 an automobile containing a man, his wife, and baby, collided with a large gasoline truck and trailer almost directly opposite the Company's Pump Station at Stewart Tank Farm, near Brea, Calif. The baby was killed, the mother seriously injured. Immediately after the crash J. W. Post and P. W. Jacobs rushed to the scene from the pump house and rendered first aid. To quote Post:

"The first thing to be done was to see which one needed attention most. The man had apparently no serious injuries, only bruises and slight abrasions. The baby was found to be in a dying condition, caused by a crushed skull, and was rushed to the hospital in a Company car by Foreman Robinson. The mother's injuries consisted of a ragged cut beginning on the left side of the mouth and extending upward to a point toward the ear, exposing the teeth and a part of the upper jawbone. Arterial bleeding was controlled with the fingers at a point just in front of the ear, also just under the side of the chin against the lower jawbone until compresses were applied to the wound. A tourniquet was then applied which held in check the blood from two possible sources

just mentioned. Small bandage rolls were used as pressure objects—one cravat bandage, holding both pressure points, made the tourniquet. After the bleeding was under control, the patient was made as comfortable as possible while other injuries were looked for. Numerous bruises and abrasions were found on neck, head and arms. A deep wound was found about four inches above the right knee—venous bleeding. A compress and a cover bandage were applied at this point. After the wounds were cared for, the patient was placed in as comfortable a position as possible, in order to prevent any further shock until the arrival of the ambulance."

The patient was taken to the Union Oil Emergency Hospital at Brea for further treatment, but according to Doctor Curtis:

"The patient's pulse and heart were normal, and the dressings were so skillfully applied that it was not necessary for me to do anything further before sending her to the Fullerton Hospital. The fact that this woman is alive today is due, in my opinion, to the prompt and efficient first aid rendered by the Pipe Line boys at Stewart Pump Station."

Jim Post is retraining the Los Angeles



*Typical hose drill. This is made part of the training of all refinery shift men.*



Pipe Line crews in first aid this winter. Under the plan recently worked out, practically all work of this character will be handled locally by men who have previously taken the course with a Company instructor and have themselves qualified as retrainers.

### FATHER BENNETT IS ON THE JOB

J. W. Bennett, Construction Superintendent for the Central Territory of the Distribution Group, is now in his second no accident year. Says Benny:

"The only way I can explain to you my method of preventing accidents is that I keep after the foremen all the time. When visiting a job, if I see a man working to a disadvantage, I call it to the attention of the foreman. I preach to them to exercise care in building scaffolds and protecting the men while they are at work. I believe in continually reminding the men regarding care in handling their work, and believe it is the only method which can be used with any degree of success. I don't believe I ever fail to talk safety to the men in charge when I visit a job, nor fail to give him a pat on the back when he deserves it. We have had a few minor accidents in which there was no lost time involved but in these cases I give the foreman a lecture and tell him that only the Lord will help him if he causes us to lose our flag."

### CHARLIE PREACHES A REAL SERMON

Chas. L. Woods, Superintendent of the Valley Division, gave the drillers and shop men at Santa Fe Springs some new ideas about how and why men get hurt in the oil fields. No man could possibly get into cold print the force and humor of Charlie's delivery but his ideas bear repeating.

"Men get hurt largely because they are thinking of something else, something that is worrying them. Nine times out of ten it's debts,—payments that have to be made—attachments on wages that leave little for groceries. Worries like that cause hard feelings at home and men sometimes go to work without a decent breakfast or a kind word because of these worries. Then all day long they stew over them. Get hurt? How can they help it if their thoughts are miles away?"

"The best safety device is a savings account. No matter what you have to do without, keep that savings account going. It's the greatest fun in the world to see one grow. And what it does for a man's self respect! He can tell the whole world where to go. Why do you have to have that new car? Let the Joneses go to. Get a bucket of paint and doll up the old bus. You won't get any less for it next year. Save the difference. The oil fields are too overrun with slick tongued salesmen who will help you spend your wages—and mortgage your peace of mind.

"If there is one reason why we have set



*P. W. Jacobs and J. W. Post of the Los Angeles Pipe Line.*

up a safety record in the Valley it's because we have made it our business to see that our boys are happy, out of debt, and able to come to work with their minds free of worry."

