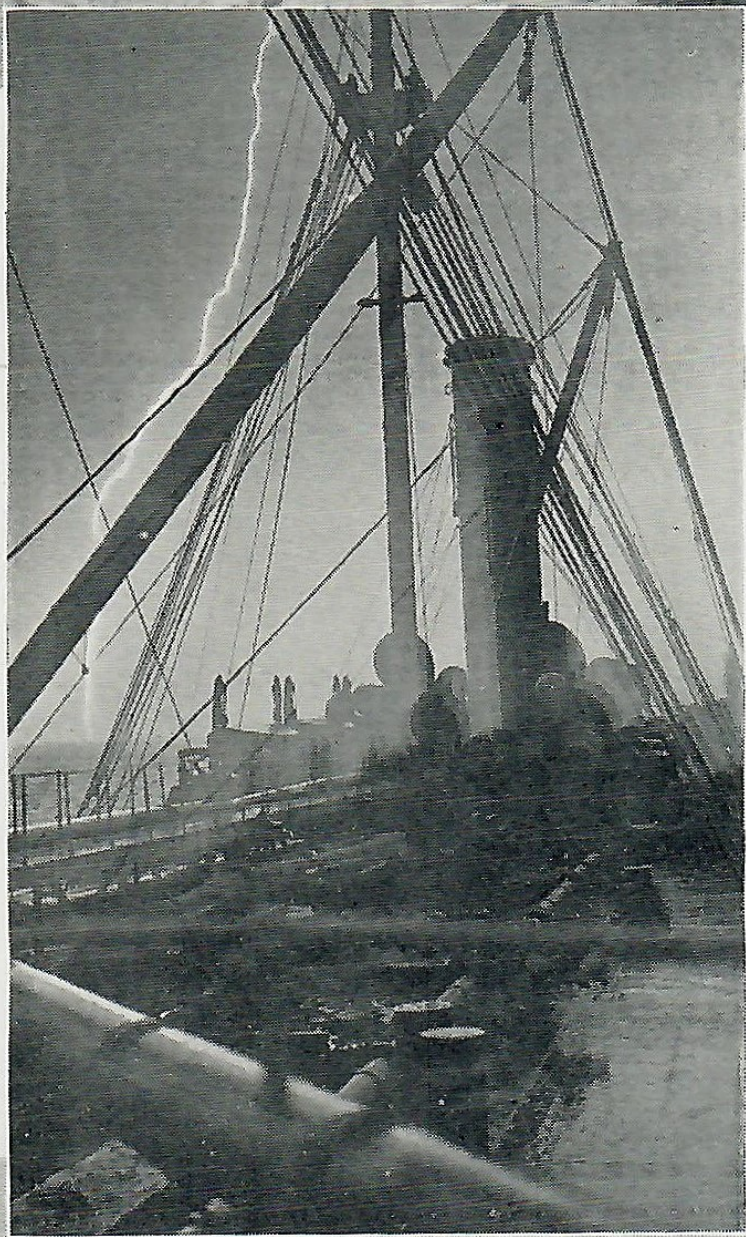
