

UNION  
OIL  
BULLETIN

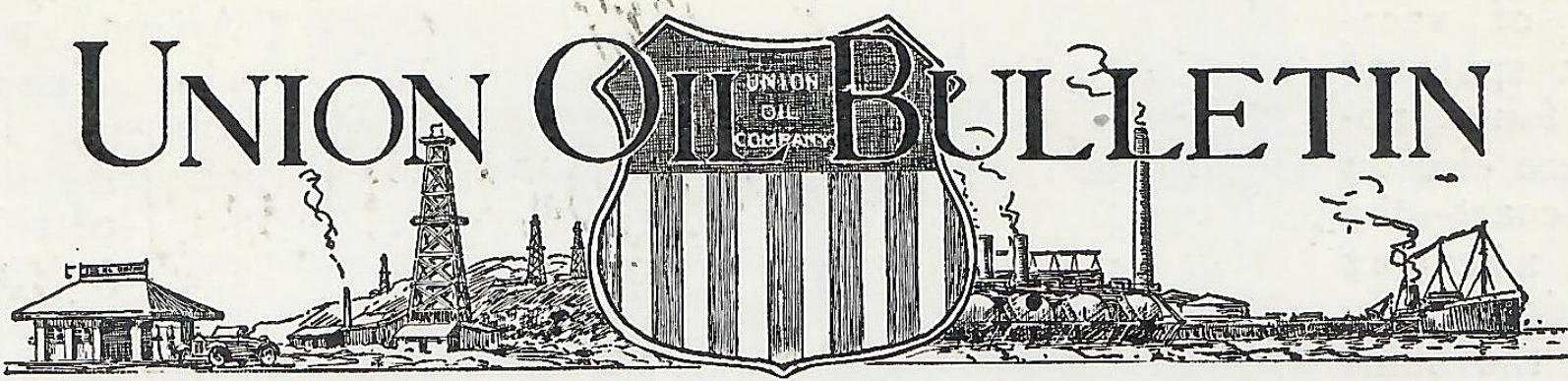
JUNE 1930

T. H. MCKAY



*The cares of the "job" vanish with the open road — particularly if it is a scenic mountain highway, such as is shown above.*

# UNION OIL BULLETIN



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JUNE

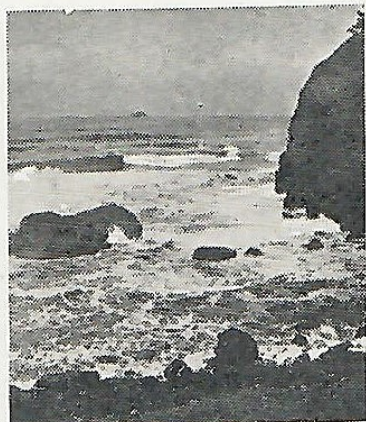
BULLETIN No. 6

## Vacation Time---Road Maps



the blue Pacific's shoreline, or beside the verdant banks of turbulent mountain streams—of lazy days spent cruising over rippling lakes, of mountain retreats that have never been disturbed by the jangle of the telephone or the clatter of a typewriter—is ravaging our ranks. But what a delightful malady, and how fortunate are its victims on the

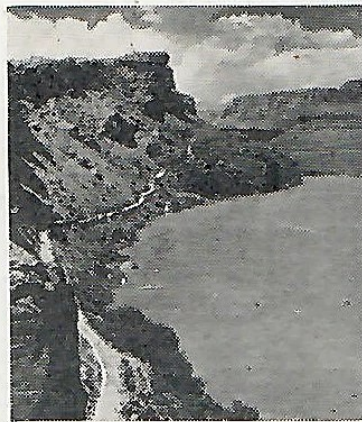
VACATION fever, that tantalizing malady that awakens in its victims' rose-tinted memories of past seasons spent lolling on the hot sands of



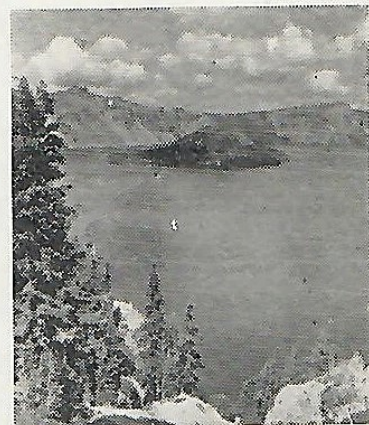
No. Calif. Coast

Pacific Coast. For no matter where one works there is a vacation spot within easy reach. A day's time will bring one to any number of splendid resorts.

There is perhaps no section of the country that one can duplicate the vacation opportunities offered in the Southwest states or the Pacific Northwest. From far on either side of the Mexican and Canadian borders, from the shores of the Pacific to the Rocky mountains, nature has been most prolific in providing for the amusement of her favorite sons and daughters.



Arizona Scene



Crater Lake, Ore.

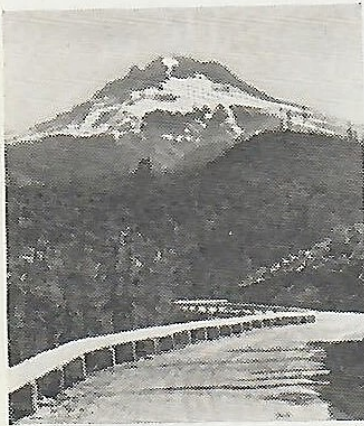
While the Southwest offers a vari-

ety of vacation spots to be found nowhere else on the coast—the sea, almost tropical during the summer months, the deserts and the mountains, it has a worthy rival for first honors in the Pacific Northwest. There is a lure to that “Evergreen” playground, in Oregon, Washington and British Columbia, with its cool, forest-crowned mountains, green hills; myriad lakes and great rivers that is irresistible. Each year, for the past five years, the number of vacationists from the



*Yachting Off Balboa, Southern California.*

Arizona, with its Grand Canyon, its painted desert, petrified forests, fantastic rock formations, ancient ruins, thousands of years old, its Navajo and Hopi Indian reservations and its traditions of the

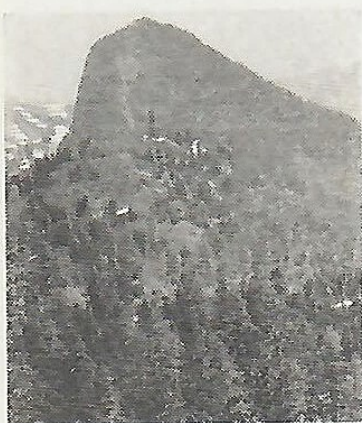


*Mt. Hood Highway*

Southwest motoring to the Northwest during the summer months has been increasing, and there is every indication that the influx this year will be greater than ever.

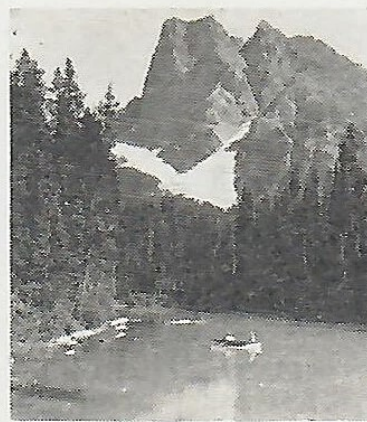
Many residents of the Middle West and East are finding the summer months an admirable time to motor

to the West Coast, not only because the east and west highways are at their best, but because they can be



*Charleston Park, Nev.*

certain of ideal weather throughout the coastal region during the entire period of their tour. The southern route is the favorite one for most of these motorists, as it brings them through colorful

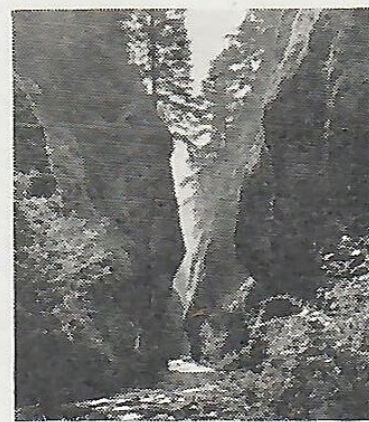


*Emerald Lake, B. C.*

early west.

In California the trip from the sea coast to the mountains, both north and south of the Tehachapi, can be made so easily that many plan their vacations to include both.

As a guide to vacationists this year the Union Oil Company has issued a road map of Arizona, the three coast states, and a

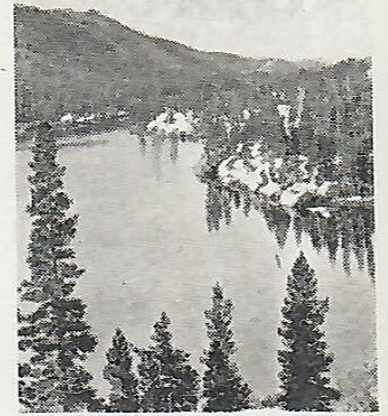


*Oneonta Gorge, Ore.*

portion of New Mexico, Nevada, Idaho and British Columbia. Printed in Rotogravure, the map is in the nature of a pictorial relief guide, showing mountains and their elevations, rivers, lakes, and unusual and prominent vacation spots along with the points of historic interest.

The maps will be distributed to motorists through the company's service stations. Company employees will be able to get these maps through their own district

(Cont. on Page 14)



*Stanislaus River*



*Chain Lake—Mt. Baker*

## Union Glider Club Formed

AT THE end of a 300-foot rope a yellow-winged glider zig-zagged across the runway behind a speeding automobile and as it gathered momen-

tum rose to a height of 15 feet and dipped and swayed like a huge kite on a string. The man perched on the narrow seat in front of the wings was making his first motorless flight. True, he wasn't crossing the Atlantic, or setting an altitude record, but, boy, he was up in the air by himself. Only one who has left the ground alone for the first time, with the rudder bar and control stick at his mercy, can know the thrill.

This aerial neophyte was one of the twenty charter members of the newly formed Union Oil Glider Club, all of whom were to follow him into the air and experience the thrill of flight that he had experienced.

While the charter membership of the club has been limited to twenty, the applications received during the past two weeks indicate that the club is due to grow rapidly. The charter members represent virtually every department of the company in the Los Angeles area. Among the new applicants for memberships are L. G. Metcalf, manager of refineries, and Gerald G. Blue, head of the personnel department. Under the leadership of W. G. Waterson and C. W. Miller, a

second group, composed largely of sales department employees, is being formed.

As a reward for their enthusiasm and initiative shown in forming the club, the company has presented the charter members with a primary glider and a course of instruction.

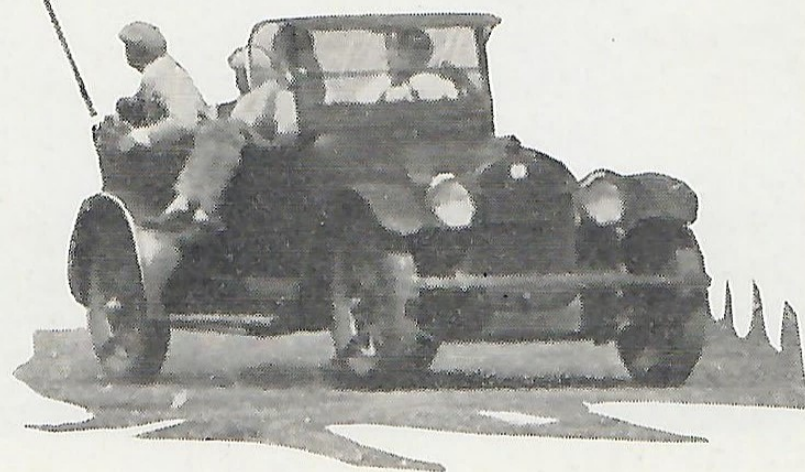
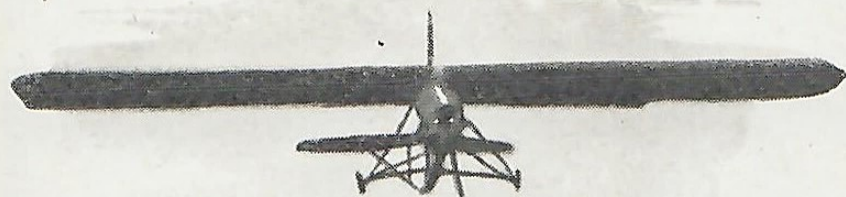
The club is to be divided into units, with twenty members to a unit. Each will have its own glider.

The initiation fee is ten dollars per person with dues of 50 cents per month. Membership in the club is limited to employees of the company.

