

UNION  
OIL  
BULLETIN

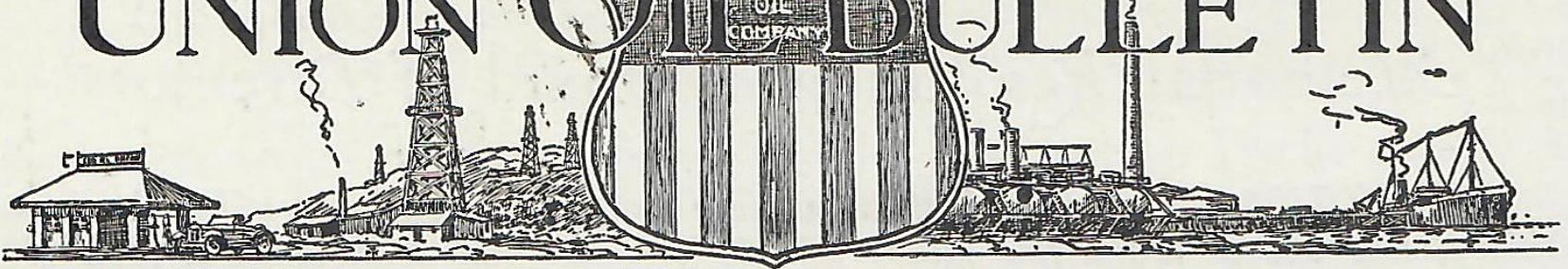
JULY 1930



William Lyman Stewart.

*This, the latest photograph of Mr. Stewart, taken a few months before his death, reveals him as his friends and business associates knew him, a man of quiet dignity, forceful, kindly and the possessor of a subtle humor that endeared him to all.*

# UNION OIL BULLETIN



## EXECUTIVE COMMITTEE\* AND OFFICIALS

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

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VOLUME XI

JULY

BULLETIN No. 7

## Our Late President

DEATH which June 21 closed the career of William Lyman Stewart, president of the Union Oil Company since April, 1914, took from the industry one of its ablest executives, from the company a beloved leader, and from a host of friends and those he served a man of unfaltering loyalty.

His passing came as a shock to all. Though for the past two years he had not enjoyed his former robust health, he had up until two days before his death been almost daily at his desk.

Born April 7, 1868, at Titusville, Pennsylvania, the seat of the oil industry, the son of one of America's pioneer oil men, he knew the vicissitudes of the industry as few men have had the opportunity to know them. He knew its romance, its struggles, its successes, its possibilities. He had witnessed the fight of his father before him to successfully overcome its hazards. With him he had worked shoulder to shoulder during the trying days when the Union Oil Company, still in its infancy, was beset with the

difficulties of a new industry and a new enterprise. And when his father laid aside the burden as chief executive of the company, he carried on, building, on a well-laid foundation, the sixth largest independent oil company in the United States.

During the thirty-six years he served the company in an executive capacity, starting as treasurer and a member of the board of directors in 1894, Mr. Stewart studiously remained in the background. He preferred to let his accomplishments speak for him, rather than to speak of them. Essentially democratic, quiet, soft-spoken, kindly, yet firm, he preferred to direct, rather than to drive. While there have been few men who were more open-minded and more willing to listen to all facts to be presented in any issue, there have also been few men whose decisions, once arrived at, were more final.

Mr. Stewart was fifteen years of age when he came West with his father, who with W. L. Hardison in 1883

## Memorial Resolution of Board of Directors

*WHEREAS, untimely death, on June twenty-first, nineteen hundred and thirty, has taken from the midst of his friends and associates WILLIAM LYMAN STEWART, who, since eighteen hundred and ninety-four, has been associated with the Union Oil Company of California in various capacities, and since nineteen hundred and fourteen has been the President of the Corporation, a continuous service of thirty-six years, and*

*WHEREAS, WILLIAM LYMAN STEWART and his father, LYMAN STEWART, of revered memory, by their courage, their foresight and their sacrifice, were largely responsible for the upbuilding, stability and success of the Union Oil Company of California; and*

*WHEREAS, in the death of WILLIAM LYMAN STEWART, not only has the Union Oil Company of California been deprived of its leader; his friends and associates of a comrade, whose steadfast loyalty was an outstanding characteristic; his co-workers of an executive, who commanded their confidence and respect; but, the Oil Industry of the State and of the Nation has suffered great loss; and a pioneer in the development of the West, and a distinguished factor in the civic and industrial life of California, has been removed;*

*NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Union Oil Company of California, in executive session assembled, hereby express for themselves and in behalf of the stockholders of the Corporation, their appreciation of the fidelity to duty, the loyalty to trust and the integrity of purpose shown by WILLIAM LYMAN STEWART in the administration of his office as President of the Corporation, and also their profound sorrow in his removal by death; and*

*BE IT FURTHER RESOLVED that each Director for himself herein expresses his distinct feeling of loss of a beloved friend and co-worker; and*

*BE IT FURTHER RESOLVED that a copy of these resolutions be spread upon the Minutes of the Corporation, a transcribed copy be sent to the bereaved family with an expression of sympathy, and a copy furnished to all interested publications.*

started the oil venture near Santa Paula, which led to the founding of the Union Oil Company of California seven years later. During the years immediately following his arrival in this state, he completed his schooling, attending the Santa Barbara High School and the University of California. While at the latter institution his athletic activities earned for him the coveted Big "C". It was during a summer vacation, in 1889, while still attending school at Berkeley, that he first participated personally in the oil industry that in the years to come was to command his entire attention.

Shouldering a pick and shovel that year he became one of the roustabouts on the Torrey Canyon lease of the Stewart & Hardison Oil Company. His next job was laying a company telephone line. Later he went to work in the cooperage shop of the old Santa Paula refinery.

After a brief interlude, in which he devoted his attention to other matters, he returned to the company in October, 1894, to become treasurer and a member of the board of directors. From then on until his death his service with the company was unbroken. During the early period of his duties

as an executive he came in frequent contact with the employees and though that was not possible in late years, he at all times kept in close touch with their problems and was a stanch advocate of the various plans evolved for their welfare.

Mr. Stewart was beloved by all with whom he worked and by those who served under him. The day was never too dark or too trying to rob him of a cheerful greeting as he entered his offices. His arrival was usually heralded by a softly hummed tune which kept pace with his leisurely progress down the hall from the elevator to his office.

The high esteem with which Mr. Stewart was held both within and without the industry is expressed in the following editorial appearing in the Los Angeles Times on the morning of June 23 under the heading, "William Lyman Stewart:"

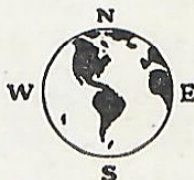
"To be the main factor in building up so strong and so essentially an American institution as the Union Oil Company of California from its initial small and dubious beginnings, to carry it through many contests for preserving it from foreign competition and outside absorption and to leave it as a monument of independence and stability for the people of this commonwealth is a distinction to place him eminently among the empire builders of the West. It took a man endowed with the spirit that has raised the Union Oil Company to its present commanding position after years of vicissitudes and crises to accomplish this work. Such a man was William Lyman Stewart.

"Though born in Pennsylvania Mr. Stewart spent all his grown

years in his chosen State and was an outstanding type of the California pioneer. His early struggles to get a foothold in the oil industry of the Pacific Coast, his schooling at the State University, his subsequent rise from a roustabout on the Torrey Canyon lease at Santa Paula to the presidency of one of the six leading independent oil companies of the United States mark him as the product of western grit and western perseverance through which California today enjoys a growth in wealth and population to astonish the world.

"Like his State and the corporation that he led to financial victory Mr. Stewart developed through his own efforts the ability and the courage to overcome the many obstacles that every pioneering enterprise has to meet. There was no sudden spurt of fortune or chance in the career of either the Stewarts or the Union Oil Company—just a long, hard, steady grind to make the foundation secure and to build a structure to weather whatever storms the future might direct against it. Those who today regard money made from oil as easy money might well study the ups and downs, the advances and reverses that tell the story of the Stewarts and Union Oil.

"The end of W. L. Stewart came suddenly and unexpectedly and brings sorrow to hosts of friends who knew the human side of the oil leader, who loved the generous companion who shared with them his leisure hours and respected the quiet executive who always preferred to let the outcome of his efforts be his best spokesman."



## Organization

AT A MEETING of the Board of Directors of the Union Oil Company of California, July 7, E. W. Clark, who retired June 24, 1929, from active executive duty, was elected Chairman of the Board of Directors, and L. P. St. Clair, for the past year executive vice president, was elevated to the presidency made vacant by the death of W. L. Stewart. At the same time W. L. Stewart, Jr., director of the Manufacturing Group since July, last, was elected a vice president.

The title of Chairman of the Board, which Mr. Clark now holds, was last officially held by Lyman Stewart, father of the late president, and with his death in 1923, the duties of that office became invested with the president.

Mr. Clark and Mr. St. Clair have been two of California's most outstanding oil men. Both have been honored by the industry, Mr. Clark being twice elected to the presidency of the American Petroleum Institute, and Mr. St. Clair to the vice-presidency-at-large, which office he now holds. Both men were instrumental in bringing about the formation of the Institute, which is having a far-reaching effect in working out the problems confronting the industry as a whole.

Mr. Clark's business career extends over a period of more than a half century, and while he is a native of New Hampshire, he is a real product of the West. In 1876, while still in his teens, Mr. Clark left his home in the New England states to try his fortune in the gold fields of Nevada. After twelve years in the silver state he decided on a railroad career, and from 1888 to 1897 served with the Northern Pacific, Great Northern and Oregon Improvement Company in the Northwest. In 1897 he was induced to take over the

management of the Pacific Coast Railway's Line operating between tide water at San Luis Obispo to Los Olivos, California. It was as a result of his contact with the Union Oil Company there that he was prevailed upon in 1910 to take over the management of the Producers Pipe Line, operated by the company.

Four years later he was elected a director and vice president, and in 1916, general manager, which title was changed to that of executive vice-president in 1921. Mr. Clark resigned from the latter post in July, 1929, to devote more time to his personal affairs. He, however, remained on the Executive Committee and Board of Directors.

Mr. St. Clair has been a dominant figure in the oil industry in the West, since the organization, a quarter of a century ago, of the Independent Oil Producers Agency, which he has headed as president virtually from the beginning. It was due to Mr. St. Clair's initiative in forming the I. O. P. A. that nearly a score of small producers in San Joaquin Valley fields twenty-five years ago were saved from disastrous consequences as the result of the drop of crude oil to ten cents a barrel.

He was one of the first men to vision the necessity for creating such an organization as the American Petroleum Institute to serve the entire industry. For the past two years he has played a leading part in bringing about a curtailment of over-production in California.

Mr. St. Clair came to the Union Oil Company as a director in 1919, and in 1922 was elected a vice president. From 1926 to 1927 he was in charge of the company's sales, and during the latter year, due to his long experience as



L. P. St. CLAIR  
President



E. W. CLARK  
Chairman, Board of Directors

a producer, was placed in charge of the company's production activities. His election to the position of executive vice president in July, 1929, followed the resignation of Mr. Clark.

He has at all times been identified with the movements of the industry to place it on a more secure foundation and to conserve the natural resources, which he considers an obligation of the leaders of the industry of this generation to the generations to come. He has been one of the most outspoken men in the industry, as well as one of its most vigorous leaders. He has never been one to sit back where he considered action a necessity.

W. L. Stewart, Jr., like the Stewarts ahead of him, has worked up through the ranks, giving most of his attention to the Manufacturing Group, which he now heads. He first started to work for the company during his school vacations, one of his first jobs being with a drilling crew in the field, during part



W. L. STEWART Jr.  
Vice-President

of which time he served as a tool dresser. He was attending Stanford University when the United States entered the World War and he discontinued his studies to enter the flying service in which he won a commission as second lieutenant. In January, 1919, after his discharge from the service, he applied at the Wilmington refinery, then under construction, for a job. He

was in uniform and the man at the gate told him there were no positions available. Mr. Stewart called his attention to the fact that he had just seen four men hired.

"They were only laborers," the gateman declared, convinced that would turn the young ex-officer away.

It didn't, and he started to work with the labor gang. While in the field he had learned something about pipe fitting and shortly after he started with the labor gang at Wilmington he was made a pipefitter, and later when the crews were increased he was

advanced to pipefitter foreman.

The fall of 1919 he went east to attend the Massachusetts Institute of Technology from which he graduated in 1923.

In September, 1923, he again returned to the company and for two months served in the sales department, being transferred at the end of that time to the Research Department. In March, 1926, he was transferred to the head office in Los Angeles as assistant to

R. E. Haylett, then technical assistant to the Director of Manufacturing. While serving in that capacity he was also assistant secretary to the administrators of the Patent Policy Plan. He was elected to the Board of Directors at the close of 1926, and in June, 1928, was appointed executive assistant. In July of last year he was advanced to the position of Director of the Manufacturing Group, and as such has been responsible for the operation of the company's refining facilities.