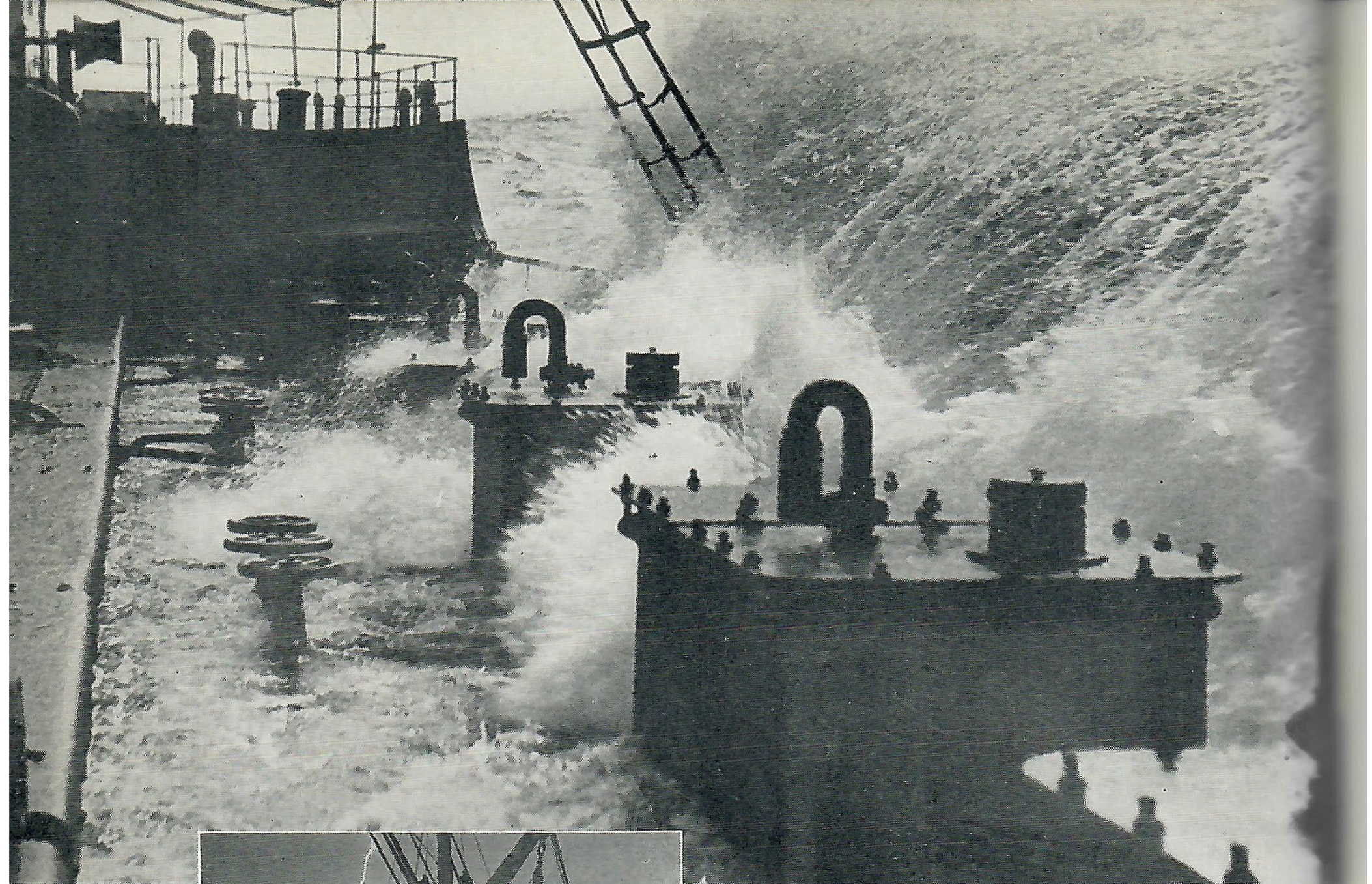