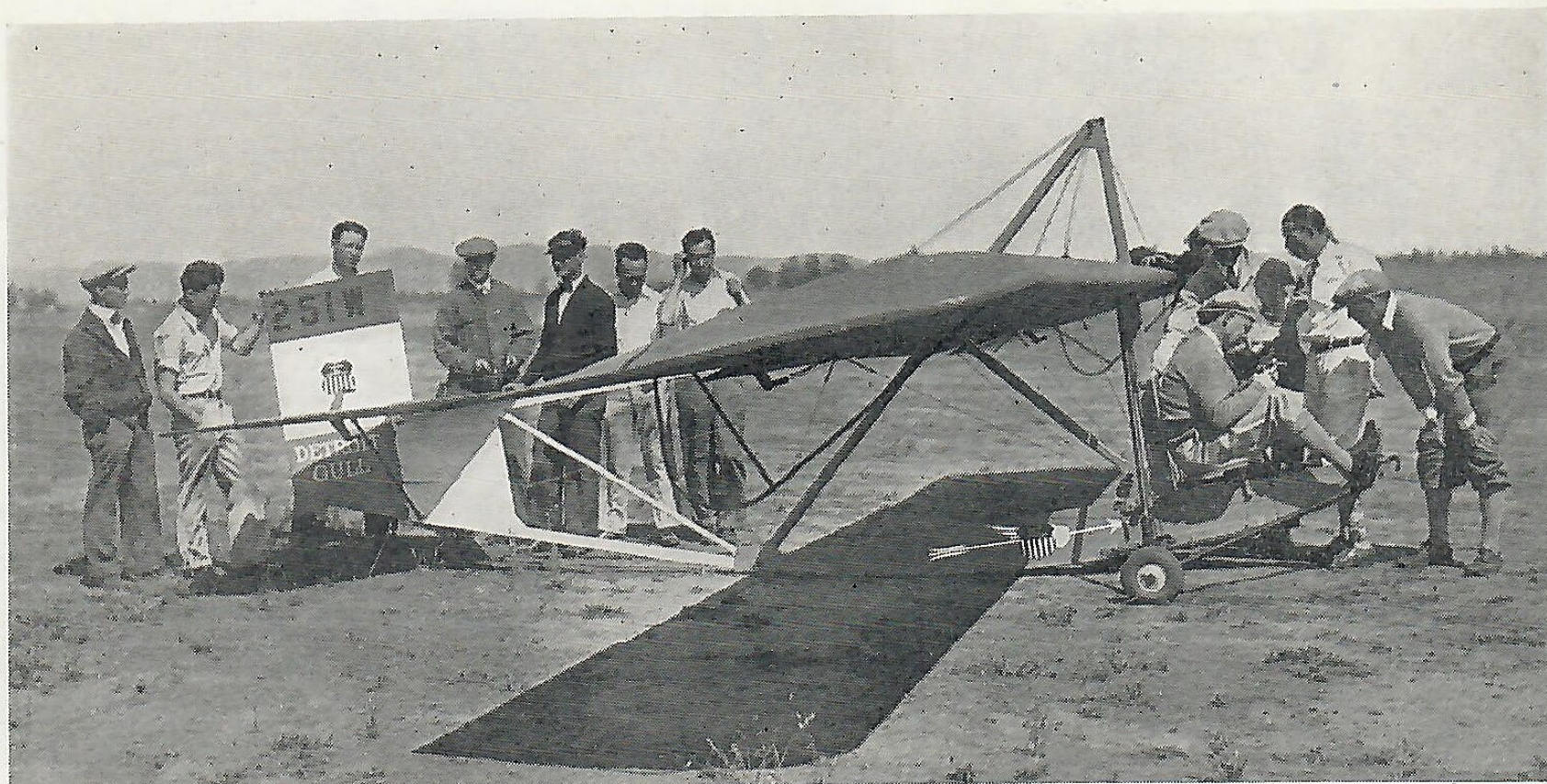
As soon as the charter group has completed its primary training it will purchase a secondary glider for more sustained flights. With the primary glider it is possible only to learn the rudiments of gliding and to make short flights. From the secondary glider the club members will graduate to the sail plane.

The purpose of the club is to foster greater interest in aviation, encourage gliding as a sport and to enter and promote gliding contests.

The club members are receiving instruction under A. E. Hastings, one of the few recognized instructors on the Coast. They are making what is termed "towed flights." The glider is towed behind a car, the speed of which is regulated by the instructor. During the first few trips in the glider the student is taught to control the direction of the glider by the rudder, and against a cross wind the Union Oil beginners have found that it



C. F. Lienesch deserts power plane to try out glider in demonstration flight.

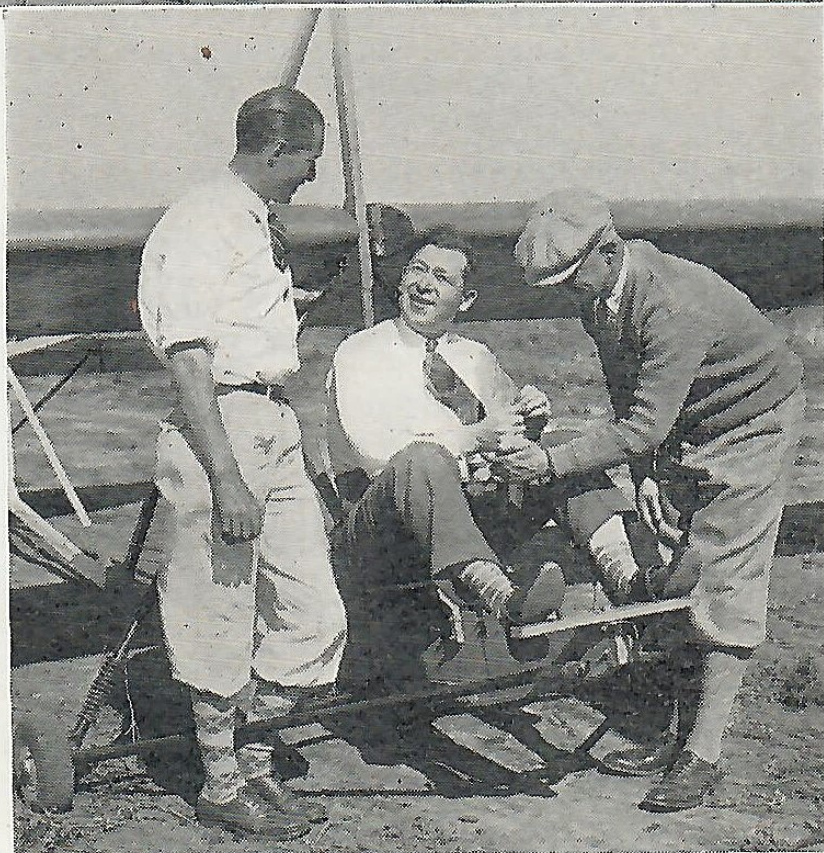


*Members of the Union Oil Glider Club are shown above giving their glider an interested "once over," following its arrival at Vail Field. At the right, L. G. Metcalf, manager of refineries, is receiving instruction from A. E. Hastings, left, and C. F. Lienesch, on how to operate the glider.*

is quite an undertaking. The car during the initial trips is held down to a speed that will not lift the glider from the ground. As the student demonstrates his ability to use the rudder properly the speed of the tow car is increased to raise the glider five to 20 feet off the ground for short hops. Gradually the glider is pulled up to greater heights. At no time, however, is the rope cut free from the glider, as by the skillful use of the car it is possible for the instructor to pull the glider out of whipstalls and spins and rectify any errors that the student might make. It is not until the student has shown complete mastery of the glider that he is permitted to drop the rope from the glider.

Due to their enthusiasm the club members are making rapid progress. Every Saturday afternoon and Sunday finds a large number of club members on hand for instruction. The glider is maintained at Vail Field, the old Western Air Express field, where the club members have things pretty much to themselves.

C. F. Lienesch, head of the company's aviation activities, is a sort of



godfather to the club, and shows up regularly to lend assistance and encouragement to the beginners.

R. A. Tatum, president of the club, is a U. S. Army Reserve flyer, but he declares that he is learning a few things about flying through work with the glider that he had not learned with a power ship. The other officers of the club are L. Dillon, Santa Fe Springs, vice-president, and C. S. Meade, purchasing department, head office, secretary-treasurer.

The other charter members are: H. E. Stanfield, P. B. Erwin, J. E. Lill, H. S. Williams, R. G. Ford, T. G. Miller, J. H. Wallace and K. Leslie, from the field and gas departments at Santa Fe Springs; R. V. Rosborough, P. K.

Noland, R. S. Patterson, C. C. Mathews, L. Charlebois, F. Karge, R. M. Byrne, C. S. Wimpres and T. H. Baker, head office, Los Angeles.

While the glider used by the club is factory made, the members have shown considerable ingenuity in adding refinements to it. In order to use it for towed flights it was necessary to install a landing gear. Some of the boys went down to Mines Field where

the instructor keeps his own glider. After examining the landing gear they went back to the shops at Santa Fe Springs and turned out a split axle landing gear, with shock absorbers, used only on the most advanced airplanes.

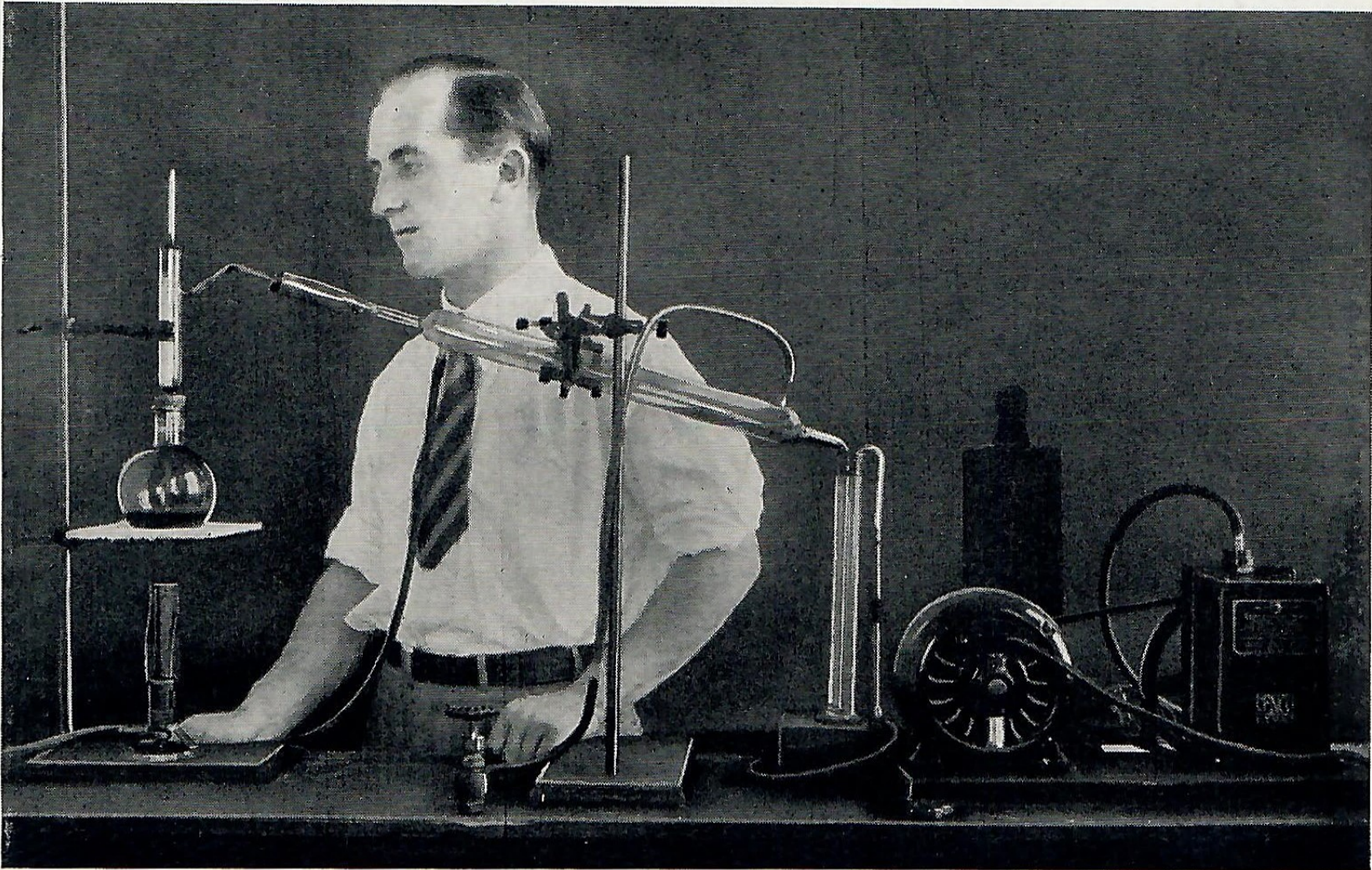
The club has made application for affiliation with the National Aeronautic Association and will be governed by the regulations of the association.

## German Glider Expert in Company

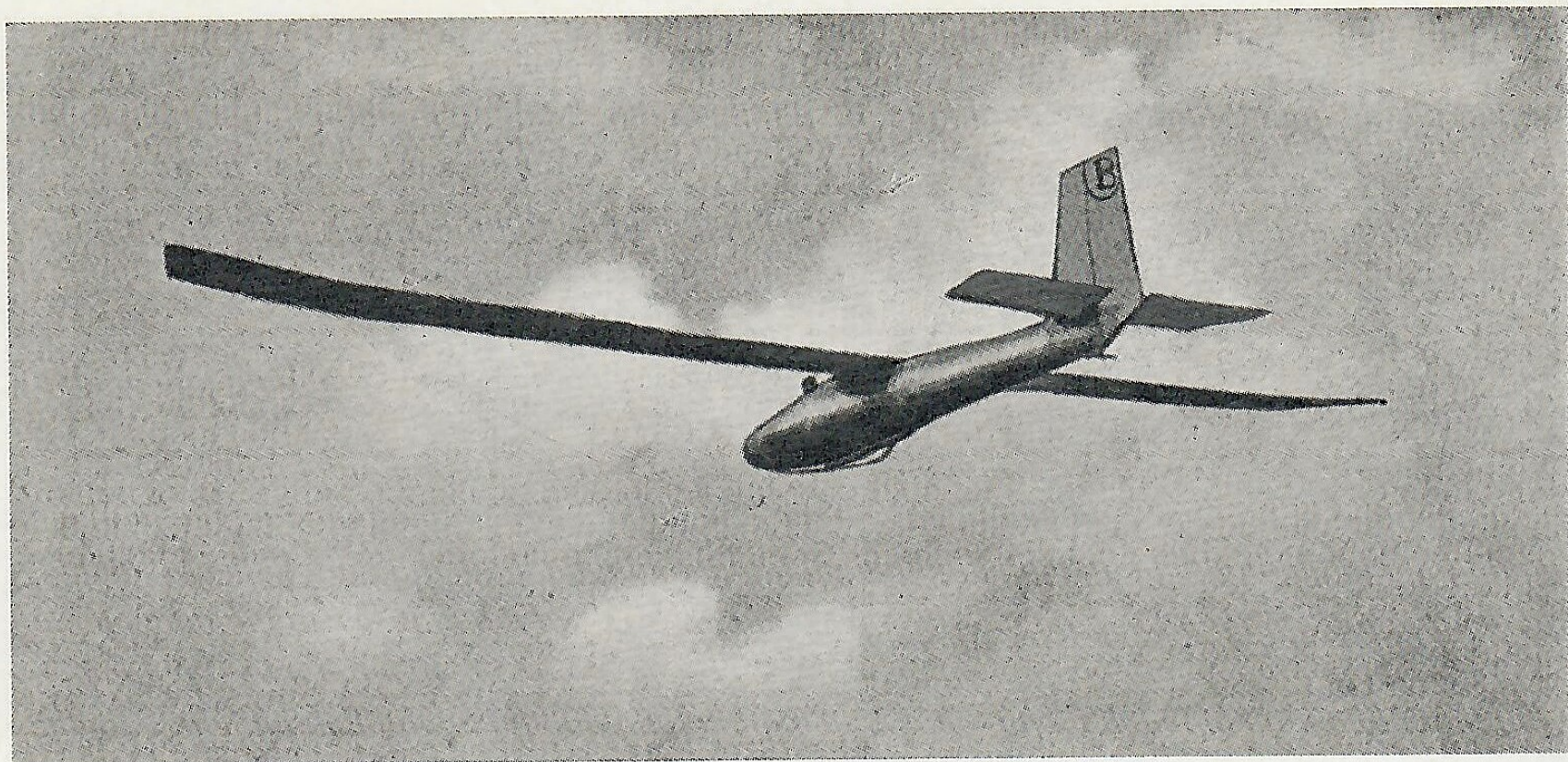
WHILE gliding has come into vogue in this country during the past six months, it has been one of the outstanding sports in Germany for a number of years, and is used by the government as the basis for flying training. In this connection it was discovered the other day that the company has among its research engineers at Wilmington, a young German, W. H. Kuster, who has a record of 120 hours of solo glider and sail plane fly-

ing, including a single unofficial flight of sixteen hours.