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## Employees' Stock Offer

THE following letter from the Union Oil Company of California Provident Fund was sent to all employees of the company, its subsidiary and affiliated companies, with one or more years' service:

Los Angeles, Calif., July 1, 1930.

To Employees of Union Oil Company of California  
and its Subsidiary and Affiliated Companies:

The Administrators of the Union Oil Company of California Provident Fund hereby extend to all employees who have been in the service of the Company or any of its subsidiary or affiliated companies one year or more, the opportunity to purchase from the Fund shares of Union Oil Company of California stock upon the following terms and conditions:

1. The purchase price shall be forty dollars (\$40.00) a share.
2. The aggregate amount for which any employee may subscribe shall be one hundred and twenty-five per cent (125%) of his annual salary or wages as of July 1, 1930. No subscription will be accepted for less than five shares. The subscriptions shall be subject to acceptance by the Administrators of the Fund, who reserve the right to reduce any subscription or otherwise vary the terms of this paragraph in cases where they deem it proper.
3. The total purchase price shall be paid for over approximately a five-year period at the rate of seventy cents (70c) per month for each share subscribed for, which shall be deducted by Union Oil Company of California or by its subsidiary or affiliated companies as the case may be, from the subscriber's salary or wages each month and paid to the Fund. No payments will be accepted in advance of or in excess of the monthly deduction.
4. The unpaid balance of the subscription price shall bear interest at the rate of six per cent (6%) per annum, calculated monthly. Credit shall be given the subscriber for all cash dividends on the stock subscribed for, and the amount thereof shall be credited to the subscriber's account as and when received by the Fund.
5. The subscriber shall be entitled to receive all full-share stock divi-



dends issued upon the stock subscribed for by him, when his subscription is paid in full or cancelled. The cash proceeds from fractional stock dividends shall be credited to the subscriber's account as provided in paragraph 4 hereof.

6. In the event of rights to subscribe to new stock being extended by Union Oil Company of California to its stockholders the Administrators will sell the rights accruing to the employee's subscribed stock and will credit the proceeds thereof to his subscription account.

7. On November first of each year there shall be issued to each subscriber stock certificates covering the number of shares paid for in full by him during the year ended on the preceding September 30th.

8. Upon a subscriber ceasing to be an employee of the Company for any reason or upon his retirement on pension, or upon default in any subscription payment, or upon notice to the Administrators by him that he desires to terminate his subscription, his subscription shall thereupon be cancelled. There shall then be ascertained the total amount of cash credited to the subscriber's account and for which shares of stock have not theretofore been delivered to him and there shall be deducted therefrom the amount of all interest charges. There will then be delivered to him, or, in the event of his death, to his beneficiary in the Fund, if any, or to his estate, certificates for the number of whole shares which such amount of credit will purchase under his subscription. The overplus, if any, of such credit shall be paid in cash. There will also then be delivered to such subscriber, or his beneficiary or estate, the amount of full-share stock dividends which have been paid to the Fund on account of his subscription.

9. A subscriber shall not sell, assign or transfer his right to purchase stock under this plan, and in the event of an attempted sale, assignment or transfer, voluntarily or by operation of law, or in the event the attempted levy of any legal writ thereon shall not be discharged within thirty (30) days, the subscription contract shall be cancelled and his account closed as provided in paragraph 8 above.

Each employee desiring to subscribe shall fill in on the enclosed form of subscription blank in the proper places the number of shares of stock which he desires to purchase at the subscription price stated and shall sign the same. He shall also fill in on the enclosed form of authorization the name of his employing company and the number of shares of stock for the purchase of which such company is authorized and directed to deduct from his salary each month the sum of seventy cents (70c) per share and to pay the same over to the Union Oil Company of California Provident Fund, and shall sign the same. Both the subscription blank and the authorization shall, when filled in and signed, be returned promptly to the Secretary of the Fund.

This offer expires on September 1, 1930, and the plan shall become effective October 1, 1930. The first deductions from salary or wages shall be made on the first payroll in October, 1930.

UNION OIL COMPANY OF CALIFORNIA PROVIDENT FUND,

R. D. MATTHEWS,  
Vice Chairman, Board of Administrators.

GERALD G. BLUE,  
Secretary.

# Air Line For Guatemala

With Rod Burnham  
In New Role

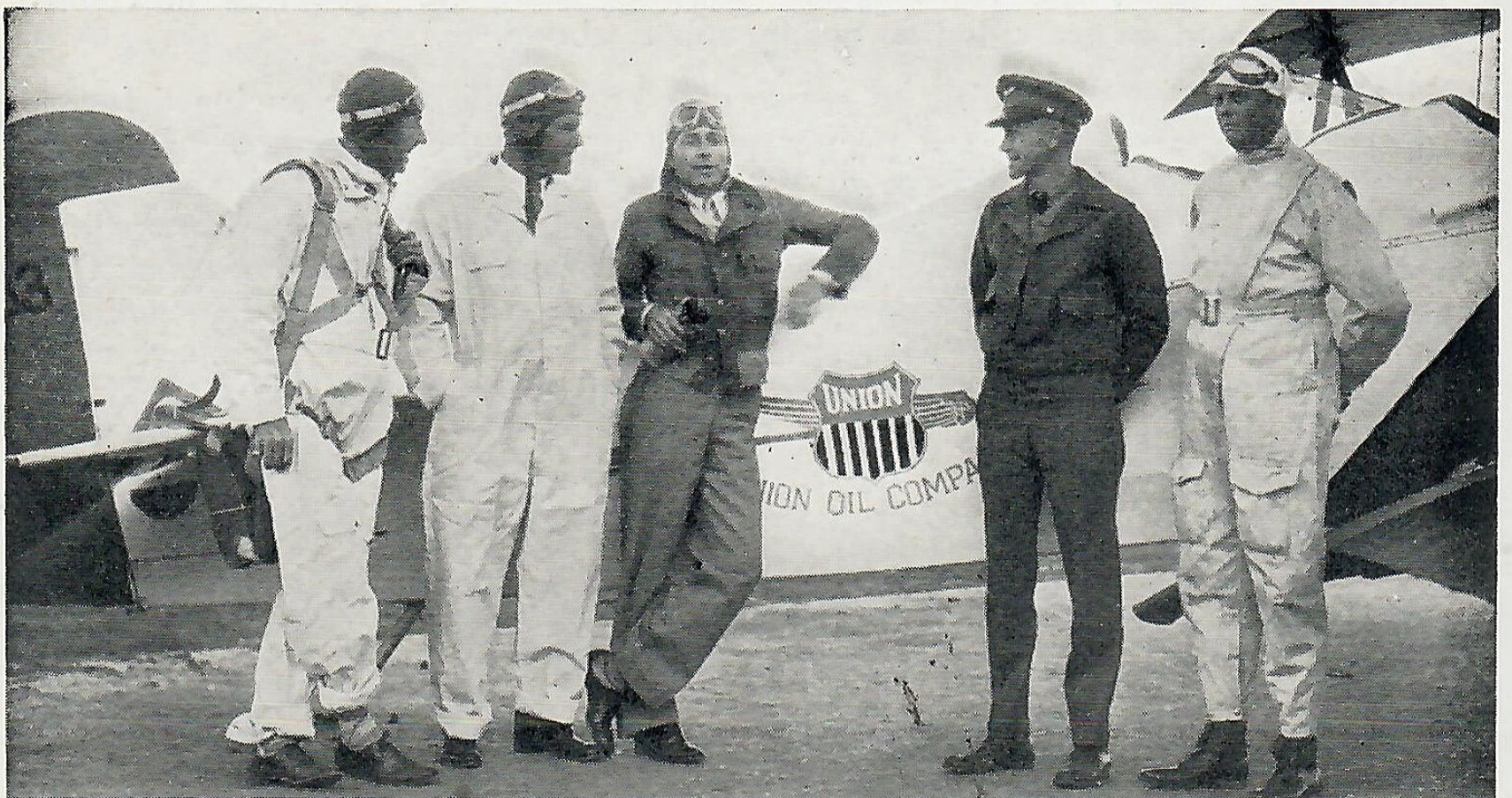
GUATEMALA is taking to the air, and those who are aiding the residents and citizens of that enterprising Central American Republic to spread their wings, are nearly all Californians, chief among whom is Rod Burnham, until a few months ago manager of lands of the Union Oil Company. Rod in this new role is following the lure of the air that his adventurous spirit found irresistible. Officially he is executive vice-president and treasurer of the Central American Aviation Corporation, incorporated under the laws of Delaware, which June 5, last, inaugurated Guatemala's first regular passenger and mail service.

The inaugural ceremonies were attended by high officials of the Guatemalan government and thousands of interested spectators, who regard the enterprise of vast importance to the future development of the Republic.

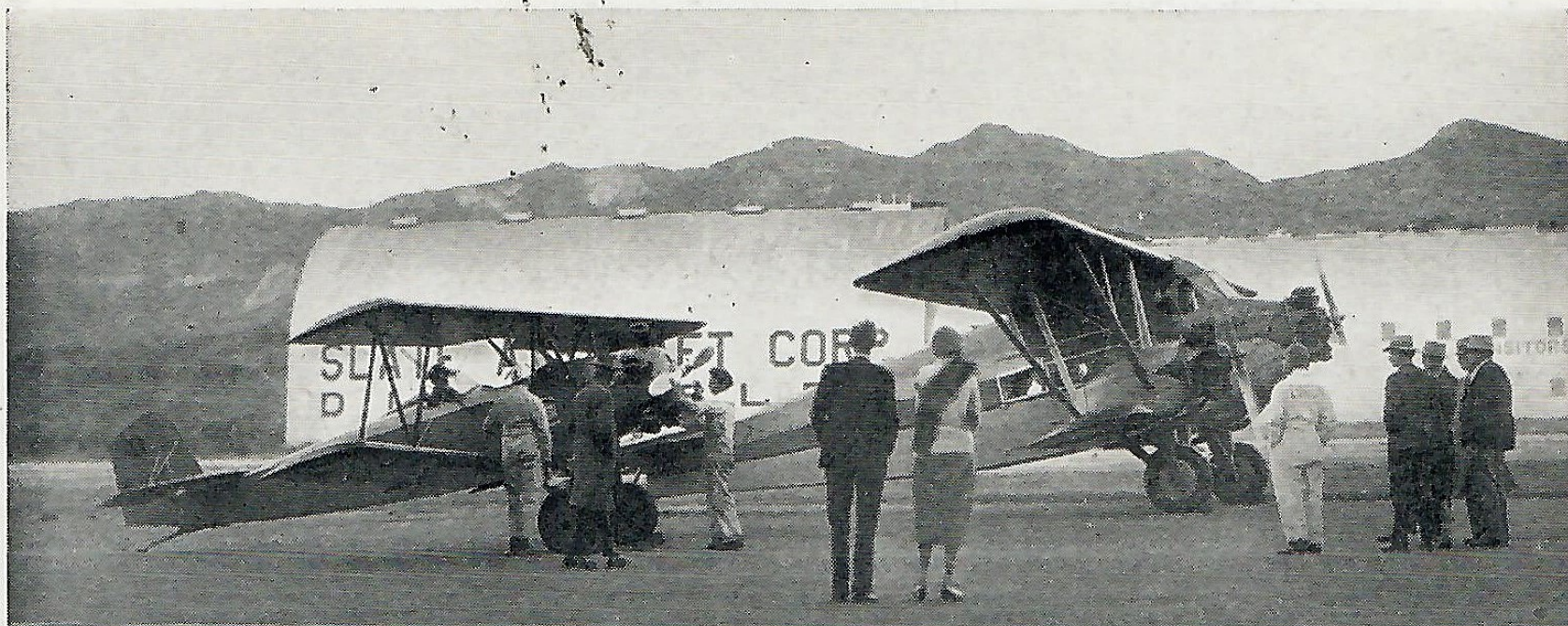
In addition to carrying passengers

and mail, the latter under contract with the National Aviation Corporation, owned and controlled by Guatemala interests, the Central American Aviation Corporation is flying express and freight, a service of distinct importance to business houses, plantation owners and manufacturers. The company is without competition as no other aerial service exists for the interior of Guatemala. The Pan-American Airways makes but one stop in the Republic and that is at Guatemala City. Inasmuch as it cannot carry passengers for the interior it is welcoming the coming of the new line, which in addition to stimulating greater aerial travel, will serve as a feeder to its Central and South American system.