UNION
OIL
BULLETIN

APRIL 1932

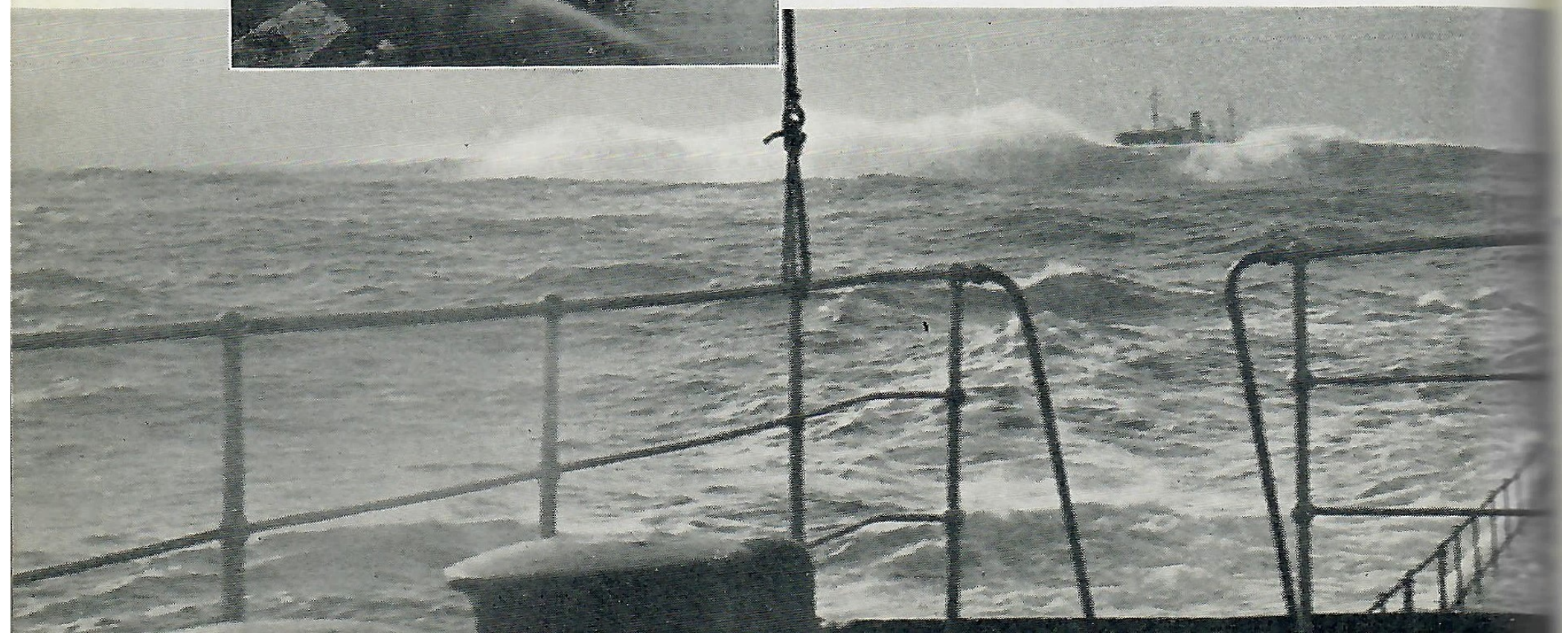


Heavy Weather!

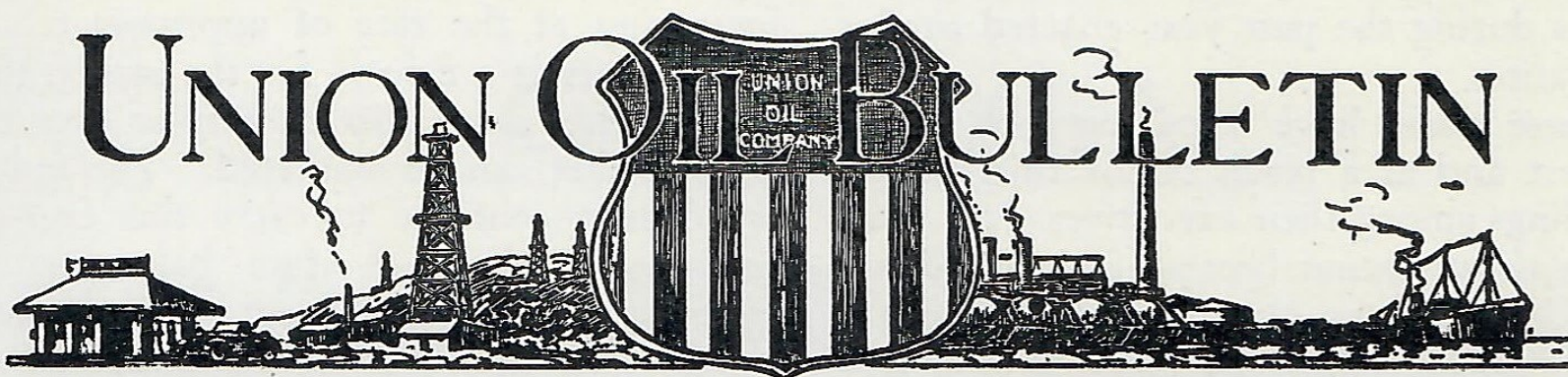
THE tanker is not a fair weather ship, as these photographs will testify. Seldom in port, and then only for short durations, there is little in the way of weather that the tanker misses. In the picture one of the tankers is taking a broadside from a mountainous wave in the mid-Pacific.