Kuster came to the United States two years ago and has been with the company since March 5, last. His home is in Hamburg, Germany. He is a graduate of the University of Heidelberg, and completed his studies at the Technische Hochschule, Darmstadt, which, Anglicized is the Technical Institute of Darmstadt. It corresponds to such institutions of learning



*W. H. Kuster, young German glider expert, photographed in the research laboratory of the Union Oil Company at Wilmington where he is employed.*



*Sail plane used by Kuster and other German pilots in making many of their flights.*

in this country as the California Institute of Technology, and is regarded as the seat of recent glider development. Gliding at the Institute is carried on through the medium of a club, and while it is in the nature of an extra-curricula activity, the participating students who are doing the development work receive regular scholastic credit for it.

Students specializing in aviation first take up gliding. The initial instruction is in repairing and building gliders. Before a student is permitted to start actual gliding he has first to demonstrate that he is thoroughly familiar with their construction and operation on the ground. As in this country, a primary glider is used by the beginners. From the primary glider the student goes into a sail plane with dual controls. He graduates from that into the soaring plane. It is with the soaring plane that the sustained flight records are made.

Sail plane flying involves a thorough knowledge of wind currents and their causes. The next natural step from the sail plane is to the power glider.

The sail planes often have a wing spread of more than 70 feet and are made from plywood. They are submitted to wind tunnel and scientific breaking tests before being passed for use in the air. These planes are re-

quired to stand up under severe strains, as frequently, in making the long sustained flights, pilots will maneuver their planes to ride on the tail of a thunder storm, encountering wind velocities as high as 60 miles an hour. These are turbulent gales that often tumble the planes about like a leaf. Only planes of rugged construction can withstand the strains to which they are subjected during this type of flying. Incidentally, the Institute's sail plane association has not yet experienced a fatal accident—a tribute to the care with which the planes are built and the thoroughness with which the pilots are trained.

Kuster engaged extensively in gliding and flying from 1921 to 1927, and during that time put in 120 solo hours in the air and made one flight of 16 hours. It was during this period that he made a trip to the Krim mountains in southern Russia with a party of students to participate in a series of experimental flights. On one of these flights a glider pilot remained aloft for 24 hours, but due to certain technicalities the record was not made official.

Kuster has not taken up gliding in this country because he asserts that to do so would take up all of his spare time, and at present he is interested in devoting his time to research work along other lines.



## The Lumber Industry

THE lumber industry, which ranks second to the petroleum industry on the Pacific Coast with respect to the value of the products placed on the market annually, and is on a parity with it in the number of men and women employed, is one of the petroleum industry's best customers. There are few products manufactured by the refineries that are not used by the lumber concerns, and many oils and greases are made especially to meet their requirements. The advent of the tractor and extensive use of trucks has boosted the annual consumption of gasoline on the coast to several million gallons. More than 500 ships are used in transporting lumber products to world markets, and approximately 6500 motor vehicles, 80 per cent of which are trucks, are used on the coast. Hundreds of railroad locomotives, which are virtually all fuel oil

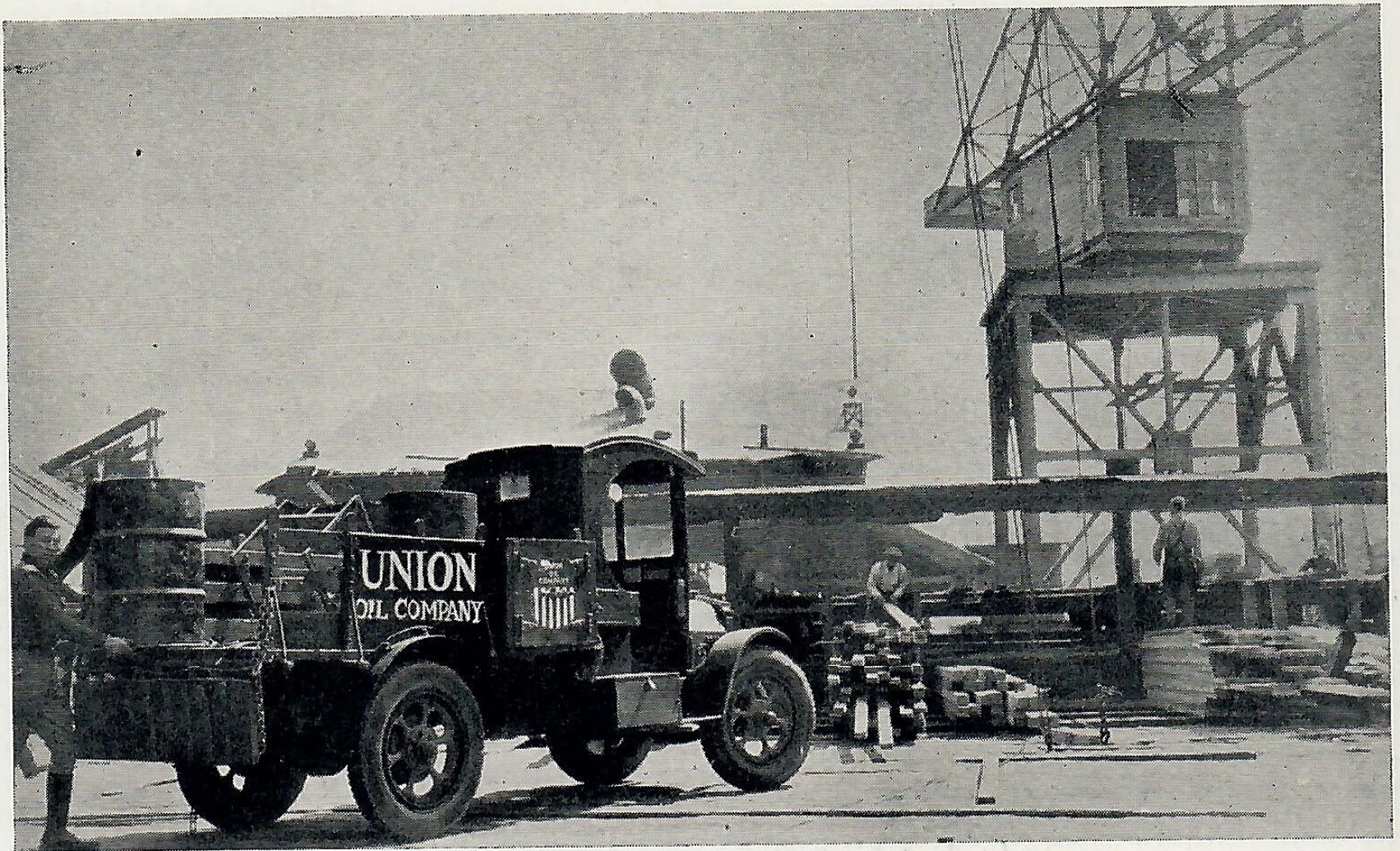
burners, and thousands of logging flat cars, are also used.

The Union Oil Company has been particularly favored in the distribution of its products among the lumber companies and includes among its clients many of the largest and oldest operating companies on the Coast.

Lumber operations on the Pacific Coast date back to the early part of the nineteenth century. As early as 1812 the Russian settlers, who founded a colony at Bodega Bay on the Sonoma County coast, north of San Francisco, engaged in lumbering on a small scale. With the ring of the first axe at the Hudson's Bay post at Fort Vancouver (now Vancouver, Washington), in 1824, on the tough bole of an old growth Douglas fir tree, the mighty timber harvest of Washington and Oregon was begun. It was at this same



*The mill of the Pickering Lumber Company at Standard, Calif., shown above, is one of four operated by the company, which is one of the biggest lumber concerns of the West.*



*Delivering Union products to the Defiance Lumber Company at Tacoma, Wash.*

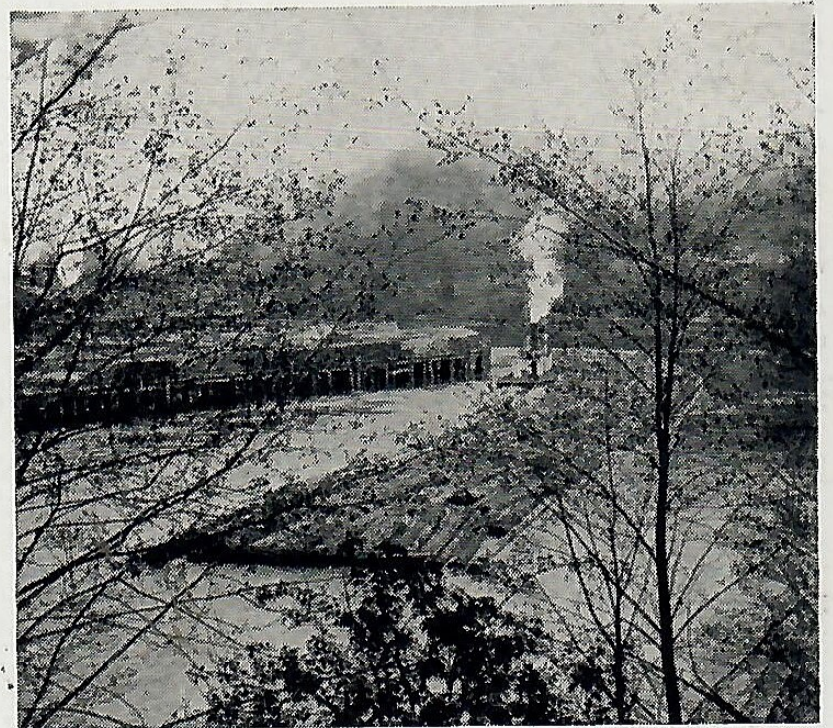
Fort Vancouver that the first sawmill in Washington was built in 1842.

Today it is estimated that in excess of 1000 mills are operating in the three Pacific Coast states, Washington, Oregon and California; with Washington heading the list with more than 500; Oregon second, with approximately 350, and California third, with 150. The number of employees is placed in the neighborhood of 115,000. The value of the lumber products marketed in 1927, the last year for which figures are available, was \$419,502,509. This figure is \$25,000,000 below the total for 1925, due to the slowing down of lumber operations generally, occasioned by a period of over-production.

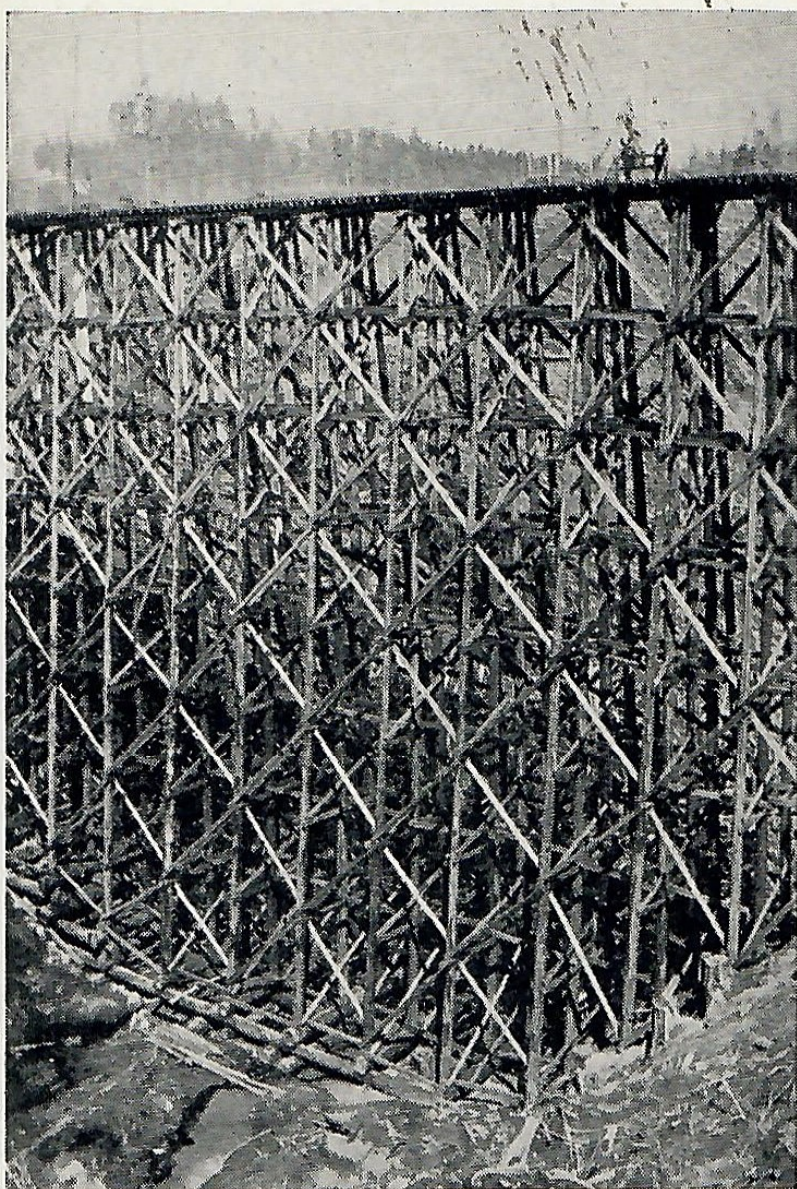
During the past year companies in Washington cut approximately seven billion board feet of lumber, while companies in Oregon cut four billion and those in California two billion. California produced more than 90 per cent of all Redwood and sugar pine and 25 per cent of all western yellow pine. With Washington producing 84 per cent, Oregon six, and California two per cent, the Pacific Coast states produced last year 92 per cent of all the shingles manufactured in the

United States. Sixty per cent of all Douglas fir was produced by Washington, 34 per cent by Oregon, and two per cent by California. More than 50 per cent of all spruce was produced on the coast, divided about equally between Washington and Oregon. These two states also produced more than 50 per cent of the hemlock, with the bulk of it coming from Washington.