The headquarters of the Central American Aviation Corporation are in Los Angeles, with the operating headquarters in Guatemala City. At present the company is operating a trimotored, eight-place Hodkinson plane,



Five o'clock in the morning at Grand Central Airport Terminal, Glendale, before the take off for Guatemala. Roy Harding, center, is being razzed because he has insisted that the rest stand clear of the Union shield on his plane. The others in the photograph are, from left to right, D. A. Cain, Rod Burnham, Capt. Harold A. White, and Capt. Dan Ellis.



*Final preparations at Grand Central Air Terminal for hop to Guatemala.*

used for passenger, mail, express and freight transportation, and a single-motored, two-place Fleet, used for auxiliary service. Two additional trimotored Hodkinson's have been ordered and will be put into service later in the summer. These planes are manufactured in Glendale, Calif., are exceptionally sturdy and are proving ideal for the type of flying required of them.

W. W. Hodkinson, president of the company manufacturing the plane which bears his name, is president of the Central American Aviation Corporation, whose other officers, besides Rod Burnham, are W. I. Titus, attorney for the Pacific Southwest Bank, secretary and general counsel; Juan Irigoyen, director of the Banco Central of Guatemala, vice-president, and Capt. Daniel E. Ellis, vice-president, in charge of operations in Guatemala.

Topographical and climatic conditions combine to make air travel highly desirable in Guatemala. Although distances are relatively short, land travel is slow and tedious. During the rainy season some areas are impassable.

Operating out of Guatemala City, the most distant point within the Republic can be reached by air in two hours. At the present time four main routes have been established. These, using Guatemala City as the hub, extend to Port of Barrios on the Caribbean Sea; San Jose on the Pacific side; Flores to the north and Quezaltenango

in the heart of the coffee plantation area.

Arrangements are also being made to meet all incoming liners at San Jose and Port of Barrios in order to transport passengers to the interior, either on business or sightseeing tours, while the boats are stopping over at these ports. Reservations will be made for seats on the planes by each of the liners prior to their arrival.

The flight from Guatemala City to Port of Barrios requires only an hour and an half, while to go by train would take fifteen hours. The trip to San Jose is made by air in thirty-five minutes and by train in seven hours. The aerial journey to Flores, in the heart of the chicle country, is made in two hours, while during the summer months it takes twenty-one days by muleback to make the same trip, and during the wet months it is impossible for one to get through.

The flight to Flores, located on an island in the middle of Lake Flores, is one of the most interesting to be made in Guatemala. The intervening country is rugged, with volcanoes rearing forboding heads at various points along the way. As one approaches Flores he flies over the great "chewing gum" forest that appears to stretch on endlessly. From the trees in this area is obtained the chicle shipped to the United States for the manufacture of chewing gum. In the immediate vicinity of Flores several ancient Mayan temples have been discovered. Col.



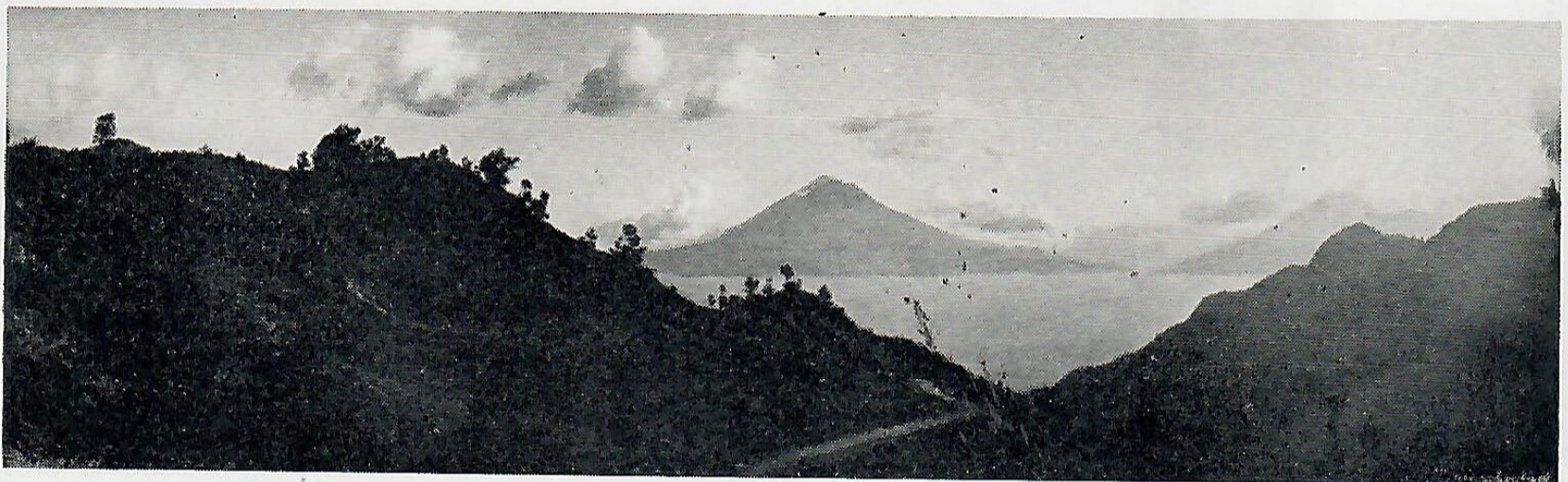
*Guatemalan government officials took part in the ceremonies inaugurating the new air line. From left to right above are the Aide-de-Camp to the Minister of War, Carlos Schaeuffler, D. A. Cain, the Minister of Foreign Relations, Capt. Harold A. White, the Minister of War, Rod Burnham and Alfonso Alejos.*

Charles A. Lindbergh landed on Lake Flores on his first South American flight and again during his aerial expedition in search of additional Mayan ruins.

The trip by air to Quezaltenango, situated in the mountains 8,000 feet above sea level, is equally as interesting. Among its 70,000 inhabitants are many Germans and Europeans who maintain large coffee fincas. There is a picturesqueness and wealth in this area not to be found elsewhere. The flying field at Quezaltenango is higher than any flying field in the United States. Guatemala City's airport, which is 5,000 feet above the sea, is at a higher

elevation than a majority of the flying fields in this country.

The two planes used to inaugurate the Central American Aviation Corporation's aerial transportation system in Guatemala were flown to Guatemala City from the Grand Central Air Terminal in Glendale, Capt. Ellis flying the Fleet, and Capt. Harold A. White, the tri-motored ship, with Rod Burnham as passenger. The two planes were accompanied by one of the Union Oil Company's Travelairs, piloted by Roy Harding, with D. A. Cain, aviation lubrication engineer, in the front cockpit. The Union Oil representatives made the trip to inspect the facil-



*A short distance from Guatemala City enroute to San Jose one flies over this scenic lake in the Department of Amatitlan.*



ten years' service with the Union Oil Company, during a major portion of which, as assistant manager of lands and as manager, he was in charge of

*The volcano Santa Maria photographed during one of its eruptions. It is one of the many seen during an aerial journey over Guatemala.*

ities for supplying oil and gasoline to the aviation company at the various points in Guatemala where these products will be required.

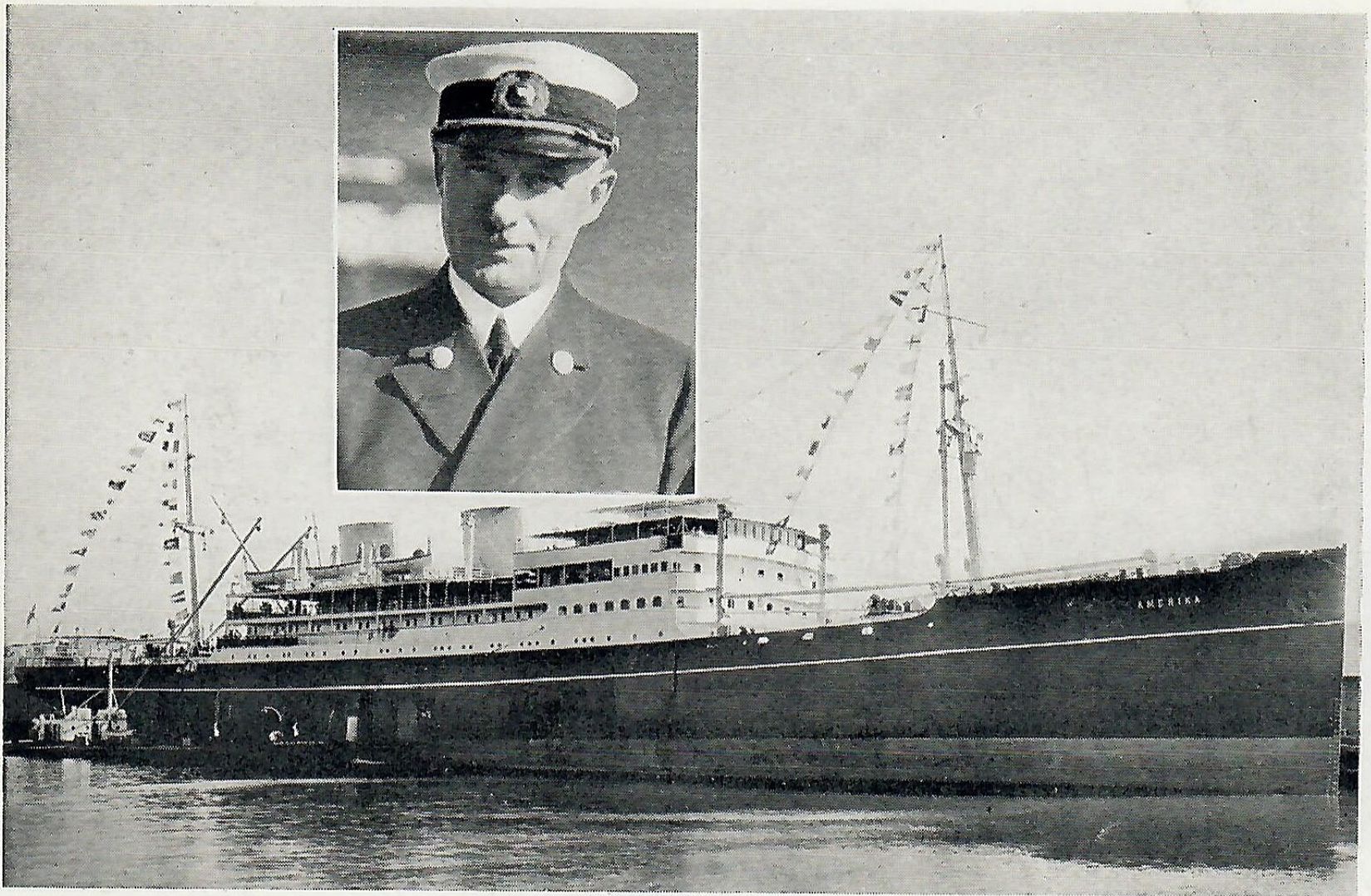
When Harding returned north, early in June, he was accompanied by Rod, Cain having decided to remain to make a further study of the marketing situation in Central America. After a stop at Mexico City, Harding headed his plane toward the West Coast. In crossing the Barrancas he encountered severe storms and at one time found himself hemmed in by a perpendicular mountain wall on one side and a tropical storm on the other. He had to spiral his plane upward to an elevation of 16,000 feet before he was able to get into the clear and then flew for several hours at this altitude to avoid the storms raging at lower levels. The field at Mazatlan was under water when he landed there. More favorable weather prevailed as he progressed north, and when he landed at Grand Central on Friday, June 13, his plane bore no evidence of the storms through which it had passed.

Red Burnham's venture into the aerial transportation business in Central America is quite in keeping with his

foreign exploration work. His duties took him on frequent trips to Colombia, Venezuela and Mexico. Most of the properties acquired by the company in these countries were purchased following exploration work by Rod and the crews of men who worked under him. The same was true of the properties purchased in the Rocky Mountain area, including the Colorado shale oil beds, which the company retained when it disposed of its other holdings in that region.