Thos. F. Saxby, rotary helper, was instantly killed November 24 at Farwell Well 20, Santa Fe Springs. The crew was attempting to free the bit, which had balled up, by raising and lowering the drill pipe. During the operation the bit stuck and the hook became unlatched from the kelly bail. Saxby and another man went up into the derrick, the former to signal to the driller, the latter to swing the hook by means of a line. Saxby stepped out on a steel girt, his feet slipped and he fell approximately forty feet to the derrick floor.

W. D. Marrs, Sales Agent at Northport, Washington, was killed on November 1 when his truck left the highway. Apparently caught in the soft dirt along the road, the truck went over the bank of the nearby railroad cut and was completely demolished. The road at this place is very steep and narrow. The truck was descending the grade.

John T. Coyne, treater at Los Angeles Refinery, died on December 10, from burns received in a vapor explosion. A formal investigation by four engineers appointed by the Safety Board failed to determine the source of the ignition.

### A SLANT ON SAFETY

By E. L. Gluyas

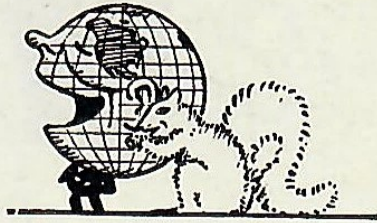
It is an accepted fact that safety plays an essential part in the commercial progress of the nation. It is continually placed before the minds of employees of nearly all industries in the country and it gives us great pleasure to know that the Union Oil Company is one of the foremost in this great work.

A wise man does not wait for personal experience to teach him that safety is the best policy. Indifference, carelessness, thoughtlessness and negligence are all enemies of safety.

Statistics show that most injuries are suffered as a result of hasty and thoughtless action on the part of the injured or his co-workers.

As a safety supervisor I find my responsibility not only to practice safety myself but to keep it before the men and instill in them the thought that perfect harmony in the performance of our duties is the greatest assurance of safety.

# REFINED AND CRUDE



Stopped by a motor cop for speeding, a certain Union Oiler explained that he was rushing to see his lawyer. "That's fine" said the cop, "You'll have more news for him now."

\* \* \*

A Scotchman, who was very seriously ill, declared he would die happy if he could only hear the bagpipes once more. His dying wish was granted, and a piper was forthwith dispatched to the hospital. He started off to play "The Campbells are Coming" and Sandy immediately began to show improvement. Then he played "Dinna Ye Hear the Slogan" and the Scotchman became still better. A few hours of intense effort on the part of the piper and Sandy was completely recovered, but—everybody else in the hospital was dead.

\* \* \*

We have known several people with false teeth who suffered greatly from toothache—probably an imaginary variety, but we have just learned of the first instance of a man being actually pained by his wooden leg. His wife socked him over the head with it.

\* \* \*

*And even if you are on the right track you are sure to get run over if you don't keep moving.*

\* \* \*

*And don't forget that girls who dress to kill usually cook the same way.*

\* \* \*

We have just read that a spider has eight legs, and from six to eight eyes. That equipment would be mighty handy to a man crossing Spring Street at Seventh.

\* \* \*

**Pedestrians, by the way, have more rites than drivers.**

There are two distinct types of men, we are told—those who wear golf pants, and those who have seen pictures of themselves wearing golf pants.

\* \* \*

*And while we knew that old baseball players with failing eyesight were made into umpires, we have just found out that decrepit football coaches are traded in on coupes.*

\* \* \*

Then there was the queer guy who cracked his friend on the chin just to show him what he would have got if he hadn't apologized.

\* \* \*

*A stout woman drove up to a filling station: "I want two quarts of oil," she said. "What kind, heavy?" asked the attendant. "Say, young man, don't get fresh with me," was the indignant response.*

\* \* \*

A colored gentleman entered a local store the other day to buy a pair of shoes, and when the clerk asked him what size he wanted, he replied, "Boss, ah weahs f'm seven and a half on up."