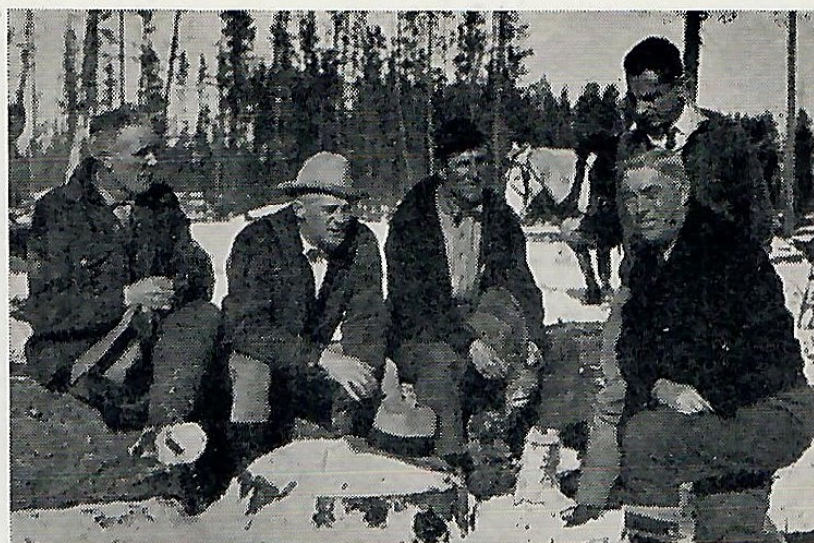
The magnitude of the lumber industry on the coast is not fully appreciat-



*Tow of logs for E. K. Wood Lumber Company's mill on Hoquiam River, Wash.*



*Highest single span timber trestle in the world traversed by the logging trains of Northwestern Lumber Company near Hoquiam.*

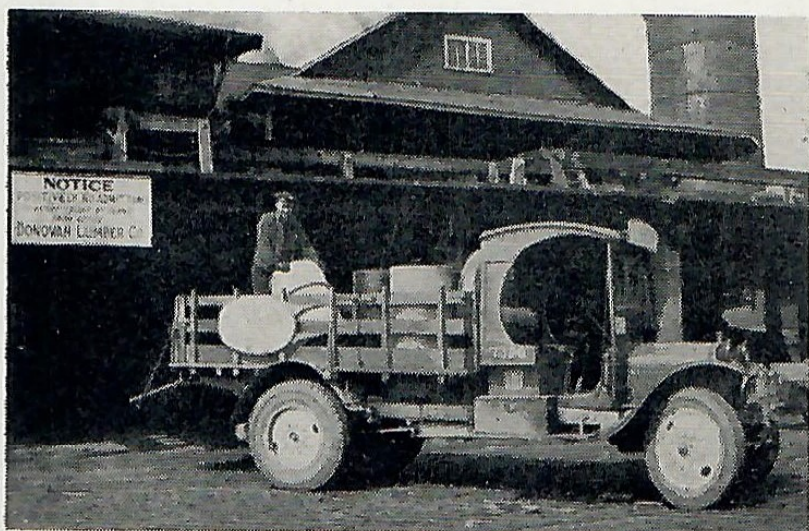


*Behind the lines with the big guns in Brooks-Scanlon Lumber Company's logging operations: E. F. Garrish, Paul Hosmer, Price Barckley, Frank Prince and S. A. Blakeley.*

Washington forests alone during 1926 products valued at \$300,000,000 were sold in the markets of the world.

Going still further into statistics to reveal the vast scale of Washington's lumber resources we find that fourteen million acres of the state's area is timberland, containing approximately 282,250,000,000 board feet of saw lumber, enough to build twenty-eight million five-room frame bungalows. As there are but sixteen million frame

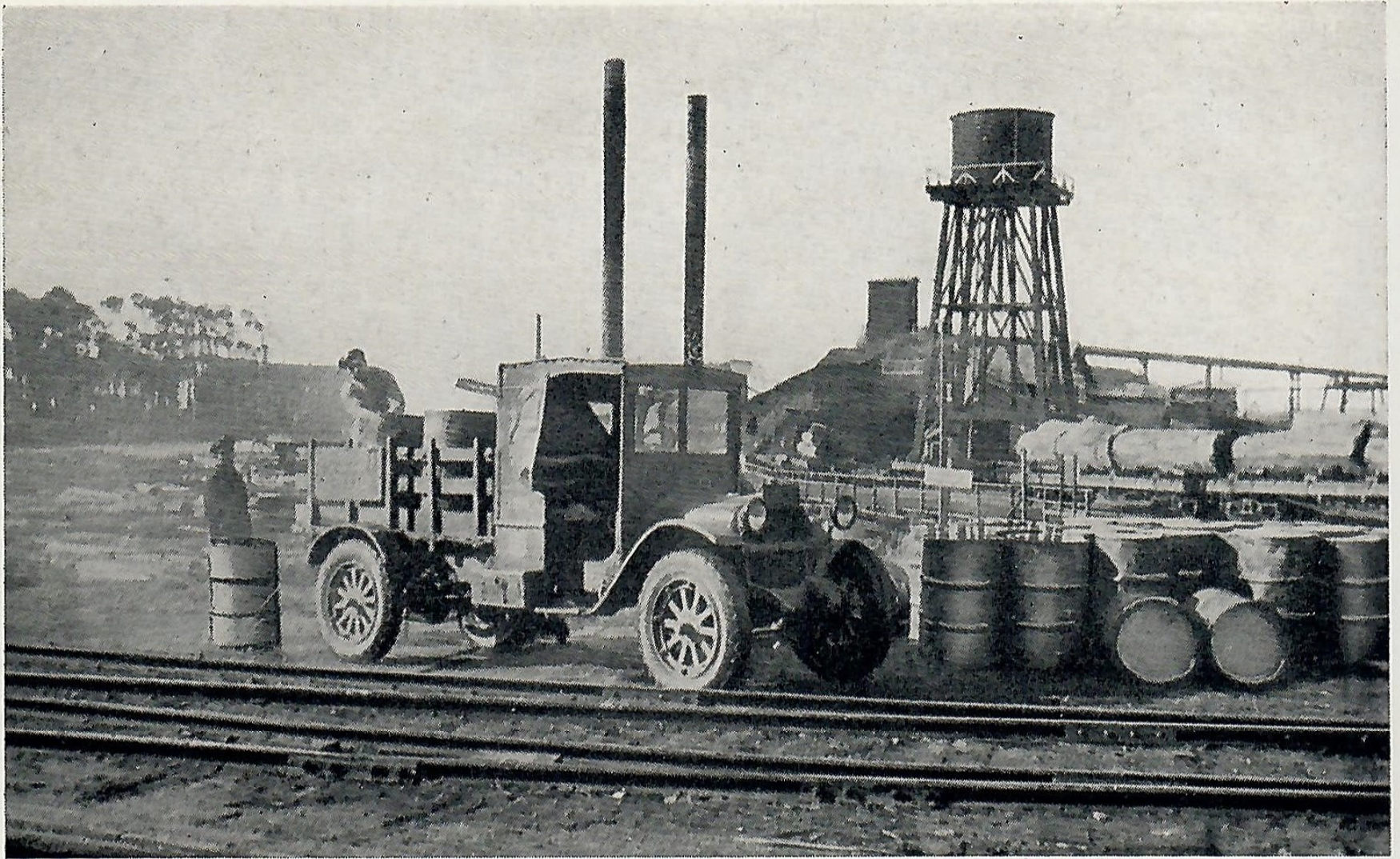
ed, even by those who are directly connected with it, and in great areas in the Pacific Southwest, where there is a small amount of forest land, it is difficult for persons to realize the scale on which the industry is operating. In this connection it might be pointed out that all the gold mined annually in the United States, according to government reports, has a total value of only approximately \$40,000,000. From



*The Donovan Lumber Company's mill at South Aberdeen, Wash., is virtually a 100 per cent user of Union Oil Company products.*



*Modern methods make possible the felling of these giant trees in 20 minutes.*



*Union Oil Company products being delivered at Union Lumber Company's mill, Fort Bragg, Cal.*

houses in the entire United States, Washington's forests could be made to reproduce the entire number and there would be enough forest left over to care for the national building program for a generation.

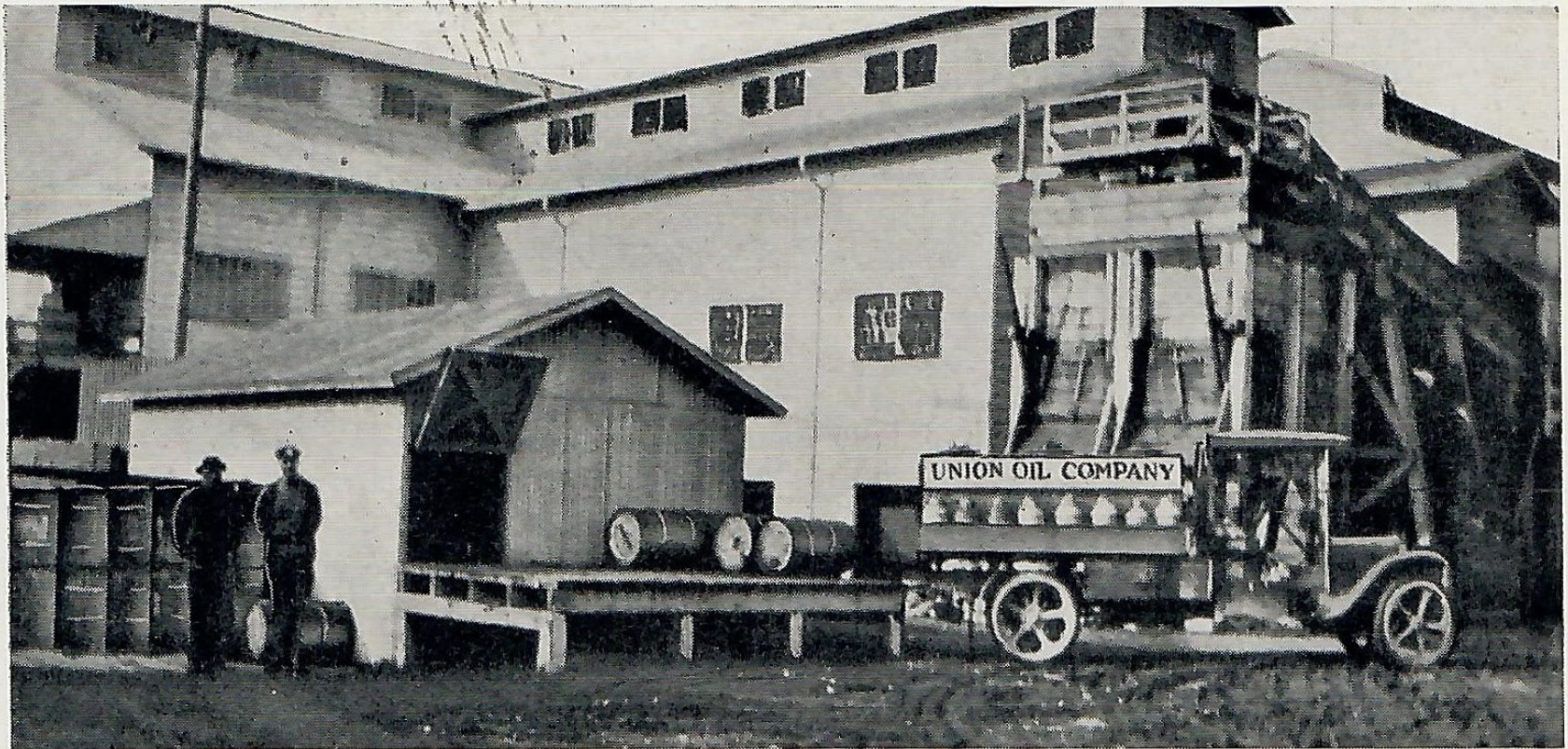
The Douglas fir forests, which abound in the Pacific Northwest, grow taller and thicker to the acre than any other forests in America. An acre of timberland in this region will grow from 100,000 to 150,000 board feet in the same time it will take to grow from 10,000 to 15,000 board feet in New England. Forest authorities estimate that the timberlands of Washington, excluding everything that might be useful for agriculture—could be made, under proper forestry practice, to produce each year as much timber as the present cut of from seven to eight billion board feet.