*First Consignment of mail being turned over to Capt. Harold A. White by Carlos Schaeuffler.*



*The M/S "Amerika" taking on supply of Union Diesol from company's barge while in dock at Los Angeles harbor. Capt. C. Knudsen, master of the "Amerika", is shown in the insert.*

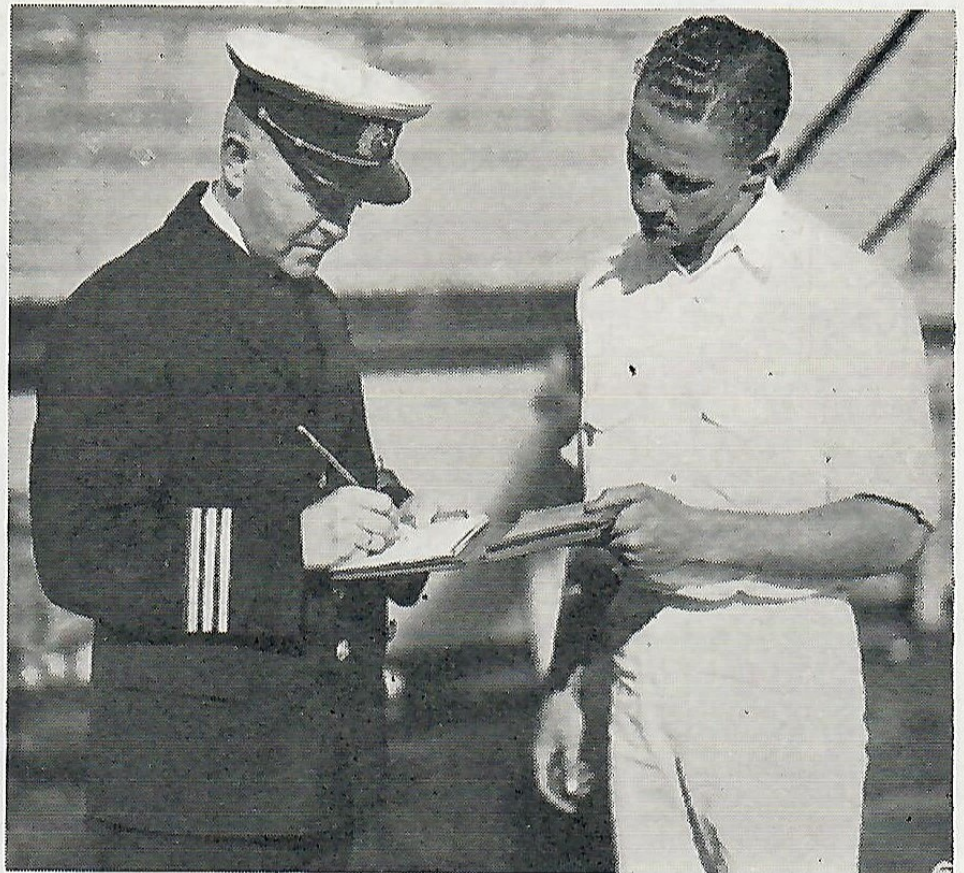
## *Amerika On First Pacific Call*

**T**HE M.S. Amerika, latest supplement to the fleet of the Danish East Asiatic Company and the largest vessel of the armada which that company operates, on her first trip to the Pacific Coast put in at Los Angeles harbor before proceeding on her scheduled run through the Panama Canal to north European ports. While in port she was bunkered from the Union Oil Company's barge 1927.

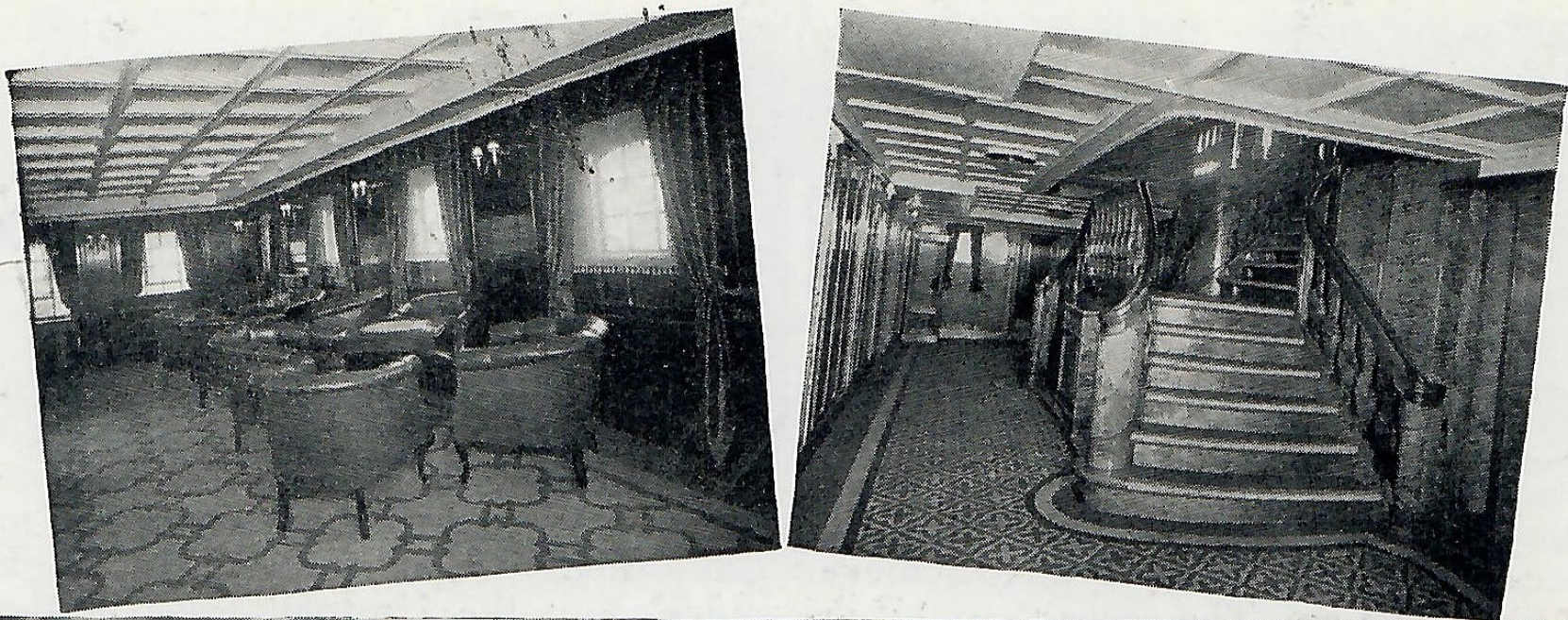
Designed especially for the North Pacific-North Europe trade of her owners, the Amerika is the first product of the Burmeister and Wain yards to be powered with the new double-acting, 2-cycle, Burmeister and Wain Diesel engine. She has spacious accommodations for 52 passengers, a cargo capacity of 11,375 deadweight tons, and is the largest ship built in Denmark.

Capable of a service speed of

14½ knots per hour, at which 6000 horsepower is developed at an engine speed of only 95 revolutions per minute, she



*Chief Engineer C. V. Christensen of the "Amerika" signing receipt for the oil presented by W. F. Michaels of the Union Oil Company.*



*The attractive interior of the East Asiatic Company's model liner is effectively shown in the above photographs.*

developed 16.5 knots, with a horsepower output of 7670. Unusual of the Amerika is her low engine weight, approximately 134 pounds per horsepower for the main unit, and only 316 pounds per horsepower for the complete engine room assembly.

The East Asiatic Company is the first to ever operate a trans-oceanic ship equipped with Diesel engines and is one of the foremost operators of Diesel powered craft in the world. The company is particularly well known among marine shippers for the efficiency and economy with which its

vessels are operated. Since its first ship came to the West Coast sixteen years ago, the first motorship incidentally to dock at a North Pacific port, the Union Oil Company has supplied its entire requirements of Diesel engine fuel oil.

The Amerika has an overall length of 484 feet, beam of 62 feet, a depth of 40 feet, and draws 29 feet of water when loaded. Oil bunkers have a capacity of 1801 tons of fuel, approximately 12,600 barrels, more than enough to enable to the ship to make the round trip from north European ports to the North Pacific.

# Service Emblem Awards



ON JUNE 1, last, G. L. Armstrong, pumper on the Bardsdale-Grimes lease in Ventura county, completed his thirtieth year with the company and became the fourth employee to achieve this distinction. The other three being



G. L. Armstrong

our late President, Vice President W. W. Orcutt and Frank Hill, manager of field operations.

The entire period of Mr. Armstrong's service has been spent in the Ventura district, and except for a brief period at the outset when he was employed as a roustabout on the Astarta lease, near Sulphur Mountain, has pumped the wells on the Bardsdale-Grimes lease. He had opportunities to go elsewhere had he chosen to do so, but the Bardsdale-Grimes lease is home to him. He has prospered during the years that he has pumped these wells, and is possibly one of the few well pumpers of the country who could drive to work in a Cadillac if he chose to do so.

Supplementing Armstrong's thirty years of service, the following eight employees passed their twenty-year mark in the employ of the company during the past three months and have had a second ruby inset in their service pins in recognition thereof: J. B. Hughes, Jay M. Peavy, M. J. Callaghan, Vernon Delarm, F. M. Smith, M. S. Sutphen, G. H. Sutphen, and L. W. Hamilton. In the same period, twenty employees received the first ruby in cognizance of fifteen years' service and fifty-nine were awarded ten year service pins.

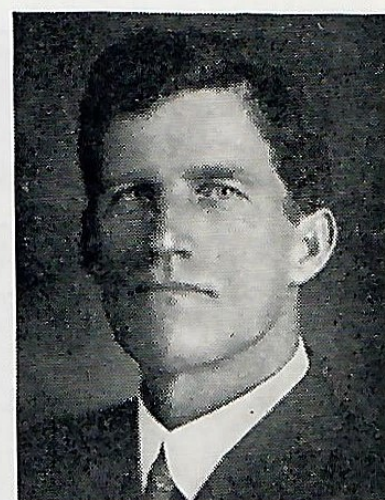
Mr. Hughes came to the company in 1910 with some knowledge of the oil business, having worked in West Virginia fields prior to his migration to California. His first job was as a pumper on the Hartnell lease in the Santa Maria field. Later he was transferred to a rod gang, then became head well puller, and finally reached the post of lease foreman. He has witnessed most of the development of the Santa Maria field.

Originally employed as a roustabout in the Santa Maria field on April 18, 1910, Mr. Peavy, who was retired and placed on the Provident Fund pension list May 31, soon became a pumper in that district. He was later transferred to the Orange division, where he served in the capacity of pumper until his retirement from active service in May of this year.

In recognition of his twenty years in pipe line work, Mr. Callaghan was recently elevated to the post of acting superintendent of the Producers and Lompoc Pipe Lines. Starting at Lompoc in 1910, Callaghan remained in line and pump work until 1915, then, coincident with a promotion to the post of engineer, was transferred to the Producers Pipe Line, working at Santa Margarita, Shandon, and Junction stations. Following a two year tenure as foreman at Midway, from 1916 to 1918, he was sent to Orcutt as foreman, remaining there until he was made assistant superintendent of Producers Pipe Line in 1920. He remained there until 1929, when he was moved to Los Angeles Pipe Line in the same capacity. Two months ago he was appointed to the position he now holds.

In his period of service with the company, begun three years after coming to California from Nebraska in 1907, Vernon Delarm has seen the demise of the old Port San Luis refinery,



*Jay M. Peavy**J. B. Hughes**F. M. Smith**L. W. Hamilton**Vernon Delarm**G. H. Sutphen**M. S. Sutphen**M. J. Callaghan*

where he first secured employment as a stillman, and the building and placing in operation of the Avila plant. In March, 1911, when the Avila refinery was opened, Delarm accepted his old position as stillman there and has served in that position for the past nineteen years.

Mr. Smith's first position with the company was that of telegrapher at Junction station. When the telegraph system of dispatching was discontinued in 1911 he was shifted to San Luis Obispo as dispatcher. After several years' service as gauger, fireman, and engineer at Avila, Smith was moved to the San Luis Obispo tank farm. At present he is there employed as timekeeper.

Employed in the same division, in virtually the same capacities, within a few days of each other, the Sutphen brothers, Morris S. and Gilbert G., have worked almost within hailing distance of one another during their twenty years with the company. Morris Sutphen first found employment with the company as a roustabout in the production department of the

Orange district. After working in various capacities in the drilling and production department, he became driller in 1918 and still holds this position. Eighteen days after his brother was first listed as an employee, Gilbert H. Sutphen joined with him as co-worker, his first job being as roustabout on the Stearns lease. In 1911 he was promoted to well puller, holding this position until 1917, when he took over a combination job, working part time as absorption plant operator at the old National Products absorption plant on the Hole lease. Recently he returned to the Orange district as pumper, where he was first employed. His entire twenty years have been spent in the same district.

Loman W. Hamilton's first job with the company was that of well puller on the Claremore lease in the Valley division. He soon took charge of production on the Tredall lease and several years later was made production foreman of the entire division. When Santa Fe Springs became the hub of activity in the oil industry, Hamilton was moved there as production fore-

man, remaining in that capacity until 1929, at which time he was made well pulling foreman at Santa Fe Springs, the job he now holds.