The photograph in the panel was taken on the S.S. Montebello by Chief Mate J. L. Macmillan at 9 o'clock at night during an electrical storm and rain squall off Cape Elana on the coast of Nicaragua. It was pitch black at the time. The lightning flash was sufficiently brilliant to make the picture possible.

The lower photograph was taken by John Haslam, second assistant engineer, from the after deck of the S.S. Cathwood as she was crossing the San Francisco Bar, January 15, last. The Cathwood at the time was bound for Oleum with cargo. The picture shows the main deck awash. Shortly after it was taken the ship touched bottom. The repair bill totaled \$27,000. The merchantman, partly visible beyond the breaking sea, is one of the American Hawaiian Steamship Company fleet, out bound.



UNION OIL BULLETIN



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VOLUME XIII

APRIL

BULLETIN No. 4

The Safeguard for Future of California Oil Industry

Every person in the State of California has a direct personal interest in anything which will tend to restore public confidence at this time. The stabilization of any industry will add to public confidence. The Oil Control bill to be voted on at the election May 3, if approved, will bring about stability in oil—the state's greatest industry.

SOME six or seven years ago President Coolidge took cognizance of the rapid increase of production of gas and oil in the United States, and called into being the Federal Oil Conservation Board, composed of members of his cabinet, to investigate the situation. This board has been continued by President Hoover, and its reports, issued from time to time, have been given wide publicity. They point out that the future prosperity of this country is being imperiled by wastage of these natural resources, and that the power to regulate and protect them lies primarily within the jurisdiction of the individual states. The secretary of the interior has recommended joint action by the oil-producing states, in the form of an interstate compact to be approved by Congress, so that regulations may be uniform and interlocking and the

rights and interests of each state fairly protected. Such a compact is now receiving study by a commission appointed by the governors of the states, but it will take many years to complete the plan.

Some five years ago Governor Young of California appointed a committee of state officials to investigate the subject of gas wastage in California and endeavor to curb the same by voluntary and co-operative efforts within the industry. Such could not be obtained, and the Legislature enacted the Gas Conservation Act, which has recently and finally been determined to be constitutional by the United States Supreme Court.

Kansas and Oklahoma passed oil and gas conservation laws seeking to limit both physical and economic waste in the production and marketing of these products, and

Texas during the past year enacted similar legislation.

These states have acted more or less in concert and as a result of informal understandings among their executives. Last year, when the situation became acute in Texas and Oklahoma by reason of production far exceeding the ability of markets to absorb the same, the governors of these two states used the militia to compel the temporary shutting-in of wells until the state laws could provide the necessary relief.

California, the second largest oil producing state in the Union, with a developed production double the quantity that can now be used, has no law in force by which its production can be controlled.

For several years past the industry in California has endeavored to limit production by voluntary agreement of the operators. In some fields the effect has been successful, and in others not, and it is the failure of operators to co-operate in those fields which makes necessary the Sharkey Oil Control Bill.

In February of this year there was in storage in California 170 million barrels, of 42 gallons each, of crude oil and refined products. Since then this storage has been

increasing at the rate of approximately a million barrels a month, for the reason that there is that much current surplus over the amount that can be marketed. The industry cannot continue to carry this ever-increasing burden. A fair balancing of production with requirements, and a proration of production among the fields, is absolutely essential to the welfare of every producer, large or small, and is for the best interest of the public.

An orderly production of petroleum will protect the livelihood of the hundreds of thousands who are dependent upon the production, refining, distributing and marketing of the substance and its products for their subsistence and will likewise insure to the consuming public a long-continued supply.

The Sharkey Oil Control Bill presents a means of fairly accomplishing these things and is so framed as to adequately protect every interest.

This company appeals to the voting public of California for the approval of this bill, which appears on the ballot as Proposition No. 1, at the special election which will be held throughout the state on May 3, next.

"Mike" Callaghan Passes On

THE services of Michael J. Callaghan are at an end.