Going further into lumber statistics we find that the sawmills and wood-working plants of Washington supply nearly one-fifth of the lumber used in the United States. Oregon's stand of saw timber, composed chiefly of western yellow pine, spruce, hemlock, cedar, larch, white and Douglas firs, is placed at more than 450 billion feet.

The state's annual cut is placed in excess of four billion feet. From these figures, and those submitted above, it



*Operating skidder of Andron Logging Company at Mayfield, Wash. Logs are hauled for a mile or two out of the cutting areas with this equipment.*



*Twenty-five Union Oil products are used by the Dolbeer-Carson Lumber Company, pioneer Redwood lumber operators, at their mill at Eureka. The first mill on the site of the above plant was built in 1853.*

becomes quite apparent that the tap roots of the business of the Pacific Northwest are in the lumber industry.

While lumbering in Northern California is not carried on in the same volume that it is in Washington and Oregon, it contributes a large share to the prosperity of the counties of Mendocino, Humboldt and Del Norte, where some of the world's largest mills are located. The mills of these three counties have a potential production of 900,000,000 feet per annum and have an annual pay roll exceeding \$12,000,000. Humboldt county alone possesses 400,000 acres of primeval Redwood timberland. The Redwood lumber from this famous Redwood belt is sent to every state in the Union and enjoys a worldwide demand.

As stated earlier, the first lumbering activity on the Coast is traced to Northern California. In the early 50's with the boom that accompanied the gold rush there came quite a demand for Redwood lumber. The trees nearest the water were cut first because of the problem of transportation. At that time those engaged in logging operations were dependent on bull teams to haul the logs and they experienced considerable difficulty in moving them, even after the logs had been split in two. During this period, in

1853, to be exact, William Carson, the founder of the company known today as the Dolbeer-Carson Lumber Company, started the first mill in Northern California at Eureka. Mills No. 1 and 2 were destroyed by fire, and Mill No. 3, erected in 1878, operated continuously until 1924, when it was dismantled and replaced with the present all electric plant which has a potential output of better than 150,000 feet of lumber a day. The mill employs between 400 and 500 men, some of whom have been with the company during the 47 years of its existence.

At Fort Bragg, Northern California, the Union Lumber Company, another of the pioneer companies of the West, has the second largest Redwood mill in the world. The mill was built in 1885 and puts out an average of 320,000 board feet a day. The company in addition operates a shingle mill, planing mill and its own drv kilns.

The coming of the tractor has been responsible for some revolutionary changes in logging operations. These gasoline percherons, as they are called by the loggers, are gradually replacing horses in the forest, much as they have on the farm. Brooks-Scanlon Lumber Company of Bend, Oregon, manufacturers of high grade Pondosa



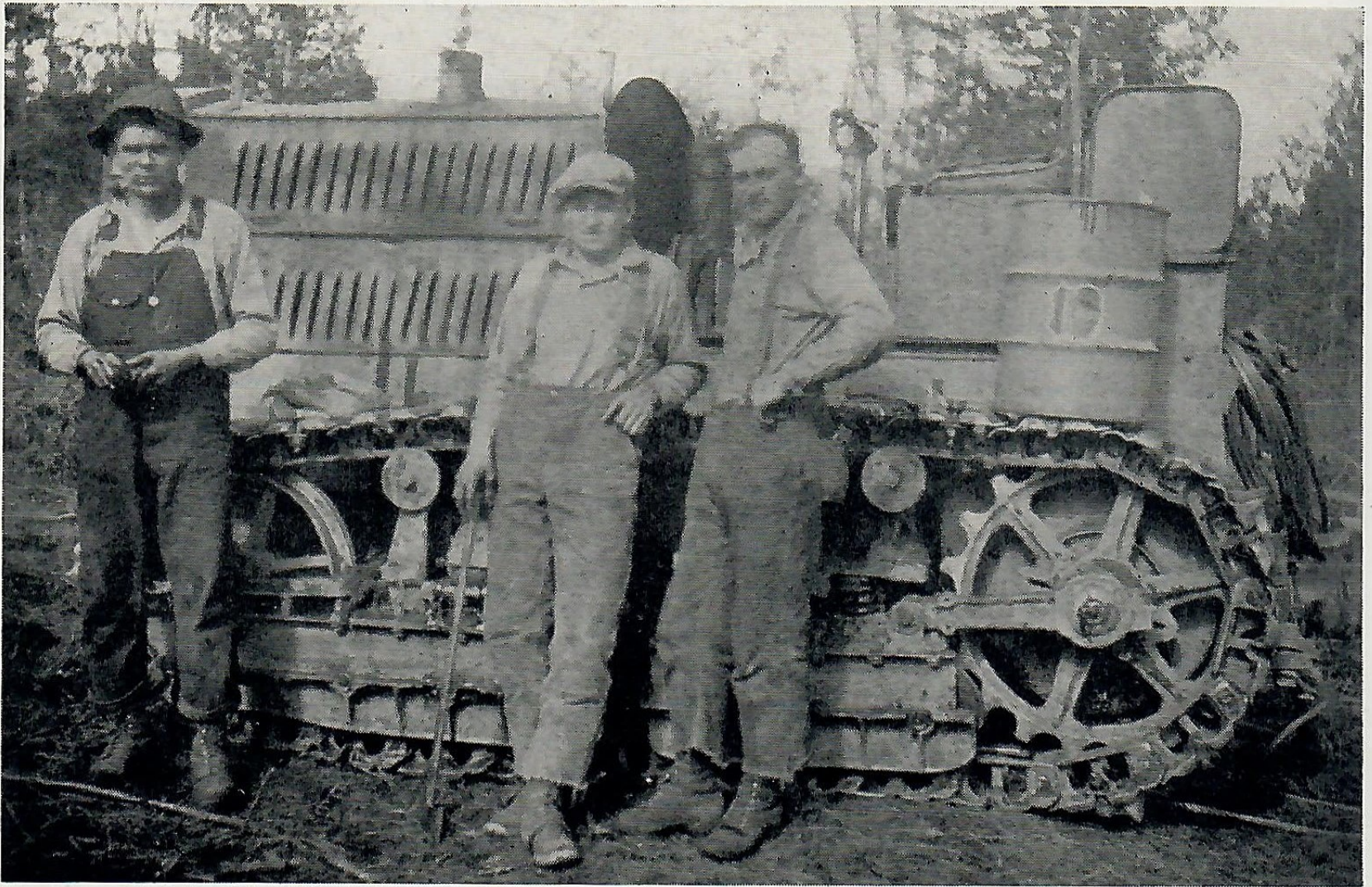
**Scenes From Lumber Industry in New California, Oregon and Washington**

Washington, noted for its enormous cedars, exhibits one in the first photograph that is 15 feet in diameter. No. 2—Boom of logs being towed by the Kelly Lumber Company's mill at Eureka, one of largest in U. S. No. 4—Loading lumber for export at Seattle. No. 5—Douglas fir near Elwha. No. 6—Douglas fir produced in Washington and Oregon. No. 6—Brooks-Scanlon tractors in action. These gas engines are gradually displacing horse power. No. 7—Douglas fir near Elwha. No. 8—Winlock and Toledo Lumber Company's mill near Toledo, Wash. No. 9—Log boom at Port Angeles taking a few behemoths to the mill. No. 10—Lidgerwood steel tower skidder at Cathlamet, Wash. No. 11—Storage yard of Kelly Lumber Company's mill at Union. No. 12—Tractor with the work of the tractors shown in photographs No. 13 and 14. No. 15—A. B. Hansen's mill at Toledo, Wash., where Union Kelly Lumber Company's mill at Eugene, Ore.



**m Lumber Industry in Northern California, Oregon and Washington**

photograph that is 15 feet in diameter. No. 2—Boom of logs being towed through Lake Washington Canal, Seattle. No. 3—Hammond Lumber  
 mber for export at Seattle. No. 4—Boom of Douglas fir near Elwha Basin, Washington. More than 90 per cent of the Douglas fir of the coun-  
 tractors in action. These gasoline engines are gradually displacing horses in the woods. No. 7—The Crescent Logging Company's crew at  
 and Toledo Lumber Company logging near Toledo, Wash. No. 9—Charles Nelson Lumber Company at Port Angeles is an extensive user  
 of dynamite, Wash. No. 11—Storage yard of Kelly Lumber Company's mill at Springfield, Ore. No. 12—Skidding logs by team as contrasted  
 with No. 13 and 14. No. 15—A. B. Hughes logging near Toledo, Wash., where Union products are used exclusively. No. 16—Logs awaiting the saw at Booth  
 Kelly Lumber Company at Eugene, Ore.



*This ten-ton logging tractor of Meyer Bros., Toledo, Wash., uses Union gasoline and Motorite.*

Pine, and one of the biggest lumber firms in the state, is now using thirteen tractors in carrying on its logging operations and is finding it advantageous to continually increase the number used. It has been found that the tractor will make four trips to one made by a four-horse team, and will consistently carry heavier loads. The fact that they can go any place and haul logs over long distances at a rapid pace is doing away with considerable

railroad construction, which is no small item of expense.

This change from the horse to the tractor for power has added a voracious consumer of petroleum products to the steadily growing list of mechanical devices employed by the lumber industry, and while the old time logger looks on this change with a sigh of remorse, the representatives of the oil companies stand on the side lines and cheer.

## Vacation Maps and Avoiding Accidents

*(Continued from Page 2)*

offices, the Advertising Department in the head office, or at the stations. One of the special features of the map is a mileage scale for each section showing at a glance the distances between prominent points. Instead of issuing separate maps for the different states, as was done last year, the entire coast is included in one map. Due to its clever arrangement the map can be folded to a size that will fit conveniently in a man's pocket or the pocket of a car.

During their vacation tours it is

hoped that Union Oil Company employees will co-operate in a general coastwise movement to curtail highway accidents. Due to distances to be covered on the longer trips high speed is necessary, but it is pointed out that it is not necessary to make one's trip a race with the car ahead or the one trying to pass from the rear. Fully half of the serious highway accidents are attributed to the desire of someone to show the man ahead, or the one behind, that his car, for no other reason than because he owns it or drives it, is a better car than the other fellow's.



## Cleaning Laboratory Installed

SINCE its inception, more than 100 years ago, the business of dry cleaning in its many ramifications has developed from an inconglomerate mass of individuals each using a formula of his own concoction, and back alley shacks, to an organized industry international in scope, housed in fine, permanent buildings, with established methods of conducting business.

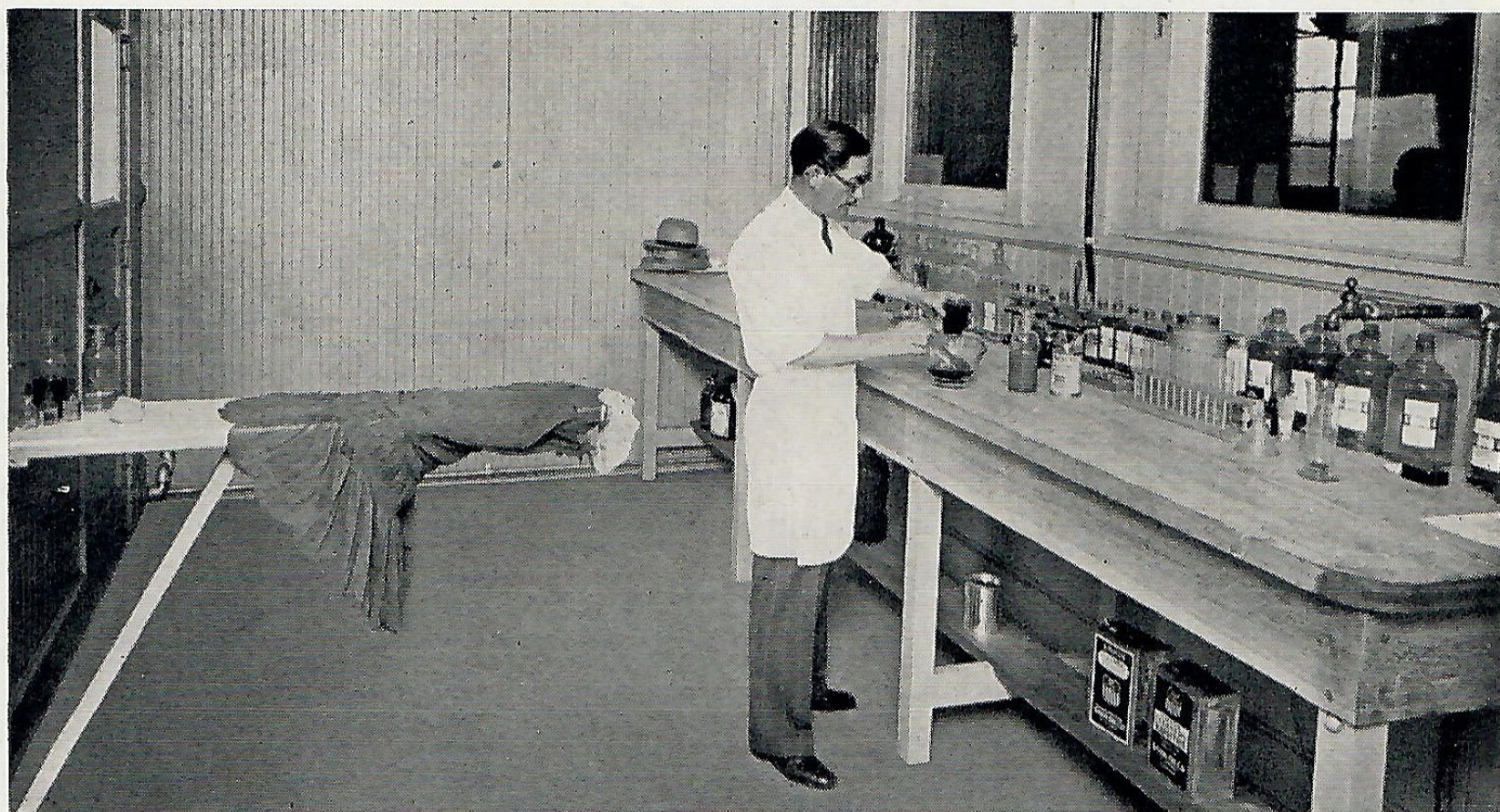
With the growth of the dry cleaning industry, there has been particularly within the past few years, a correspondingly larger increase in the consumption of cleaning fluids, which in most instances is a by-product of petroleum, until at present the industry forms no small outlet to refiners of crude.