#### FIFTEEN YEARS

Fitzgerald, Daniel A., 4-12-15, Oakland Sales  
 Frampton, Will J., 4-26-15, Southern Div. Field  
 Hay, William W., 6-7-15, L. A. Pipe Line  
 Hornidge, Robt. H., 4-27-15, Station Accounts Dept.  
 Isakson, Harold B., 5-18-15, Oleum Refinery  
 Laughlin, Edward L., 5-6-15, Sacramento Sales  
 Maisey, Harry, 5-15-15, L. A. Pipe Line  
 Martin, Erreld G., 5-18-15, Atlantic Union Oil Co.  
 McAnallen, John T., 6-7-15, Northern Div.  
 Murray, Wm. J., 4-16-15, Fuel Oil Dept.  
 Nancett, Peter H., 4-18-15, Oleum Refinery  
 Ott, Thos. F., 6-22-15, Oleum Refinery  
 Pucher, William, 5-17-15, San Diego Sales  
 Schachtman, Jacob G., 5-12-15, Oakland Sales  
 Shaw, Grant L., 5-31-15, Orcutt Field  
 Uhren, John G., 6-1-15, Marine Dept.  
 Varner, John P., 4-30-15, Southern Div. Field  
 Washbon, Vivian E., 5-11-15, Southern Div. Field  
 Weeks, Luther C., 5-1-15, L. A. Lub. Div.  
 Welch, Lee Andrew, 4-5-15, Southern Div. Field

#### TEN YEARS

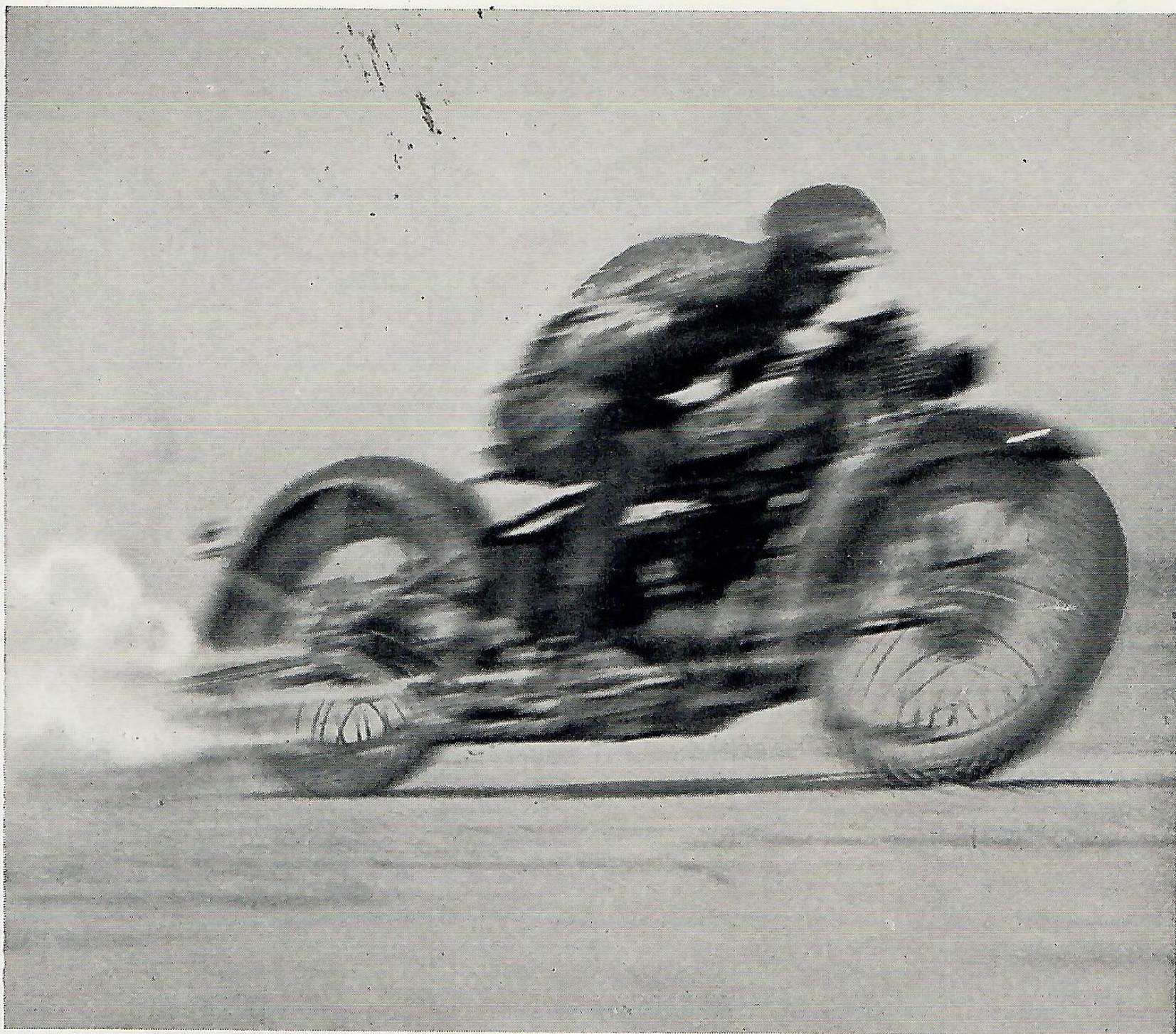
Ojstedt, Sigfreid A., 31-20, Marine Dept.  
 Ahern, William P., 6-8-20, Oleum Refinery  
 Arnold, Eugene E., 6-11-20, Northern Div.  
 Ashworth, Frank, 4-19-20, Southern Div. Field  
 Bailey, Walter E., 4-7-20, L. A. Lub. Div.  
 Balmes, Herman J., 5-18-20, Orcutt Field  
 Barnes, Roy W., 4-27-20, Southern Div. Field  
 Bateman, Joseph N., 5-15-20, Portland Sales  
 Beattie, Margaret R., 4-26-20, Head Office Sales  
 Black, Ray L., 6-15-20, Northern Div.  
 Bongard, Herbert W., 6-9-20, Northern Div.  
 Butler, Harry E., 4-3-20, Transp. Dept.  
 Cardoza, Henry, 4-21-20, Oleum Refinery  
 Collier, John S., 6-15-20, Marine Dept.  
 Craig, Harold J., 4-4-20, Purchasing Dept.  
 Crossman, James, 6-17-20, Northern Div.  
 Davis, French G., 5-29-20, Phoenix Sales  
 Davis, Lester F., 4-5-20, Portland Sales

De Berry, Stanley E., 5-21-20, Sacramento Sales  
 Dunham, Robt. A., 4-16-20, Research & Dev.  
 Eberhardt, Pearl R., 4-12-20, Southern Div. Field  
 Eikelberry, Albert R., 4-8-20, Purchasing Warehouse  
 Estrada, Rudolph, 6-9-20, Northern Div.  
 Freeman, Fred H., 5-31-20, Producers Pipe Line  
 Frey, Gilbert, 6-28-20, Comptroller's Dept.  
 Galliers, Albert, 6-8-20, Southern Div. Field.  
 Hamilton, Wm. Howard, 5-1-20, Southern Div. Field  
 Hansen, Mathias, 4-4-20, Producers Pipe Line  
 Hinkle, Nelson G., 5-17-20, L. A. Refinery  
 Holden, Jesse N., 4-26-20, Oleum Refinery  
 Kirkham, Denton F., 5-17-20, Santa Fe Gas  
 Maxfield, Wallace C., 5-1-20, Southern Div. Field  
 Mitchell, Leland, 6-1-20, Southern Div. Field  
 Mitbo, Minnie, 61-20, Portland Sales  
 Moran, Sam, 6-24-20, Crude Oil Division  
 Munoz, Frank R. Jr., 6-28-20, L. A. Sales  
 Munro, Herbert S., 61-20, L. A. Lub. Div.  
 Nichols, Orvin N., 4-5-20, Oleum Refinery  
 Oneto, Francis J., 5-6-20, Fresno Sales  
 Owens, Beldon E., 6-3-20, Portland Sales  
 Pollard, Earle R., 6-1-20, Gas Dept.  
 Quinn, Glenn L., 5-3-20, Southern Div. Field  
 Ratto, Peter N., 6-2-20, Sacramento Sales  
 Rosborough, Ralph V., 6-7-20, Transp. Dept.  
 Ruoff, Rudolph E., 6-1-20, Southern Div. Field  
 Salvatori, Joseph, 4-21-20, L. A. Garage  
 Schroeder, Marion M., 4-26-20, Seattle Sales  
 Seebaker, George, 4-12-20, Oleum Refinery  
 Sellers, Knox L., 4-6-20, Southern Div. Field  
 Skinner, Wm. R., 4-2-20, Maricopa-Midway  
 Souza, Manual, 5-3-20, Oleum Refinery  
 Staunton, Clarence E., 4-22-20, Southern Div. Field  
 Stone, Emil, 6-11-20, Oleum Refinery  
 Tatum, Ray A., 5-20-20, Traffic Dept.  
 Thompson, Robert W., 6-2-20, Phoenix Sales  
 Vincent, George M., 5-20-20, Oleum Refinery  
 Walter, Francis A., 5-25-20, Maltha Refinery  
 Ward, Earl Stanley, 4-22-20, Sacramento Sales  
 Wood, Harold A., 6-5-20, San Diego Sales

## Set Speed Mark With Mercury at 125°

**I**N THE broiling heat of the Mojave desert, with the thermometer during the late forenoon and early afternoon registering temperatures from 110 to 125 degrees, a stock two-cylinder Super X motorcycle, powered with

a motor of 45 cubic inch piston displacement and fueled with Union Ethyl gasoline, established a new 24-hour continuous run world's record, when it clicked off a total of 1301 miles for the period of the test. In



*The photograph above was taken as the motorcycle turned a marker at the end of the first twelve hours of continuous running.*

addition it broke all existing sustained speed marks for motorcycles for distances greater than 500 miles.

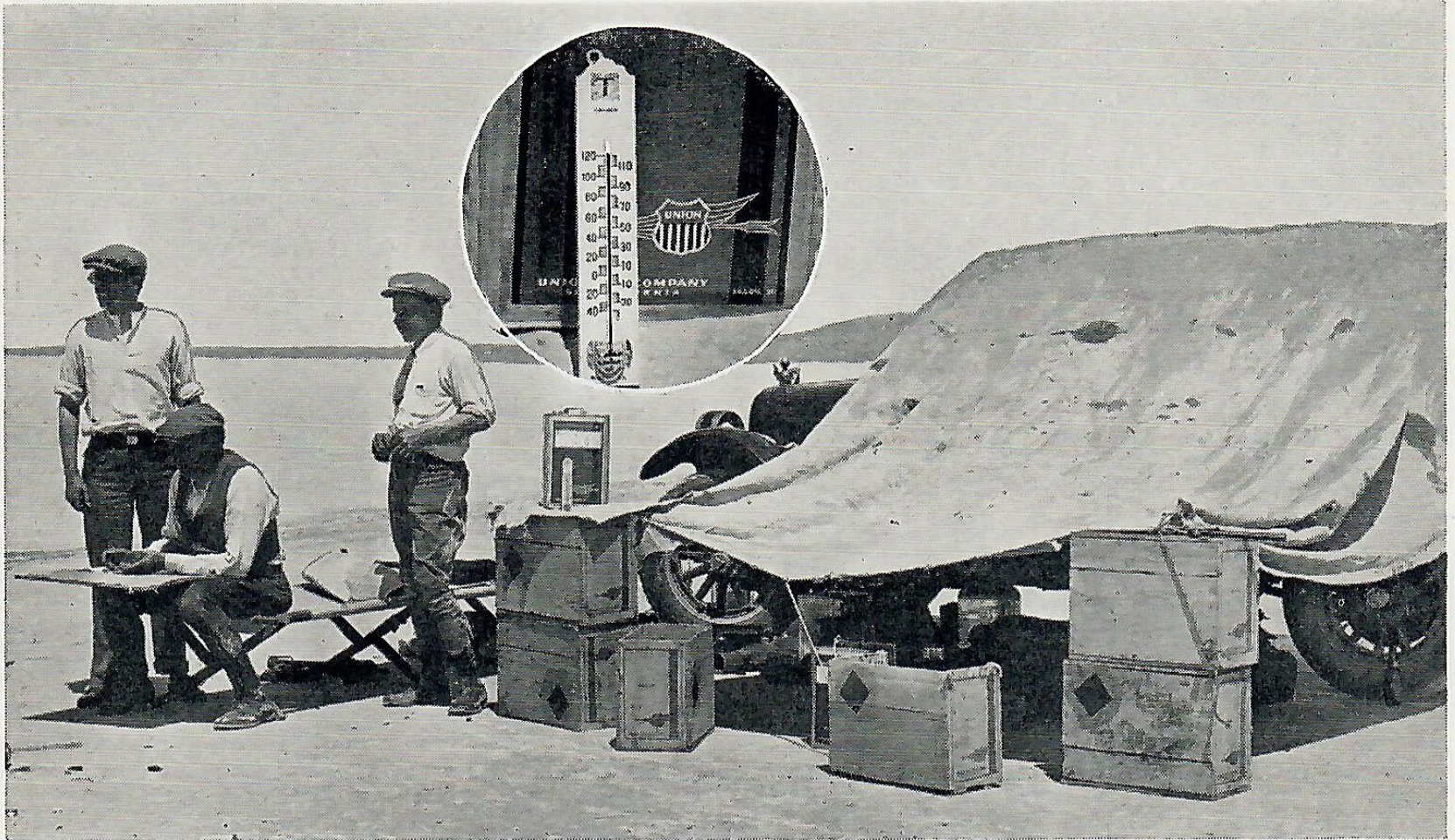
The run was made on the baked surface of Muroc Dry Lake over a five and one-half mile course from midnight, June 14, to midnight, June 15. Two riders were used, and the only halts made during the 24-hour period were for oil and gasoline and to permit a change of riders.