Friends from all parts of California, members of present and former pipe line gangs he had bossed, men whom he had befriended, and employees of the company with whom he had worked during his 22 years of service, gathered at the little Catholic church and the Elks' Temple in San Luis Obispo on April 6 to pay him a final tribute. "Mike," as all his friends called him, died Sunday, April 3. He had been on the job up to the day before his death.

There was no mistaking "Mike's" nationality. He was born in Cork County, Ireland, Nov. 1, 1887, and possessed the geniality and ready wit that have endeared the men from Erin to the world. He was generous, almost to a fault. He continually shared his earnings with the less fortunate. None were ever apprised of the aid he rendered others, but the scope of his private charitable work was known to be extensive. Never did an oil pipeliner, in need of help, visit him in vain.

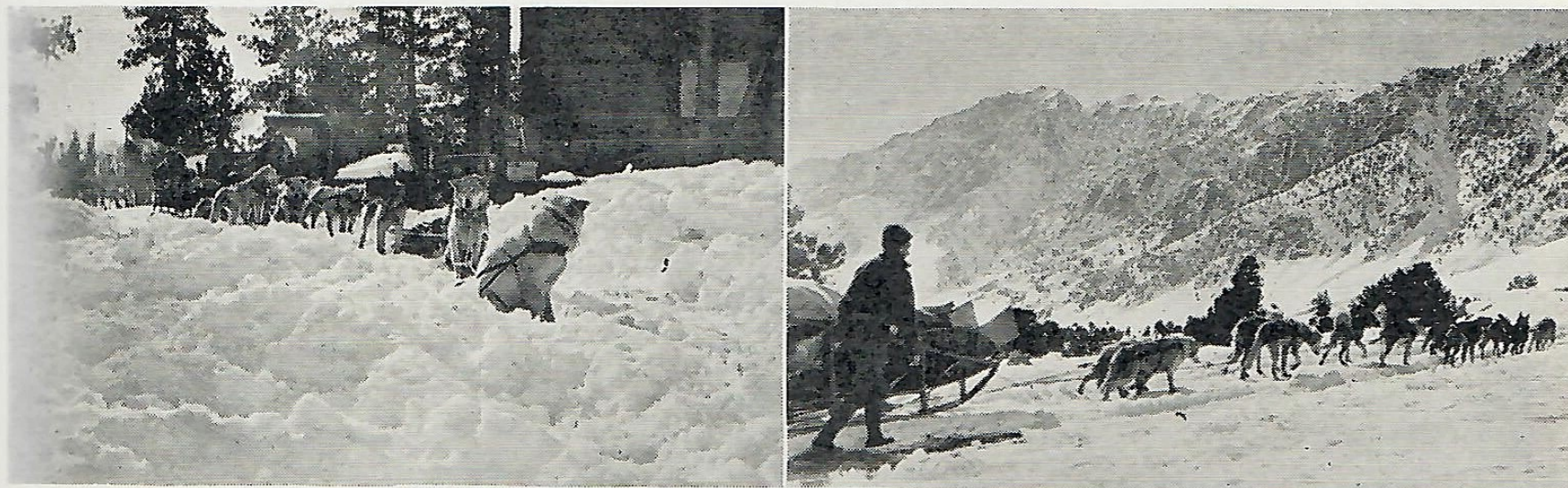
"Mike" started to work for the Union Oil Company as a laborer in the Santa Maria field for the Lompoc Pipe Line, May 10, 1910. In a short time he had earned the reputation of be-

ing one of its most efficient workmen and was put in charge of the Purisima pumping plant. In March, 1916, he was transferred to the Producers Pipe Line as an engineer, and by June, 1923, had been advanced to the position of assistant superintendent of the Producers and Lompoc pipe lines with headquarters at San Luis Obispo.

His ability to handle difficult assignments placed him in demand whenever a particularly hard construction job was to be undertaken. In November, 1929, he was brought to the Los Angeles basin fields as assistant superintendent of the Los Angeles Pipe Line, and the following year went back to San Luis Obispo as acting superintendent of the Producers and Lompoc pipe lines. When the field, gas and pipe line operations of the Northern Division were placed under Lafe Todd, as general manager, he was given the title of assistant superintendent of pipe lines.