In a move to bring the Union Oil Company, as a refiner of cleaning fluids, and the consumer into closer relationship, and to precipitate discussions and ultimate solutions to problems facing both, the Union Oil Company last month completed and placed in operation a laboratory in which experiments with cleaning solvent will be conducted. It is planned

to cooperate with the various industries, inviting their representatives to the laboratory to work with technicians of the company in devising means of improving dry cleaning processes. Any data of value to the industry which may be developed will be freely disseminated. The laboratory will also serve to demonstrate to present and potential customers the various uses for cleaning solvent and its correct application to the article to be cleaned.

The history of dry cleaning dates back a century ago at the time when dry cleaners were placed in the same category as alchemists and their practices shrouded in mystery. Turpentine distillate was almost universally used, but was later replaced with benzol. Both proved successful since neither affected dyes or shrunk fabrics.

About the beginning of the twentieth century, cleaners began exchanging information concerning dry cleaning methods and their knowledge of individual formulas soon became general, resulting in the adoption of a few specific practices. The possibili-



*Paul F. Ramsey, special cleaning fluids representative of the company, at work in the newly finished cleaning laboratory installed at Los Angeles.*



### A Few Union Cleaning Solvent Consumers

*At the top left, the Pomona, California, plant of Southern Service Company, which operates five such laundries in Southern California; top right, home of the Paramount Cleaners, Ventura, which was opened last month; insert, Model Cleaners and Dyers, Long Beach; lower left, the Royal Laundries, and right, The Elite Cleaners and Dyers, both of Pasadena.*

ties of the dry cleaning field as a worthy business enterprise soon became apparent and led to formation of first state and the national associations of cleaners, with a sponsored school for newcomers in the business. Technical information regarding particular processes found expression in trade journals, and general information was disseminated at dry cleaners' conventions. During this growth, gasoline had almost entirely replaced benzol and turpentine distillate as a cleaner. With this move came an increase in the hazards of dry cleaning and it was not until early in the last decade that specifications for a safety solvent, which revolutionized the cleaning industry, were written.

In 1925 the Union Oil Company

pioneered the manufacture of a safety solvent, using Stoddard specifications, which materially decreased the dangers of dry cleaning and reduced the loss from evaporation. In addition it possessed more solvent power than any other yet developed. The solvent has found increasing favor among large dry cleaning establishments throughout the Pacific Coast. Sales of Union Cleaning solvent have increased steadily in the past year. The completion of the laboratory, where such problems as dry cleaning, clarification, spotting, pre-spotting, wet or steam cleaning, bleaching, and hat and glove work will be studied, is expected to have a marked influence on sales, and stimulate still further advancement in dry cleaning processes.

# NEWS OF THE MONTH

## LISTS COMPANY'S STOCK ON NORTHERN EXCHANGES

Application for the listing of Union Oil Company of California's stock on the Seattle Stock Exchange was personally made by John McPeak, secretary, May 17, at the formal opening of the new trading floor in the Exchange's new 22-story building, which also houses the Seattle Curb and Grain and Merchants Exchange. The opening of the new quarters of Seattle's trading mart was made the occasion for an impressive ceremony attended by hundreds of business men, industrial leaders and financiers of the Northwest.



**JOHN McPEAK**

McPeak called attention to the fact that the Northwest was already familiar with the company's products and that now its investors would have an opportunity to become familiar with the high caliber of the company's securities.

Five days later Mr. McPeak listed the stock of the company on the Portland Stock and Bond Exchange.

While in Seattle Mr. McPeak was entertained by business leaders and taken on a tour of the city, including a trip around the harbor and through the locks into Lake Union and Lake Washington. He remained in Seattle from Friday to Monday, taking the night boat to Vancouver, B.C., where he visited the head office of the Union Oil Company of Canada, Ltd., returning the next day to Seattle for a conference with M. W. McAfee, district manager at Seattle. He left the following day for Portland to make application for the listing of the company's stock on the Portland exchange.

## LEAVES FOR ENGLAND

A. C. Galbraith, assistant to Vice President R. D. Matthews, left May 24 for a hurried trip to England where he will visit his mother, whom he has not seen for several years. He will look after business interests for the company while in the British Isles. He expects to be gone less than a month.

## HOLLYWOOD AGENCY HAS HIGH MOTORITE AVERAGE

Led by K. W. Tower and Frank C. Funk with the sale of 210 15-gallon containers of Motorite each, the Hollywood agency, in averaging approximately 170 containers of the new "oily oil" per salesman, showed the largest drum sales per capita of Motorite of any agency in the company's marketing territory.

First place in the sales campaign in the Los Angeles district was awarded to G. W. Rudkin, tank truck salesman of Owensmouth, who sold 144 of the 15-gallon containers. The award was based on the premise that Rudkin's territory was considerably less densely populated than that covered by other salesmen. Third place in the campaign was awarded to E. A. Rhinehart of Santa Maria.



**K. W. Tower**



**F. C. Funk**

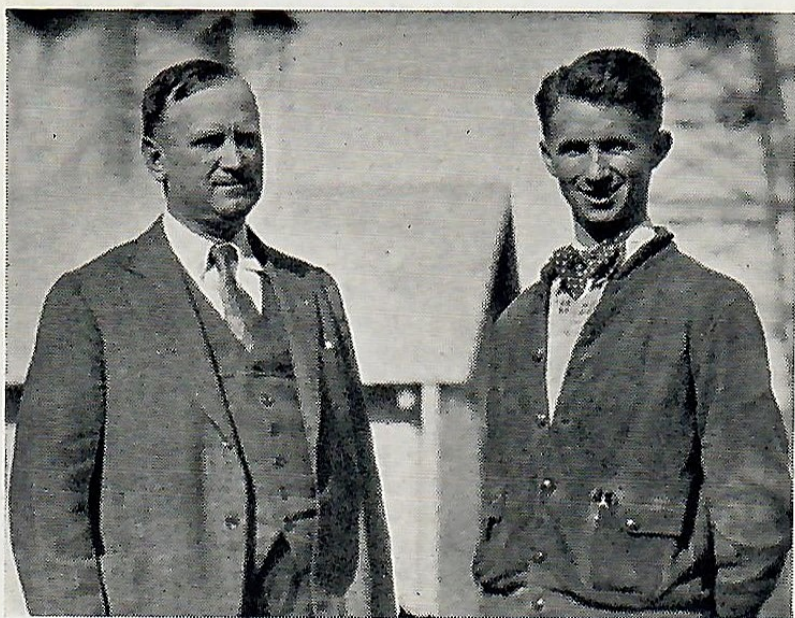
## TED MILES PROMOTED

Ted Miles, who came to the Union Oil Company five years ago as a petroleum engineer, following five years of geological exploration work in Colombia and Venezuela, has been advanced to the position of superintendent of production of the Coast district, with headquarters at Orcutt. He takes the place of R. M. Putman, who resigned early last month to engage in private business.

Mr. Putman came to the company several years ago after having engaged in drilling operations in Texas and Mexican fields. The early part of his service with the company was confined to Texas. He later was promoted to assistant manager of field operations, and following the retirement of E. C. Critchlow as superintendent of the Coast district in February, 1929, was assigned to Orcutt.

Miles has enjoyed an exceptionally bril-

*(Continued on Page 18)*



*R. M. Putman, left, and Ted Miles, newly appointed superintendent of production of Coast district.*

liant career. He served in France during the war in a volunteer French ambulance unit before the United States entered the

conflict and later served for eight months in the U. S. Air Corps. Following the war he went on a geological exploration expedition to Columbia and Venezuela that took him into country that few white men had ever penetrated before. He came to the Union Oil Company in August, 1925, as an assistant geologist in the San Joaquin Valley. In November, 1926, he was transferred to the Field department and in March, 1928, was assigned to the Coast district. In his new position he will be in charge of all Union Oil Company properties in his district, reporting to Lafe Todd, newly appointed superintendent of the Northern Division.

In connection with the change at Orcutt, William Faulkner, who has been drilling superintendent of the Coast district for the past two years, has been transferred to Santa Fe Springs, and Frank Brayton, who has served as driller and drilling foreman in the Southern division for nearly ten years, has been assigned to Orcutt as drilling foreman.

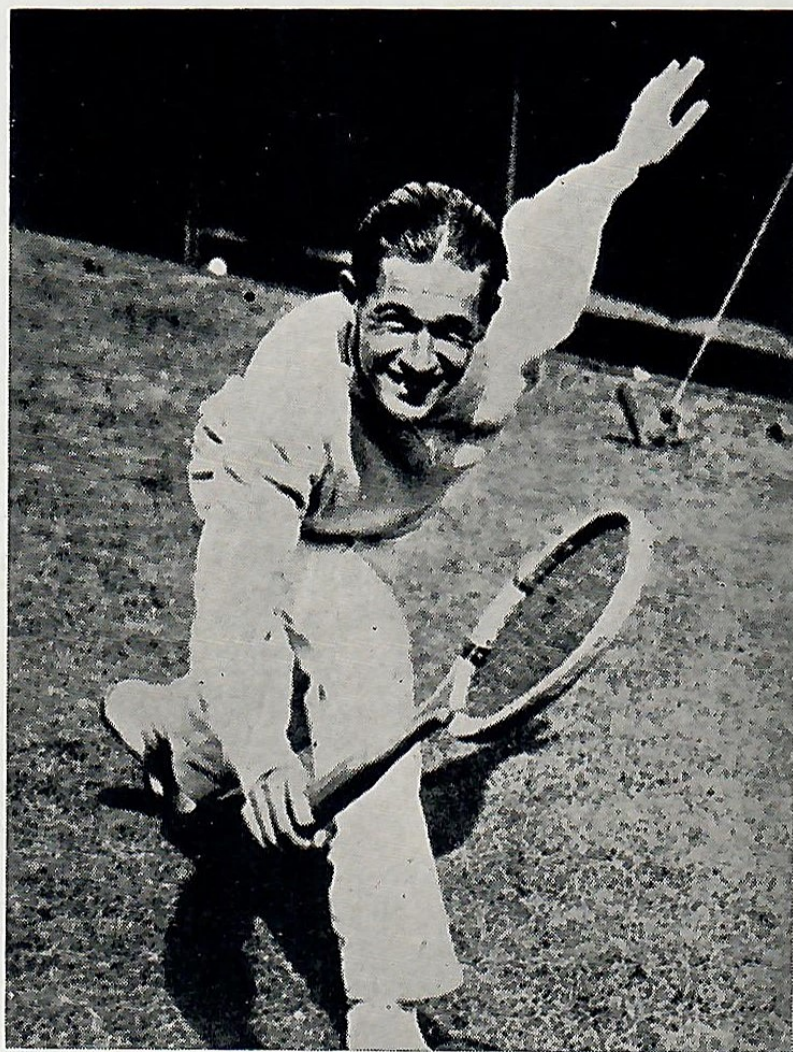
## Gorchakoff Wins Tennis Honors for Company

**B**EN GORCHAKOFF, nationally famous tennis star who several months ago joined the Union Oil ranks as an employee in the Insurance and Personnel department, recently brought the industrial singles championship of Los Angeles to the company's trophy case when he defeated Clayton Paige 7-5, 4-6, 6-4 in the finals of the second annual city industrial tournament.

In 1929, while a student at Occidental College from which he graduated last February, he won the national intercollegiate doubles championship; in 1928 he was runner-up to the national singles champion, and in 1927 runner-up to national singles and doubles champion. For three consecutive years he was California intercollegiate singles champion and in 1926, 1927, and 1929 was state intercollegiate doubles champion.

In open competition tournaments, Gorchakoff's record is equally as impressive. In 1925 he was both Southern California and Los Angeles junior singles and doubles champion, in 1926 won the Western junior clay court championship, and for the past four years has battled his way to the Los Angeles men's single and double championship. Connecticut state men's single champion in 1927 and Atlantic Coast men's singles and doubles champion in 1928 rounds out the open competition in which Gorchakoff has survived the finals.

A desire to devote his entire time to business has resulted in Gorchakoff's retirement from active competition in the tennis world. He has not participated in any of the major tournaments of the current year.



*Ben Gorchakoff in action*

### FRESNO MOTORITE DANCE

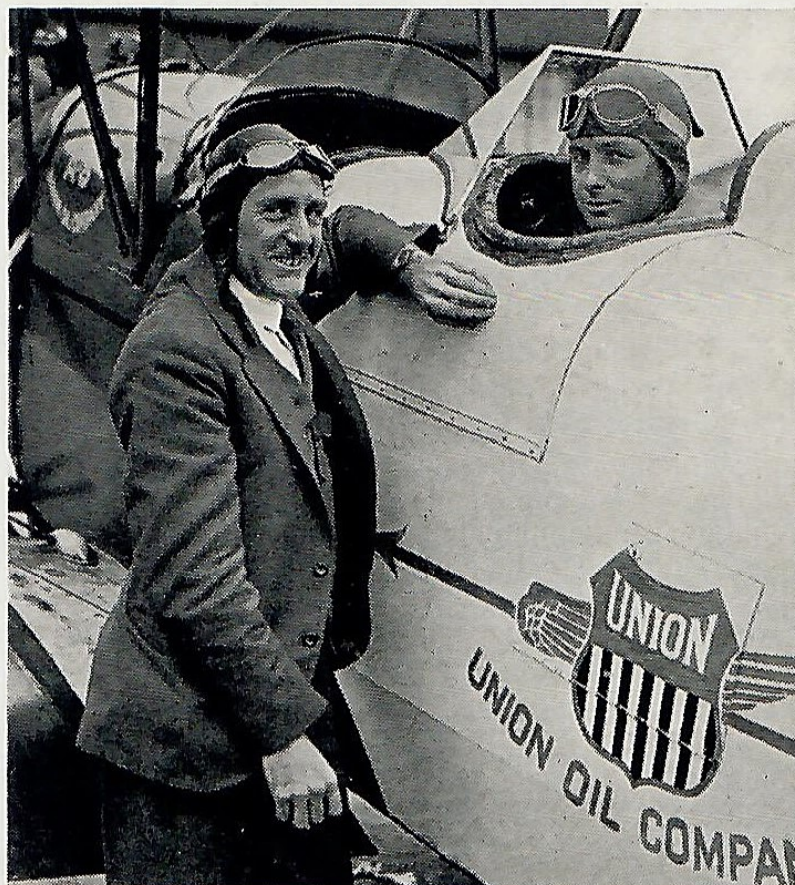
The Fresno district, keeping apace with other districts in celebration of Motorite sales, staged its Motorite dance May 24 at the California Hotel, Fresno, with employees in attendance from substations extending from Bakersfield to Sonora.