The first lap was turned in six minutes and the last in five minutes flat. At the close of the first two hours 112 miles had been covered, and at the end of 12 hours the motorcycle had reeled off 675 miles, an average of 57.3 m.p.h.

From 10 a.m. to 3 p.m., the hottest period of the day, it became necessary to change drivers every fifteen minutes. The intense heat also increased

the fuel consumption and required more frequent stops for gasoline, gradually reducing the speed average of 59.1 m.p.h. for the first eight hours, and 57.3 for the first twelve, to 54.6 for the entire run.

The performance of the motorcycle was considered remarkable, under the conditions prevailing during the period of the test. W. W. Kemp, factory representative for the Super X and Henderson motorcycles, who observed the test, gives full credit to the Union products used for the successful outcome. A Union motor oil, with an S.A.E. rating of 60, and Ballroll grease were used in addition to Union Ethyl gasoline. Ballroll was found to be the only lubricant for the rocker-arms that would withstand the temperature of 450 degrees at the cylinder head.



Even the photograph of the camp of the observers of the 24-hour motorcycle speed test on Muroc Dry Lake looks hot, and the insert, taken of the thermometer shown in the large photograph, shows how hot it really was. Those in the picture, from left to right, are W. W. Kemp, factory representative of the Super X, A. F. Van Order, A. M. A. Referee, and Lief Rosenberg, relief rider.

Kemp was astounded by the fact that even during the hottest period of the day, with the motor of the machine turning over at the rate of 3500 r.p.m., it showed no tendency to heat or pre-ignite.

"It was a wonderful demonstration of the fact that Ethyl gasoline will make a motor run cooler," said Kemp after the run. "Before the test I did not believe such a performance pos-

sible."

When the motorcycle was taken down at the Henderson motorcycle shop in Los Angeles following the speed run the motor was found to be without a blemish and showed no trace of wear. Not a single stop had to be made during the run for repairs. The motorcycle used for the test had been ridden 765 miles by some 35 riders before it was taken to Muroc.

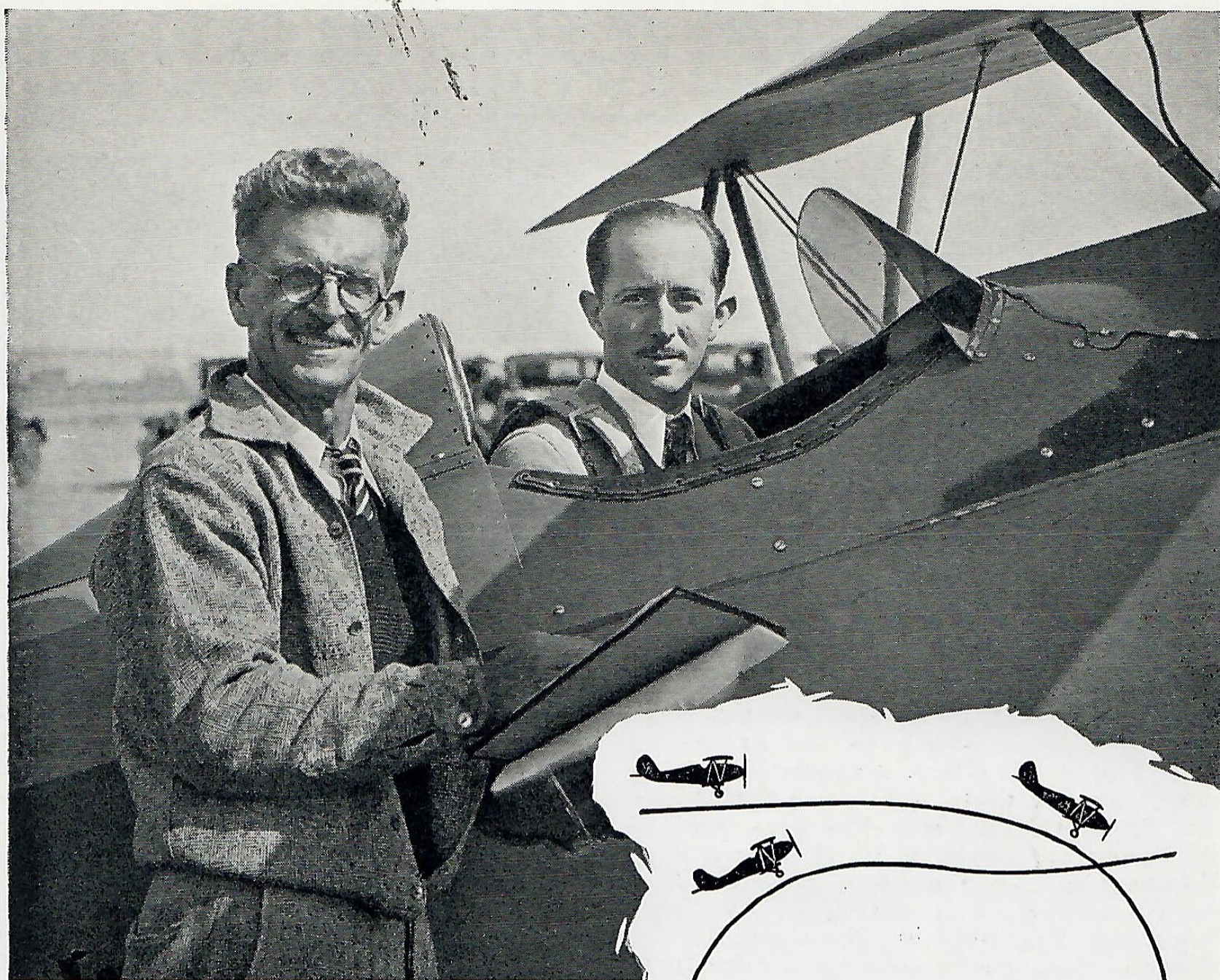
## To Assault Outside Loop Record

**G**ORDON E. MOUNCE, whose outside looping record of 22 loops, set June 29 at the Los Angeles Municipal Airport, was broken by Paul Mantz at the Curtiss-Wright San Mateo Airport, July 6, is planning a new assault on the record.

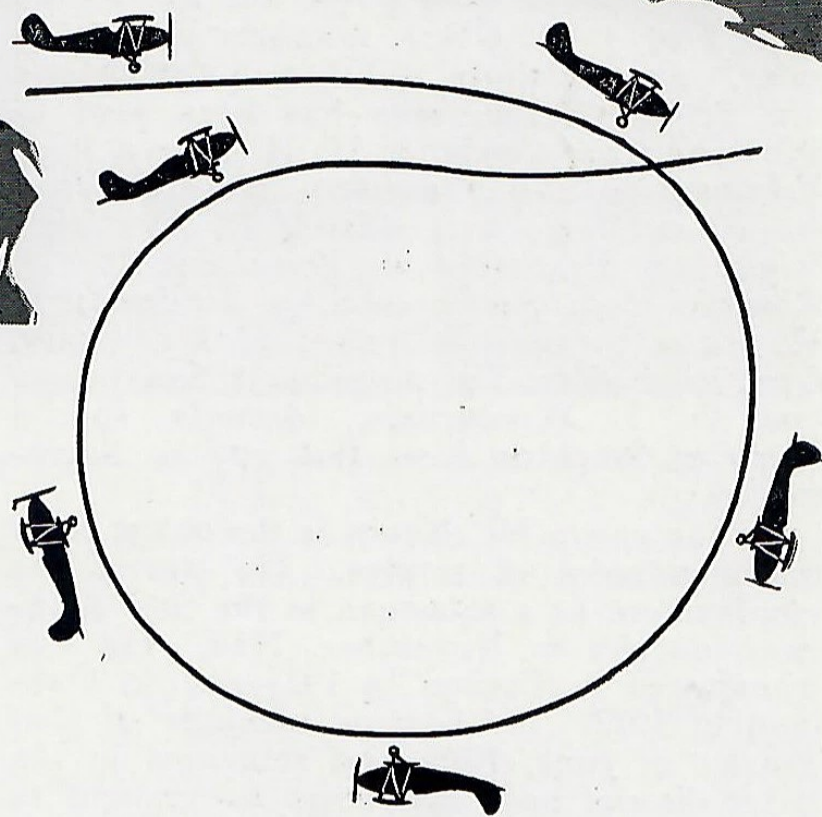
The outside loop, considered one of the most difficult of aerial acrobatic maneuvers because of its strain on the pilot and the plane, was first introduced to aviation by Al Williams, famous Navy ace, and Jimmie Doolittle,

renowned Army flyer. The latter, a few months ago, pulled the wings off a pursuit plane while putting it through an outside loop.

Mounce, who was one of the first flyers to make an outside loop with a commercial plane with a low powered motor, has mastered the maneuver and is confident that with a few additional adjustments of his gasoline feed system and the carburetor he can easily make fifty or more loops. In executing the maneuver Mounce climbs



*Gordon Mounce, who plans to set new outside looping record with his Fleet plane, and Joe Nikrent, official timer for the National Aeronautical Association, who observed his recent flight at Mines Field. At the right is a diagram illustrating the outside loop as made by Mounce. The diameter of the circle described during the loop is approximately 2500 feet.*



his plane from five to six thousand feet, cuts his gas as he noses over for the dive, and then starts shoving forward on the throttle as he approaches the bottom of the loop. He gives the plane full throttle as he starts the upward climb. At one point his plane is virtually standing on its tail and climbs for several hundred feet in that position. During this part of the loop the least slowing down of the revolutions of the motor causes the plane to stall and fall off in an inverted spin.

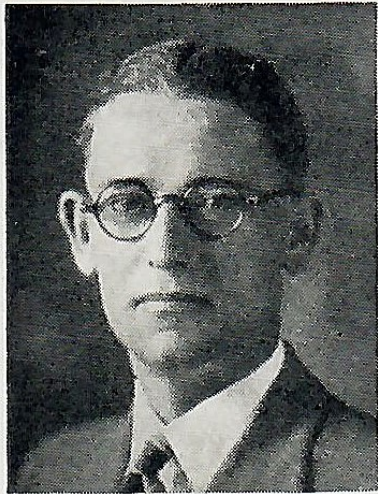
In diving for the loop Mounce drops from two to three thousand feet before he pulls the plane under. He travels almost the same distance on his back before starting up on the outside. The diameter of the circle de-

scribed by the plane on an average loop is approximately 2500 feet.

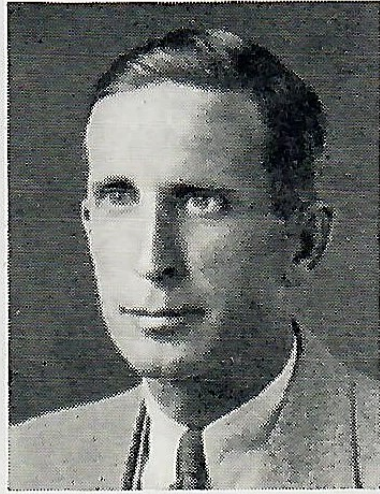
Before starting each loop Mounce removes his helmet for a few seconds to clear his head. When he landed after establishing the new looping record he said that outside of being a little dizzy and having a couple of bruised hips from the safety belt, he felt none the worse for his experience. He believes now that under favorable conditions he can make fifty outside loops.

Mounce has for a long time been a user of Union products and said Sunday that their performance in the plane on the record flight more than justified his confidence in them.