\* \* \*

*Charlie Pedersen says the fog was so thick over in Lomita the other night he couldn't get his front door open.*

\* \* \*

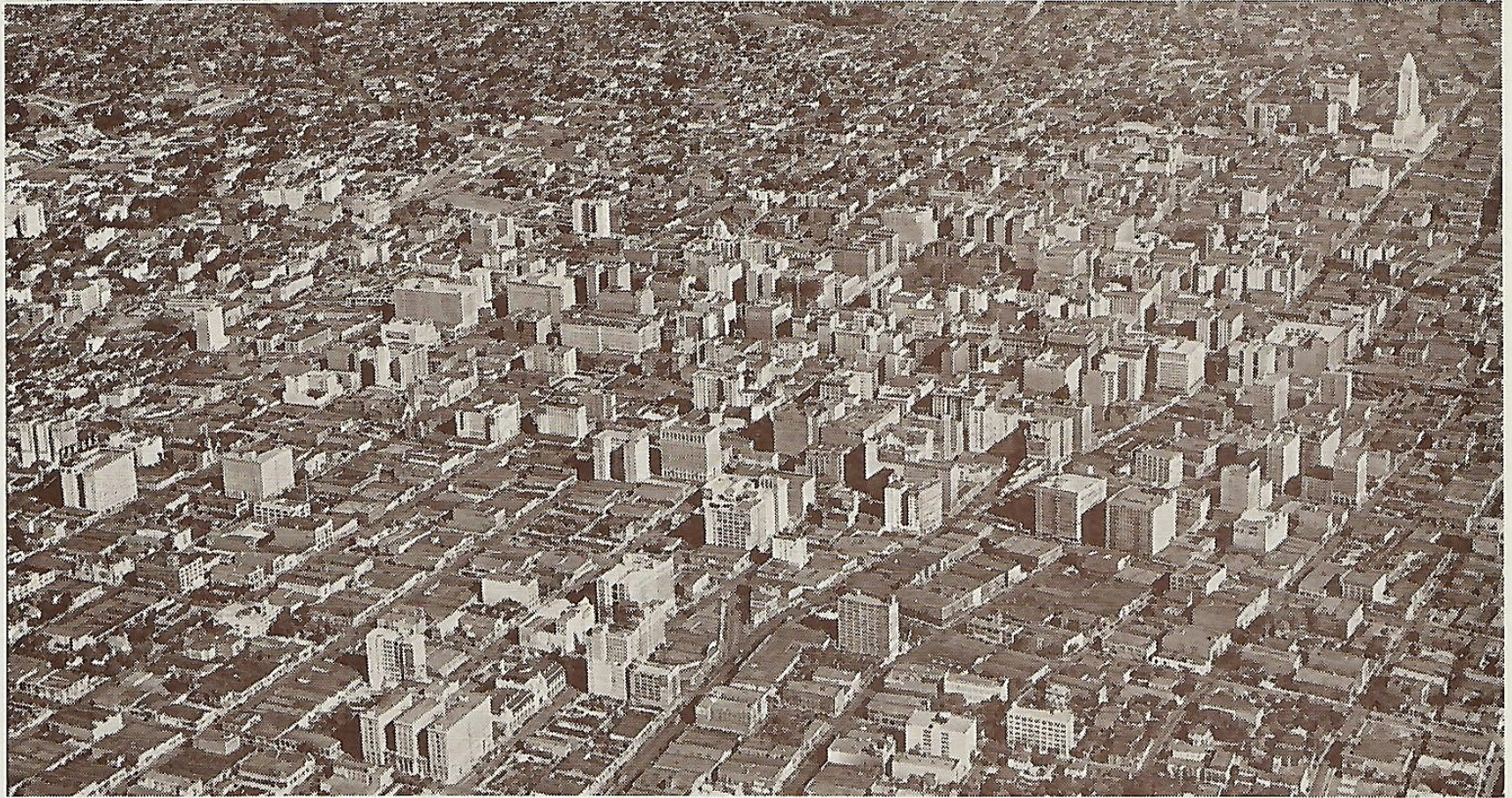
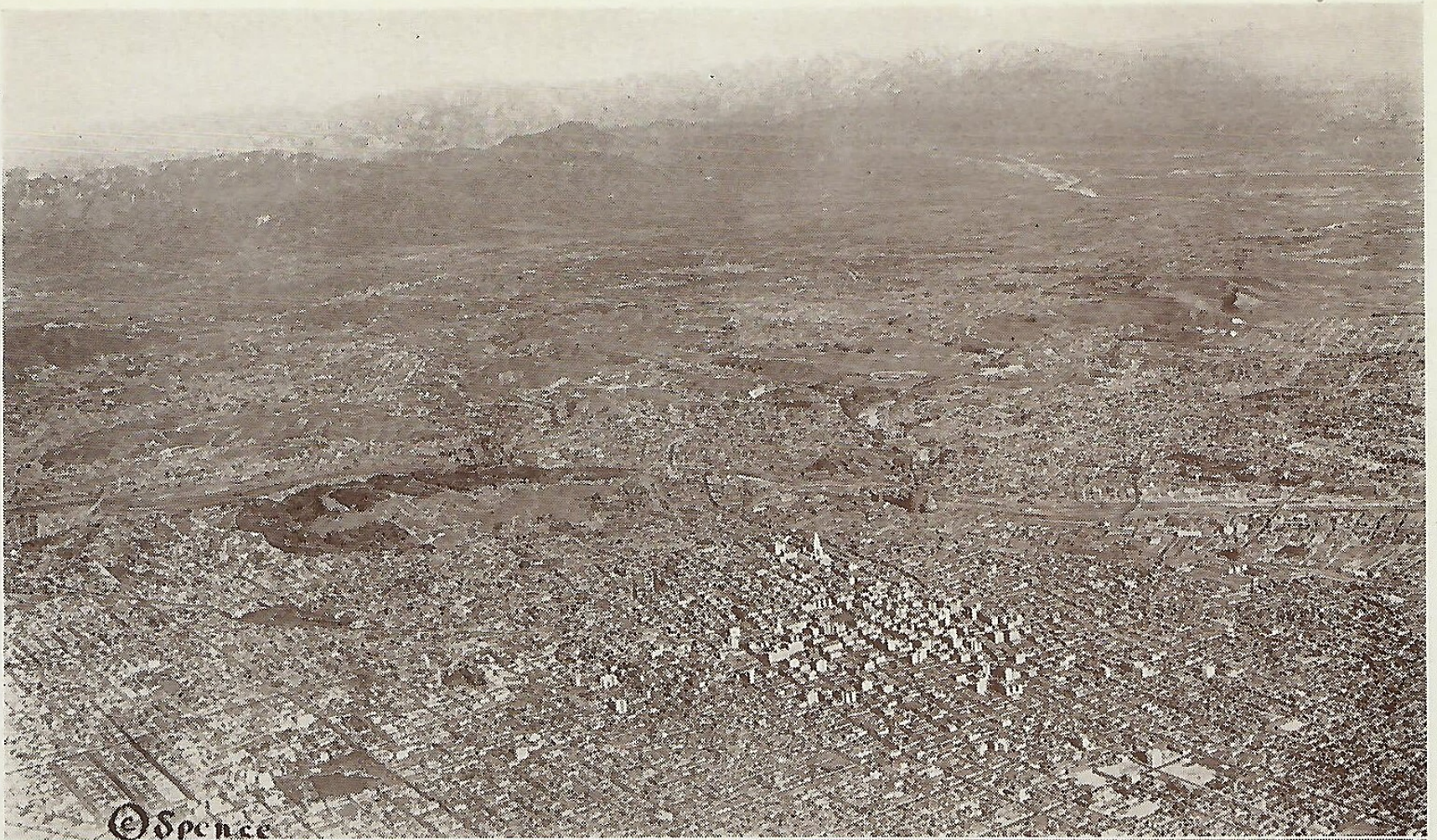
In this age of economy we have never quite been able to understand why every ship in our marine system should be allowed seven watches.

\* \* \*

**Or why a man with a beard should wear a tie.**

\* \* \*

In conclusion don't forget that a man with a clear conscience has almost as good a time as a man with no conscience at all.



### How Los Angeles Looks to Aerial Tourist

*From 8000 feet, the height from which the top photograph was taken, Los Angeles' imposing city hall and business area flatten to insignificant proportions. In the distance can be seen the foothill cities and the populous San Fernando Valley with the Sierra Madre Mountains in the background. Middle—A section of the business district from 2000 feet. Bottom—Three thousand feet over Hollywood, looking southeast.*