A year ago he was taken seriously ill and never fully regained his former vigorous health, although, with the exception of a short sick leave, he continued on the job until the time of his death.

California's Alaska



IN the High Sierras north of Bishop, in the Mono Basin country, a few hours' run from summer temperatures, is California's Alaska. Thirteen feet of snow stood on the level and twenty in drifts at the close of the first week in April. The valley has been snow-bound since Thanksgiving Day. Tioga Pass leading into this region from the west will be closed until July.

Vehicular travel has been practically at a standstill in the Mono Basin since the winter closed in on the area, with the exception of short distances in the vicinity of towns where the California highway tractors, equipped with plows, have been able to keep the principal roads open. Fuel for these tractors has been supplied from



Scenes look Alaskan, but they're native to California. No. 1—Dog teams photographed during halt at Rock Creek lodge. No. 2—Tex Cushion's huskies starting back over the Sherwin Grade with food supply. No. 3—Union truck returns to Laws sub-station after delivering gasoline to Tom's place.

Union's Mono Lake sub-station.

At many points it has been necessary to rely almost entirely on dog teams to transport food and supplies.

Many of the Union Oil Company's good customers are to be found in this region. Among them are the Southern Sierras

Power Company, with plants at Silver Lake and Levining Creek which supply electric energy to the southeastern part of California, and its subsidiary, the Cain Ranch at Mono Lake. In the summer, when the vacationists stop at Tom's Place, a mountain resort 25 miles from Bishop, they will be able to buy "76" gasoline and Union motor oils.

Notice to Bulletin Readers

DUE to the time required in checking the reply cards against THE BULLETIN mailing list, consisting of approximately 30,000 names, it will be about the middle of May or the first of June before the names of all those who have requested the

discontinuance of THE BULLETIN will be removed from the mailing list.

All persons who have not returned the reply card, inclosed in the March BULLETIN, by May 1 will be automatically dropped from the mailing list.



"KING PINE"
OF
HAWAII

RISING in a period of thirty years from a position of relatively small import in the canned fruit industry to second rank, the pineapple, since its commercial introduction to the fastidious American and European palate, not to mention the equally discriminating taste of inhabitants of other countries, has established itself through constant exploitation and development as the "King of Fruits," the title first bestowed upon it by John Evelyn in 1668.

A pack of 2000 cases comprised virtually all the commercial output of pineapple in 1901. Ten years later the pack had increased to 1,318,336 cases. Its popularity with world-wide consumers has grown with such tremendous strides that in 1930 the pack had jumped to 12,672,296 cases, and a further corresponding increase was recorded for 1931.

Definite data as to the genealogy of the pineapple is not clear. There is evidence that pineapple plants were grown in French nurseries as early as the fifteenth century. Recognition is given to the fruit in the diary of John Evelyn, English Royalist. Evelyn chronicles the fact that pine-