## Australian Finds Aerial Progress Here

SOUTHERN California presents the greatest concentration of aviation activities—airplane manufacturing, air lines, airport construction, flying schools, private flying—to be found any place in the world, in the opinion of Capt. Esmond B. Wilshire, of Sydney, Australia, who has been a visitor in Los Angeles during the past thirty days. He is on a trip around the world on personal business, and as vice chairman and honorary architect and engineer of the Aero Club of New South Wales he is gathering information concerning aviation in the various countries through which he passes. He is particularly interested in airport construction, because the aero club with which he is associated is preparing to construct a new airport and country club at Warwick Farm, New South Wales, just outside of Sydney.

The Aero Club of New South Wales is the largest private flying training organization in the world. At the time Capt. Wilshire left Australia on his trip, which was nearly three months ago, the club had a membership of 850. It presents to its members a complete course in flying and operates fourteen planes. The annual turn over of the club amounts to approximately \$85,000 a year. All repair and maintenance work on its planes is done in the club's own machine shops.

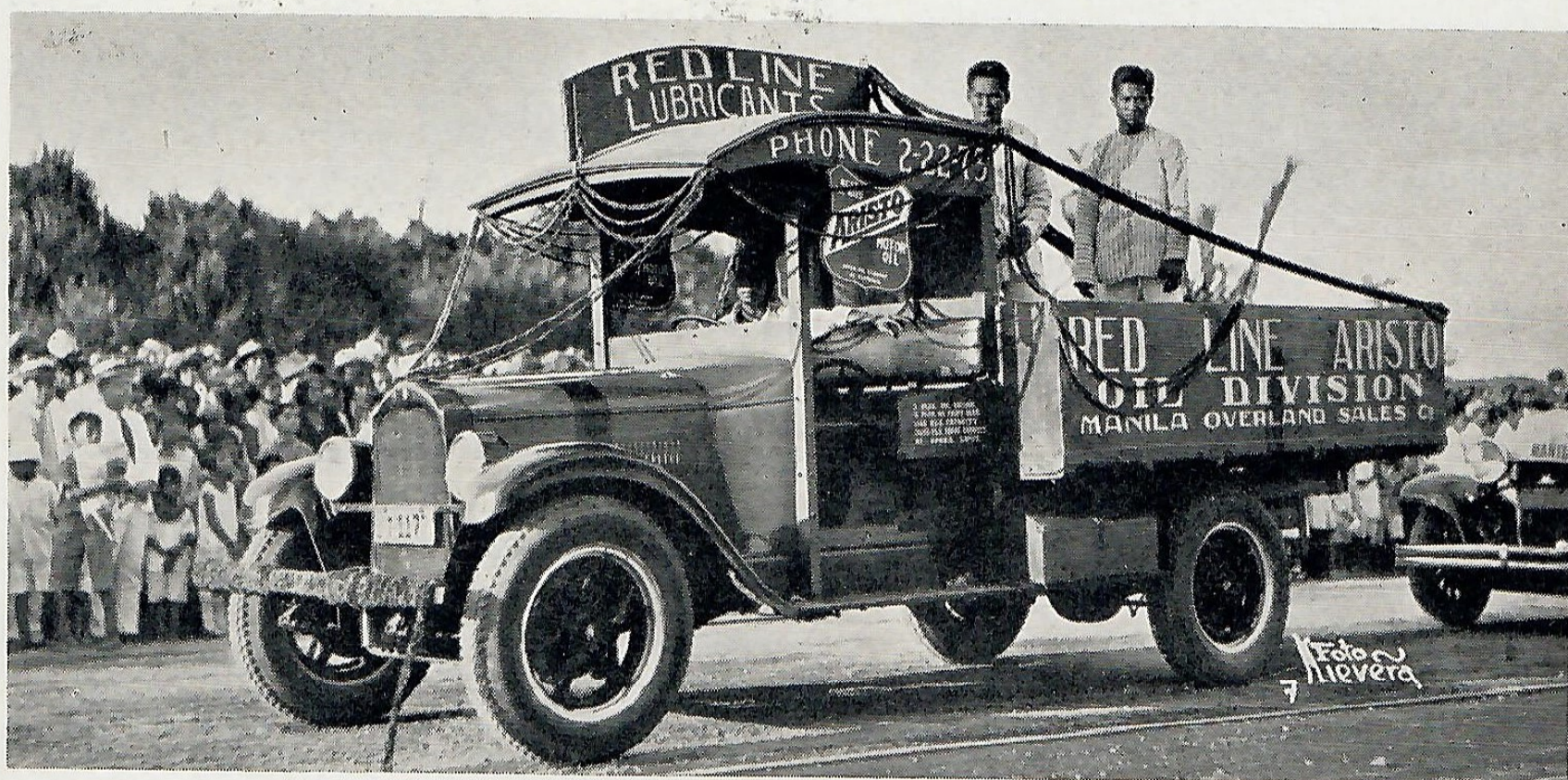
During the three and one-half years of its existence the club has trained 188 pilots, seventeen of whom hold transport ratings. The club's training is conducted under the supervision of the Civil Aviation Department, a branch of the Defense Department



*Capt. Esmond B. Wilshire and Roy Harding*

of Australia. The club receives compensation from the government for each licensed pilot trained under its jurisdiction.

The club was started by six former war pilots. It is growing from year to year. The new country club and airport being constructed at Warwick Farm will represent an expenditure in excess of \$200,000. The Atlantic Union Oil Company, Ltd., has had the good fortune to supply the club with its aviation products.



*Above is shown the Red Line truck which advertised Union Oil Company lubricants in the Manila Carnival parade.*

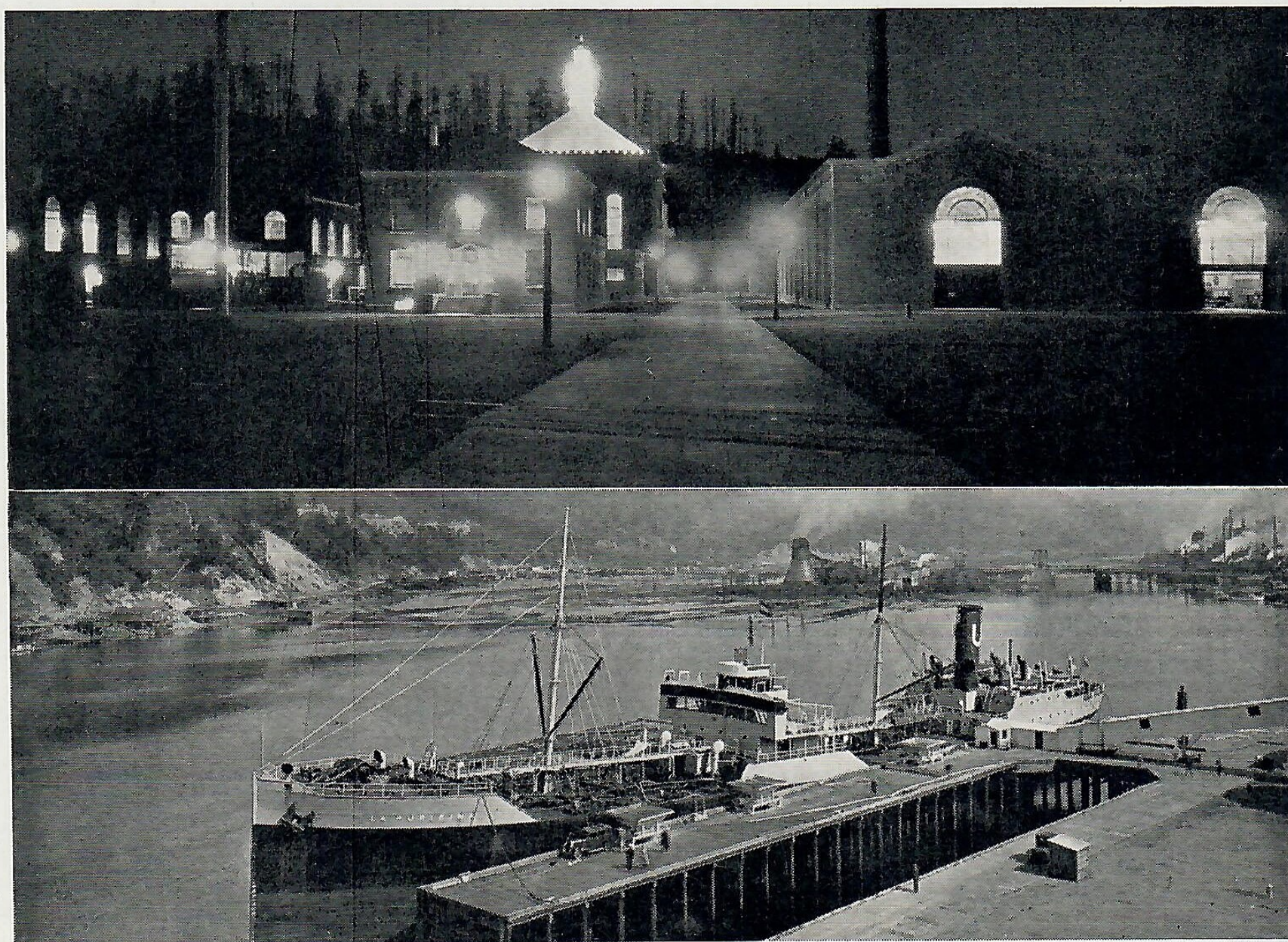
## Union Serves Industrial Chemical Plant

**A**S ONE of the largest manufacturers of industrial chemicals, the Hooker Electrochemical Company, situated on the banks of the Hylebos Waterway, Tacoma, Washington, is supplying caustic soda, liquid chlorine, and muriatic acid to major industrial consumers, including oil and pulp industries, throughout the United States and in many foreign countries.

The plant covers 21 acres and is so located that it can be served by both rail and steamship lines. In addition to the storage facilities at the site of the factory, a huge storage

and distribution plant for caustic soda is maintained at Wilmington, California, from where tank car shipments are made to consumers. Much of the caustic reaches the storage plant aboard Union Oil Company tankers which reload with the solution after discharging a cargo of fuel oil.

The battery of boilers in the plant are fired with fuel oil furnished by the Union Oil Company. Two 100,000-gallon fuel oil storage tanks are located at the water's edge to receive tanker shipments discharged from Union tankers.



*The top picture shows how the plant of the Hooker Electrochemical Company, Tacoma, looks at night, and at the bottom, the Union tanker La Purisima is shown discharging a cargo of fuel oil for use in firing boilers at the plant.*

### VALLEY DIVISION PICNICS

Valley division employees, their families and friends, headed by Charlie Woods, and many representatives from other departments gathered at Camp Tejon May 25 for the seventh annual picnic and barbecue of the Valley division. The entire day, starting at 10:30 in the morning, was given over to sports for every member of the

family, from baseball games for the men to rolling pin throwing contests for the ladies and handicap races for the youngsters.

At 12:30 proceedings were halted while barbecue pits were opened and meat "a la Cheveaux," beans, bread, butter, and the other essentials of a picnic feed were dispensed. Dancing started in the afternoon and continued until late in the evening.

## Aviatrixes Find Nesting Haven



Virtually every aviatrix in Southern California participated in the dedication of Culver City, California, airport, May 9, when the field was officially opened by Margaret Perry, first woman in the United States to own and operate a flying field. Starting early in the afternoon, formation flying by a squadron of army planes, stunt flying by both men and women civilian pilots, and parachute jumps kept a crowd of more than 5000 craning their necks skyward. Nearly 100 ships took part in the day's exhibitions. Above is shown a few of the women pilots and students who attended the ceremonies grouped around one of the Union Oil Company's ships that was on the field for the occasion. Miss Perry is standing second from the reader's right in the picture.

### FUELING AT VISALIA



In a ceremony participated in by a large number of aviators, some of whom had flown up from Los Angeles, among them Roy Harding, Union Oil Company aviation representative, the new administration building of the Visalia, California, airport was officially dedicated May 4. Above is shown an example of the work, performed by representatives from the Visalia substation, which kept a truck and attendants busy throughout the day fueling the twenty-two planes on the field.

### EDMONTON AGENCY BANQUETS

Employees of the Union Oil Company of Canada, Ltd., agency at Edmonton, Alberta, indulged in a Motorite banquet at the King Edward hotel, Edmonton, May 21.

After disposing of turkey and all the trimmings, H. A. Tobey, traveling auditor and guest of honor at the banquet, who had just returned from the north country, and Alec Baker, representative of West End Motor Supply, each gave short talks. A general get-together and informal discussions followed.