# NEWS OF THE MONTH



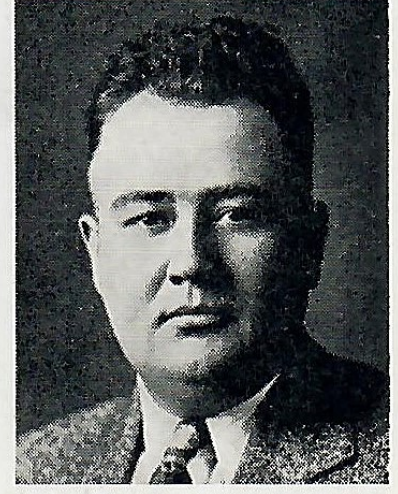
F. H. Baily



Robert Wood



F. W. Nevitt



O. I. Wooldridge

## *Assistant District Managers Transferred*

The assignment of assistant district managers of sales to new posts was announced June 1 by J. M. Geary, manager refined oil sales. Among those included in the change are F. W. Nevitt, who has been sent to Portland from Oakland; H. H. Brown from Portland to San Francisco; Robert Wood from San Diego to Oakland; R. E. Parker from San Francisco to Honolulu; H. H. Ramsay from Sacramento to Portland; F. H. Baily, formerly assistant to Mr. Geary, from head office, Los Angeles, to San Diego, and O. I. Wooldridge, formerly special agent at Stockton from that city to Sacramento.

Of the group Mr. Nevitt is the oldest from the standpoint of service. He started his employment as a salesman in the San Francisco district in November, 1914. He was transferred to Fresno in 1925 and to Oakland in 1927. He became manager of that district in June, 1928, and remained in the latter district until his recent assignment to Portland.

Mr. Baily and Mr. Wood are about on even terms with regard to seniority of service. Both entered the employ of the company in 1915, Mr. Wood in the accounting division in San Francisco and Mr. Baily as a bookkeeper at Pomona. The latter held a variety of positions between that time and 1922 when he was transferred to the Los Angeles district office as marketing representative of refined and lubricating oil sales. In 1925 he was made assistant to Mr. Geary, then manager of refined oil sales. Mr. Wood experienced fewer changes but moved over greater area. In March, 1921, he was assigned to Portland as district accountant and in May, 1927, to San Diego as office manager. He was appointed assistant manager sales in 1929.

Mr. Ramsay and Mr. Brown entered the employ of the company within thirty days

of one another in 1917. The latter started to work as a tank wagon salesman in the Portland district in March of that year, and the former in Sacramento district as salesman and agent at Gilroy. Both men remained in their respective districts until their recent transfer, climbing up through the ranks to the position of assistant manager of sales. Mr. Brown won his final promotion May 1, 1924, and Mr. Ramsay, May 15, 1928.

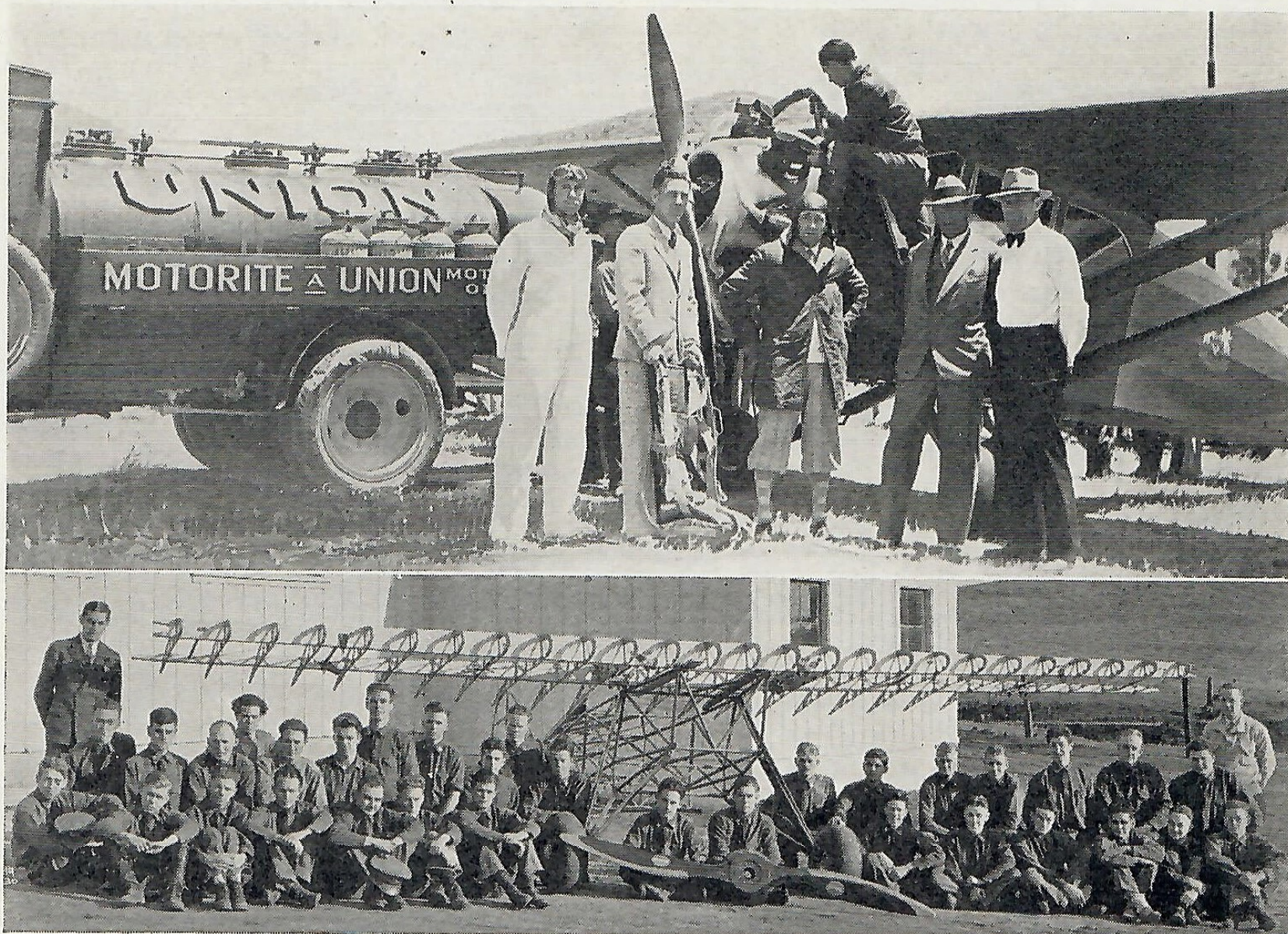
Mr. Wooldridge and Mr. Parker are newcomers, compared with the others. Mr. Wooldridge started as assistant agent at Susanville in May, 1926; the following year he became acting agent and then went to Tonopah, Nevada, as agent. He was appointed special agent at Redding in 1928, and special agent at Stockton early this year. Mr. Parker has been with the company a little more than two years, having resigned as manager of transportation sales of the General Tire and Rubber Company to accept a position as special agent for the company at Fresno. Following six months at Fresno



R. E. Parker

he was made aviation representative in the Northwest, and a few months later was transferred to San Francisco as assistant manager sales. He has the distinction of having served three years with the Royal Air Force in France, where he was shot down in action.

## Altitude Record Set With Trade School Plane



*Just before take off of altitude record breaking flight in student-built plane at Clark Field, San Luis Obispo. Left to right, Lieutenant Jones, E. J. Dirking, H. G. Warren, pilot; Lafe Todd, general superintendent Northern Division, and Mart Martisen, owner of plane. Lower photograph shows partially built tapered wing biplane and the student builders of California Polytechnic.*

With H. G. Warren at the controls, a four-place cabin monoplane which was completely constructed by aviation students at the California Polytechnic School, on June 26, reached a height of 18,200 feet above San Luis Obispo, California, breaking all existing altitude records for aircraft built by trade school students. The former mark for this type of plane and motor was approximately 12,000 feet.

Warren took off from Clark field at San Luis Obispo shortly before noon and two hours later landed, reporting that although he had reached 18,200 feet, he had not reached the plane's ceiling, due to the fact that his supply of oxygen had been exhausted.

Except for the motor, instruments, and air wheels the entire plane used on the flight was constructed within the shops of the school. Students have just completed a two-place, taper wing, biplane which will soon be taken aloft for an attempt on the altitude record.

### TRANSFERRED TO VALLEY

R. N. McBride, who for the past year has been production engineer at Santa Fe Springs and prior to that was superintendent of production at Dominguez, has been transferred to Maricopa as superintendent of production for the Valley area.

Charles Brown, who formerly served as tool pusher at Santa Fe Springs and Dominguez, has been transferred to Maricopa with McBride as drilling foreman.

### ATTENTION VACATIONISTS

Admonishment have just come from the United States forest service for vacationists and tourists, who will be spending some time during the summer season in the national forests and parks, to observe their customary good manners and do everything possible to avert forest fires and to refrain from defacing natural beauty spots. The rules which the forest service has drawn up are as follows: Obtain a camp fire permit; carry shovel and ax; smoke only in camp; put out the fire and water.

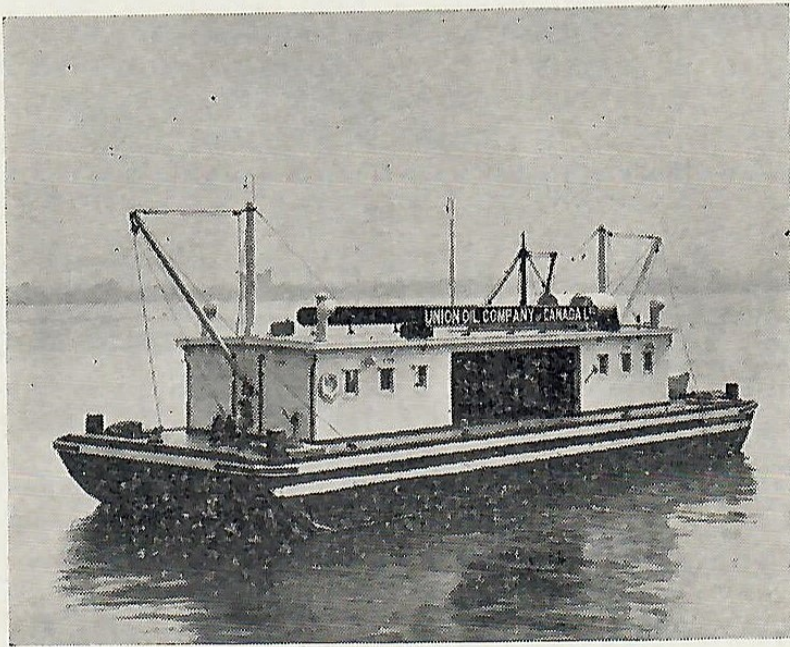
### BOWL BROADCASTS OPEN

The Hollywood Bowl concerts, the famous "Symphonies Under the Stars," which for the past eight summers have delighted the hearts of music lovers in the Southland, and for the past two years have come to listeners-in on the Pacific Coast through broadcasts sponsored by the Union Oil Company, will again be on the air every Saturday night, beginning July 12 and continuing to August 30, inclusive.

Drawing on the most eminent of American and European artists for its conductors and guest soloists, the Bowl Association this year presents an unequalled array of satellites in the music world. Opening the 1930 season is Alfred Hertz, German by birth and education, conductor of London and New York orchestras, and more recently, director of the San Francisco symphony. Following him in the role of baton wielder is Karl Krueger, one of the leading conductors of the Viennese school. Bernardino Molinari's past record at the Bowl is familiar to every lover of classical music. He precedes Pietro Cimini, Italian maestro, as leader of the Bowl orchestra. Last to direct the 1930 Symphonies Under the Stars is Enrique Fernandez Arbos, whose fame as conductor, composer, and violinist is without equal in Spain.

The Saturday programs will be broadcast from 8:30 to 10:00 p. m. over stations KFI, KPO, KGW, KOMO, and KHQ.

### NEW BARGE LAUNCHED



A new barge, construction of which was started in March, was completed and launched late last month in Vancouver, B. C., bringing the total operated by the company in British Columbia to six.

Christened "U. O. No. 4," she will be used as a combination service and tow barge. She is of wood and is equipped with six steel tanks of 5000 Imperial gallons each. Overall length, width, and depth are, respectively, 85 feet, 30 feet, and 8 and 1/2 feet. It is planned to operate the barge part of the time at Otter Bay and the remainder of the

time at Bate Passage. If pressed into tow service, the craft will probably operate from Port Moody to water front service stations.

### DIRECTS AIR DERBY

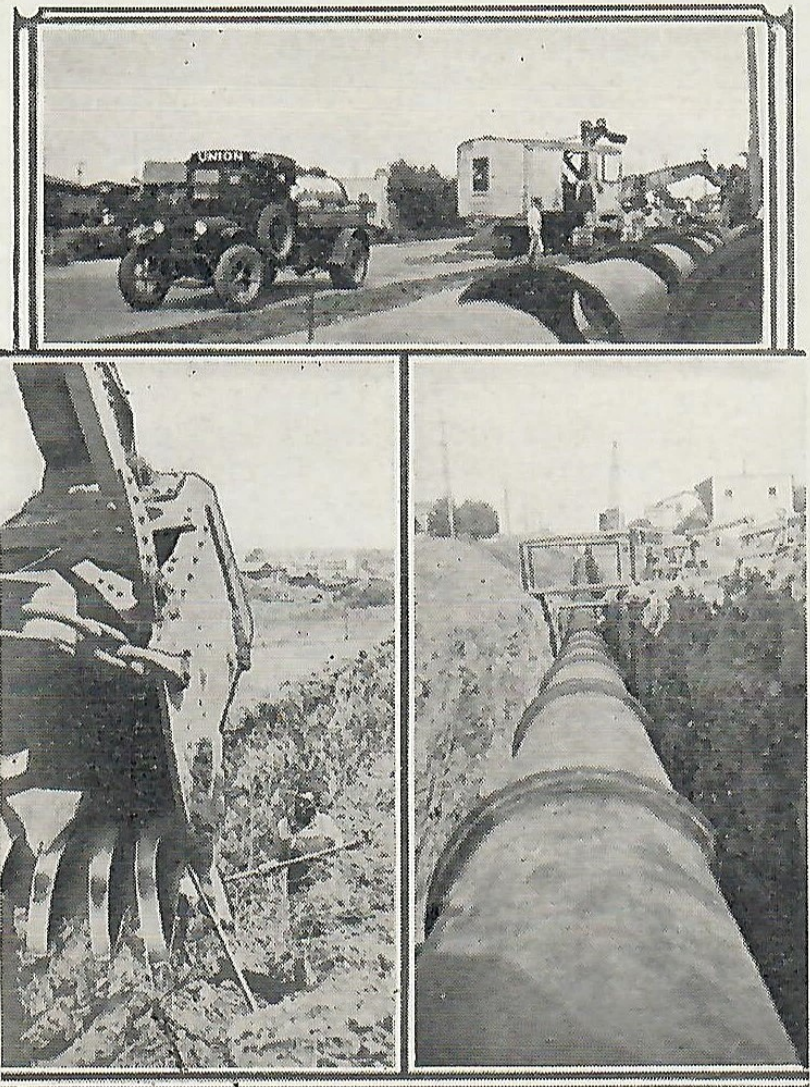
C. F. Lienesch, special representative of the Union Oil Company, has been appointed vice-chairman of the contest committee of the National Air Races, and placed in charge of the Women's Air Derby to be held between Long Beach and Chicago, the scene of the air races.



Thirty or more women flyers, many of whom are nationally known, will

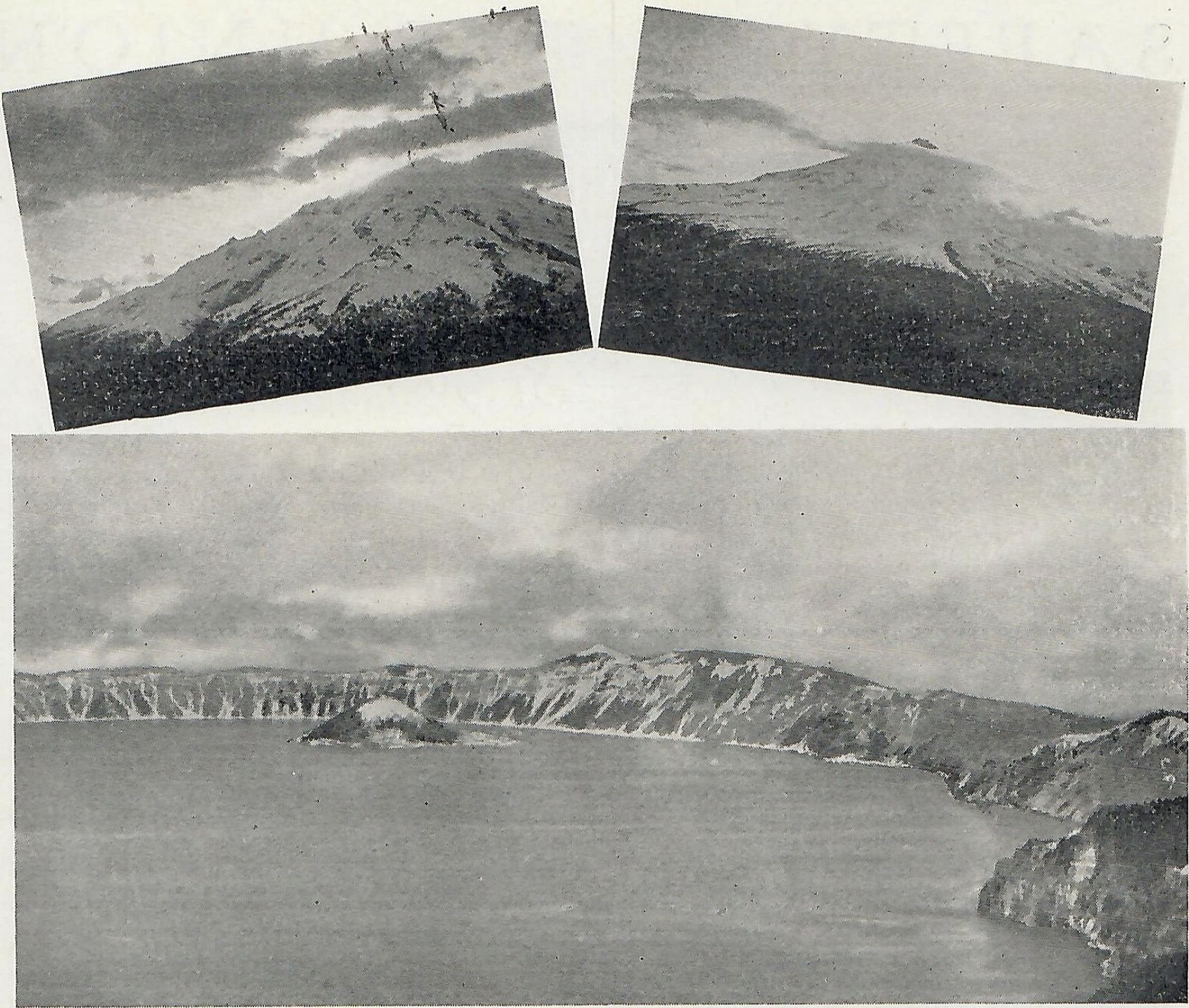
participate in the race.

### \$1,500,000 Pipe Line



Laying the \$1,500,000 Otay pipe line through San Diego with the aid of Union gasoline. The trenchwork contract is held by H. G. Fenton, who is using Union gasoline, lubricating oils and kerosene exclusively.





### Carey's Camera Records Scenic Air Views on Trip North

*The two photographs above of Mt. Shasta, the 14,380-foot snow-clad peak of Northern California, were taken within fifteen minutes of each other by W. E. Carey, aviation representative of the company, during a recent trip into the Northwest. The one on the left shows the sun sinking behind the mountain, and the one on the right, taken fifteen minutes later from the opposite side, gives no evidence of approaching dusk. The lower photograph is an unusual view of Crater Lake, Oregon.*



### Fueling Army Planes at Monterey

*The Monterey sub-station is called on frequently for fuel by regular army and reserve flyers, as is indicated above.*

# SAFETY IN THE UNION



Charles Wood

## Charlie Woods Steps Up

"More than any other thing, Charlie Woods has taught us all that we work for the Union Oil Company and not merely some department or division in it." A fellow superintendent made this remark before some two hundred employees of all departments of the Company who gathered on the warehouse platform at Maricopa on June 18. It was the last of Charlie Wood's famous barbecued safety dinners and to it came every Union Oiler who was footloose, from Poso Creek to Coalinga. The occasion was Charlie's transfer from the superintendency of the Valley Division to the Head Office from which point he will cover all field operations of the Company, looking after the welfare of the employees. His headquarters will be at Santa Fe Springs.

A watch bearing the inscription, "To Charlie, from the boys of the Valley Division" was presented by Harold Keans on behalf of the men, as was also a beautiful electric clock to Mrs. Woods, who has shared with Charlie the affection of his "boys". Looking after the welfare of the men who worked for him, as well as the larger interests of the Company in the community has gained no small reputation for Charles L. Woods. This was touched on by every man who spoke at the meeting, as was the fact that for the first time in California a drilling and production force of nearly two hundred men had been able to work two years, with but one lost time accident.

## Si Goes Into Dry Dock

A few days ago the telephone rang in the Safety Board office. The voice was that well known West Virginia drawl of Si Delaney. "I've got to report a lost time accident", said Si. "There's a fellow here at the Good Samaritan Hospital that's got a broken leg." Trust Si to squeeze a joke out of anything! It was he who had the broken leg and strangely enough it was done with premeditation.

Six years ago while loading a bit from the derrick platform of the well he was drilling, Si backed over the sideboard of a truck. An impacted fracture of the thigh bone at its upper end was the extent of the damage but the twist given the bone as a result made it impossible for Si to walk normally or to bear any weight on the injured leg. Careful studies by several surgeons suggested the possibility of repairing the trouble by breaking the bone below the original fracture and resetting so as to eliminate the twist. It took a lot of courage on Si's part to consent to so radical an operation but now that it has been done and he is well on the road to recovery he is pretty happy about it.

During his sojourn in the plaster casserole, Si's work as Safety Supervisor is being handled by the drilling foremen, each foreman being assigned to this work for a few weeks at a time by Frank Boyd, Drilling Superintendent, Southern Division.



Si Delaney

# REFINED AND CRUDE



Every once in a while the course of our duty demands that we forsake familiar ways, and hie ourselves over the unbeaten trails of the San Joaquin Valley.

\* \* \*

Here, in an atmosphere untainted by the aroma of hot dogs, and in a natural setting unmarred by the intrusion of the miniature golf course, a vigorous and industrious people have written an interesting chapter into the history of the oil industry.

\* \* \*

*Here also lurks the deadly centipede, the poisonous scorpion, and the infamous tarantula, but, undismayed by these, and oblivious of the blistering heat of summer the patient worker prosecutes his endless effort to wrest from a jealous earth the last remaining drop of liquid gold.*

\* \* \*

Into the heart of this struggle we bravely plunge, risking our delicately chiselled neck that we might find in the burning sands a few interesting morsels for the consumption of our waiting readers.

\* \* \*

And thus at tremendous expense we are able to present a close-up of this vast open space, where men are oil workers, and the horned toad holds his sway.

\* \* \*

*Scattered over the Valley at careless intervals, and connected each with the other by Union Oil Company pipe lines, we find a number of small towns and stations with exceedingly interesting histories, and very picturesque names.*

\* \* \*

These places have apparently been named, in most instances, for something they haven't—Rio Bravo, we presume is Spanish for 'fine river' or something of that sort, but there is no fine river at Rio Bravo.

\* \* \*

Middlewater has no discernible body of water in its vicinity. Kettleman is certainly not bothered with kettles, and there is positively no coal in Coalinga.

\* \* \*

*From its name, we judge McKittrick was founded by a Scotchman. In an outburst of generosity he gave his name to the town, and if he was true to his nationality, that undoubtedly was the sole extent of his contribution.*

\* \* \*

At the present time the principal products of the valley towns are oil, temperature, and punch boards.

There is a particularly fine crop of the latter, and a player in luck can win anything from a cigar lighter that won't light to a sawed off shot gun that won't saw.

\* \* \*

*Even in the larger cities, such as Taft and Bakersfield, the people have wisely discarded all uncomfortable convention, and for evening wear the short sleeved, open-necked shirt is correct attire.*

\* \* \*

If you wear a tie you come from Los Angeles.

\* \* \*

In the summer months, the first streak of dawn starts the working day, and the lullaby that woos you to sleep in the late evening hours is the creaking of a thousand walking beams.

\* \* \*

*But more of this anon.*

\* \* \*

Meantime, perhaps you have heard of the successful young salesman who got two orders on the same day—"Get out" and "Stay out."

\* \* \*

And can you believe it, even in this age of luxury there are poor people who live in such dilapidated shacks that when it rains they have to go outside and sit in their sedans.

\* \* \*

*Terence: 'Tis a fine lad ye have here. A magnificent head, and noble features. Could ye lend me a couple of dollars?*

*Pat: I could not. 'Tis my wife's child by her first husband.*

\* \* \*

Tobacco, we are told, is found in many Southern States, and also in some cigars.

\* \* \*

Rhodes Scholar: "And poor Williams was killed by a revolving crane."

Englishwoman: "Heavens! What fierce birds you have in America."

\* \* \*

*Economical Angus McTavish fell into his cistern. The water was eight feet deep and cold, but Angus could swim. His wife yelled down to him "I'll ring the dinner bell, and the boys will come in and pull ye oot". "What time is it?" asked Angus. "About eleven o'clock" said the wife. "Don't ring it" said Angus decisively. "I'll swim about until noon."*

\* \* \*

Hunter: "Are there ptarmigan around here?"

Other Person: "Wall, no. But thar's pturtles, and pturkeys."