### PRAISED BY RED CROSS

Three hundred and twenty-one members of the Union Oil Company's tanker fleet answered the High Seas Roll Call of the American Red Cross for the year 1929-1930. Led by the S.S. Deroche with a 100 per cent subscription, the personnel of other ships of the deep sea fleet responded as follows: Montebello 17, Oleum 19, La Brea 28, La Placentia 45, Santa Maria 29, Utacarbon 20, Warwick 23, Cathwood 34, La Purisima 36, Los Angeles 33.

# SAFETY IN THE UNION



From the New Safety Board Pamphlet on *Handling Drums*

RIGHT



*He is well balanced. He is braced against a full drum. Toe against chime prevents slipping. Body is in a natural position. He should be wearing leather gloves.*



*Braced against a full drum. Balanced and natural position. Foot in clear. No painful injuries result.*

WRONG



*Tipping a drum to balance. Everything is wrong: His hands and feet are in the wrong position; he is off balance, and a painful injury may result. He is making hard work of a simple job. Even if he does not slip, he is going to be "done up" before the day is over. The safe way is usually the easier way as well.*



*This is the result of the method shown at the top of page. It is easier to do it the right way —ask any experienced truck driver.*



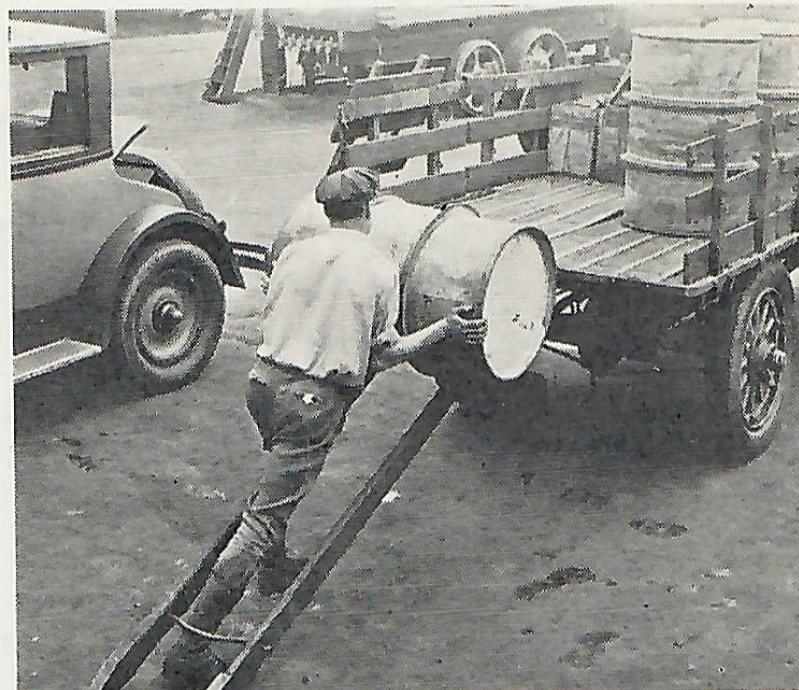
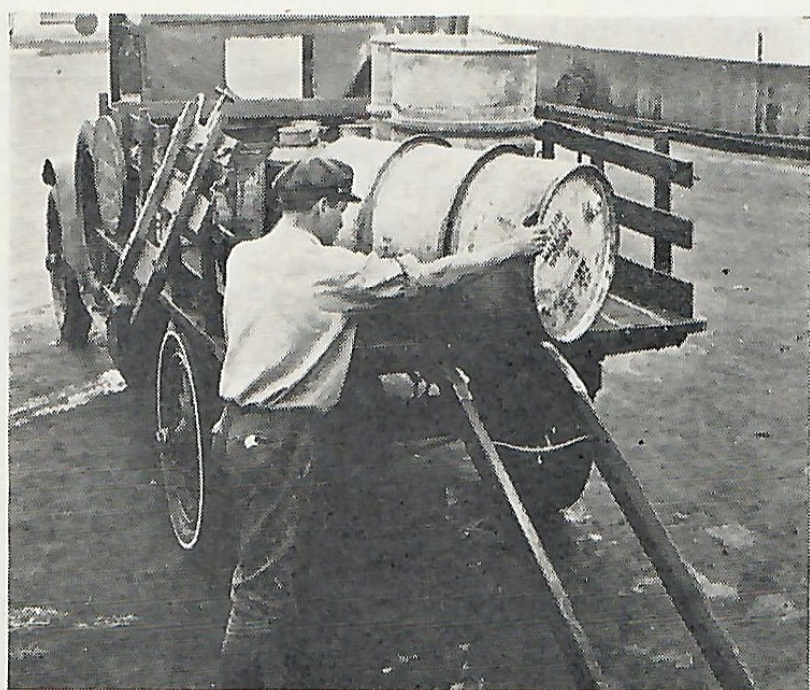
RIGHT

WRONG



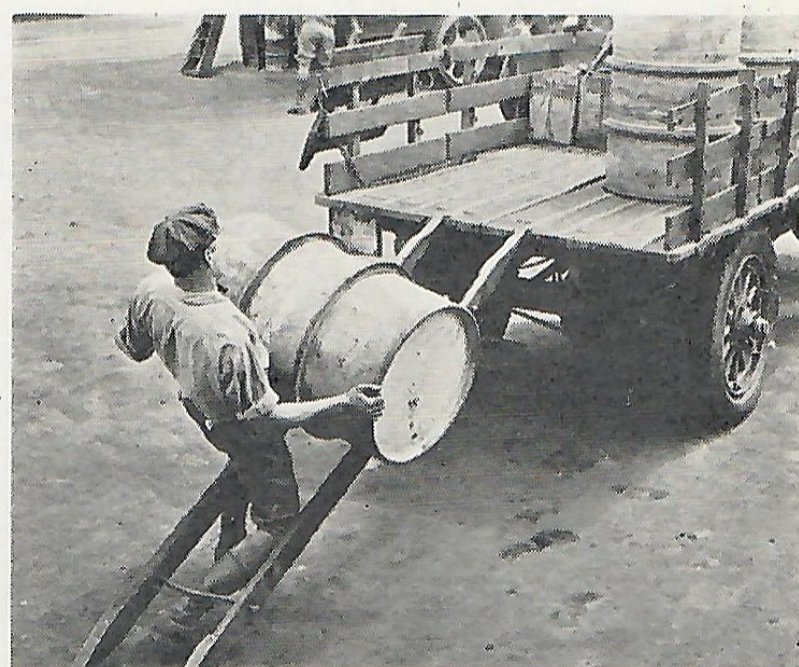
*Note rolling hoop near edge of truck bed.*

*Preparing to roll a full drum down skids.*



*Easing it onto skids.*

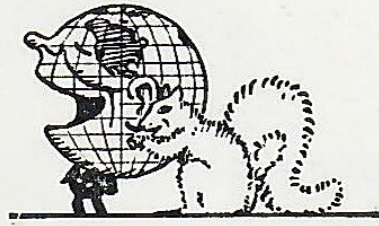
*To check its speed he steps between skids. Note right foot.*



*He guides it and checks its speed until it reaches the ground.*

*You write the answer.*

# REFINED AND CRUDE



Life is exactly like a laundry. You get out of it what you put in—but you'd never recognize it.

\* \* \*

So, in the language of the parking station "On with the dents."

\* \* \*

Enthusiasm still prevails in the Glider Club, and it begins to look as if the whole world has gone plane crazy.

\* \* \*

They even have sleeping compartments in the better class airplanes now, and a porter to brush you off when you come to your station.

\* \* \*

Professor: "Name six wild animals of Africa."

Pupil: "Four lions, and a couple of elephants."

\* \* \*

A bunch of Navajos have just been brought to Los Angeles to take part in a moving picture. That's a good one on us. We always thought a Navajo was a blanket.

\* \* \*

And we have just learned of a young fellow who worked himself into such a fever on commencement day that he graduated with a hundred and two degrees.

\* \* \*

Clerk: "Do you want a Homburg?"

Youth: "Naw, I ain't hungry. I want a hat."—College Humor.

\* \* \*

It only take one small jack to lift up an automobile, but it takes a lot of jack to keep it up.

\* \* \*

Also, all the wooden headed drivers are not on the golf course.

\* \* \*

And when your confidence is interrupted by some golf enthusiast, don't lose your temper; remember it is his privilege to chip in.

\* \* \*

As a horrible example of the result of extravagance, we point, at this juncture, to Little Red Riding Hood. This wilful young lady failed to keep the wolf away from her door and as a result was obliged to eat her grandmother.

\* \* \*

And now a brief discussion of the latest epidemic:

\* \* \*

Some evenings ago we were passing through Santa Fe Springs on our homeward

way, after an arduous day's toil in the Richfield district (loud and prolonged laughter), when suddenly our progress was arrested by a series of heart-rending shrieks.

\* \* \*

They seemed to emanate from that part of the oil metropolis situated immediately to the west of the Union Oil Company field offices.

\* \* \*

So thither we repaired without delay, as soon as our numbed faculties had again begun to function, and the blood was once more circulating freely in the space originally intended for our brain.

\* \* \*

As we dashed madly in the direction of the hubbub, fully prepared to perform heroic deeds of rescue, the riot gradually increased in volume until it had assumed all the proportions of a police siren with the cut-out open.

\* \* \*

And then, (imagine our embarrassment) we arrived at the source of the racket—a bawl game.

\* \* \*

Head Office vs. Santa Fe.

\* \* \*

The score at the precise moment of our arrival was 31-15 in favor of Head Office. It will be easy to decide, therefore, from whence came the jeers, and whence the cheers.

\* \* \*

A temporary armistice had been declared to allow the Head Office base runners to overcome their dizziness.

\* \* \*

And to permit the score-keeper to fight off a vicious attack of writers' cramp.

\* \* \*

We will spare our readers the sordid details. It is fondly believed (in Santa Fe) that the Santa Fe boys won, 32-31, but nothing will be known definitely until the comptroller's department issues its official statement at the end of the fiscal year.

\* \* \*

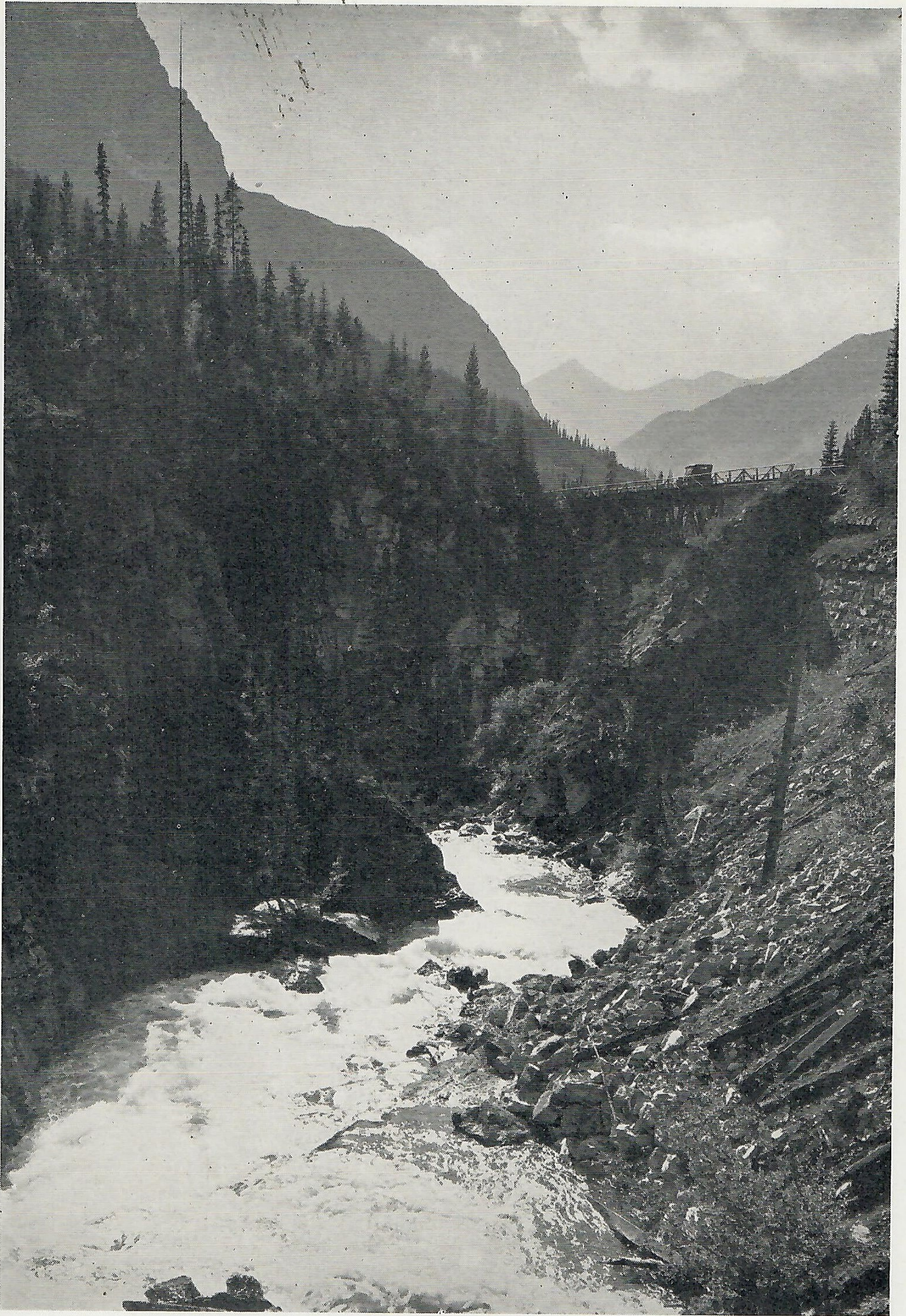
In any case, regardless of the outcome, there is no question that in the immortal words of John D. Rockefeller, "A good dime was had by all."

\* \* \*

And meantime there can be no doubt, that the soft ball is rapidly developing into a new and potent sphere of influence.

\* \* \*

Batter up.



*The Canadian Rockies have a never ending appeal to the vacation motorist. Above is a view of Kickinghorse Canyon, Yoho National Park.*