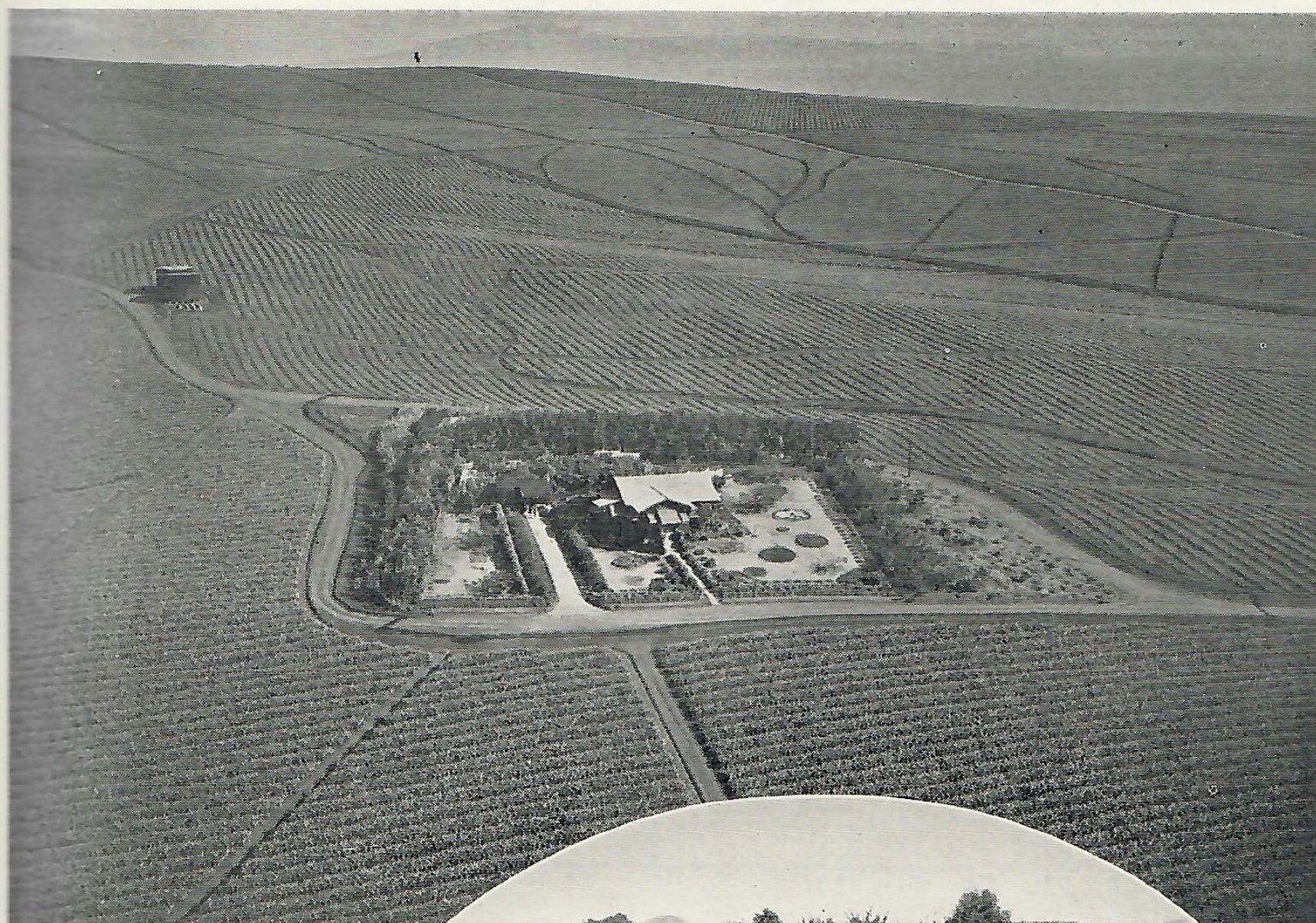
apple, to which he gave the name of "King Pine," was served at a banquet to the French ambassador in 1668, and that it was a "... rare fruit ... growing in the Barbados and the West Indies."

Pineapple is not a plant indigenous to Hawaii, the land where virtually all of it is now grown. It is thought to have been brought to the islands by Don Francisco Paula y Marin from the coast of Mexico in 1813. The first Hawaiian pineapples grew prolifically in a semi-cultivated state on the Island of Hawaii, near the site where Marin reputedly landed. The plant was highly relished by the natives and early white settlers also embellished their tables with the fruit.

In 1880 the first effort was made to market the fruit on a commercial scale. "Charlie" Hensen began to include pineapple in some of his shipments to the United States, where the fruit was so heartily welcomed that he immediately increased the size of his consignments. Capt. John Kidwell, an English horticulturist who was operating a nursery in Honolulu, heard of Hensen's activity and was impressed with the possibilities offered for exploiting the fruit on a large scale. Kidwell's first venture was to procure five acres of land on Oahu Island, near the city of Honolulu, so that the necessity for re-shipping from the Island of Hawaii would be eliminated.

Kidwell's concern was as much to improve the quality of the pineapple through

EDITOR'S NOTE: *Facts and historical data concerning the development of the pineapple industry have been supplied THE BULLETIN by Libby, McNeill and Libby, one of Union Oil Company's customers. This firm entered the Hawaiian pineapple business in 1908 and is handling approximately 100,000 cases of fruit a day in its two canneries.*

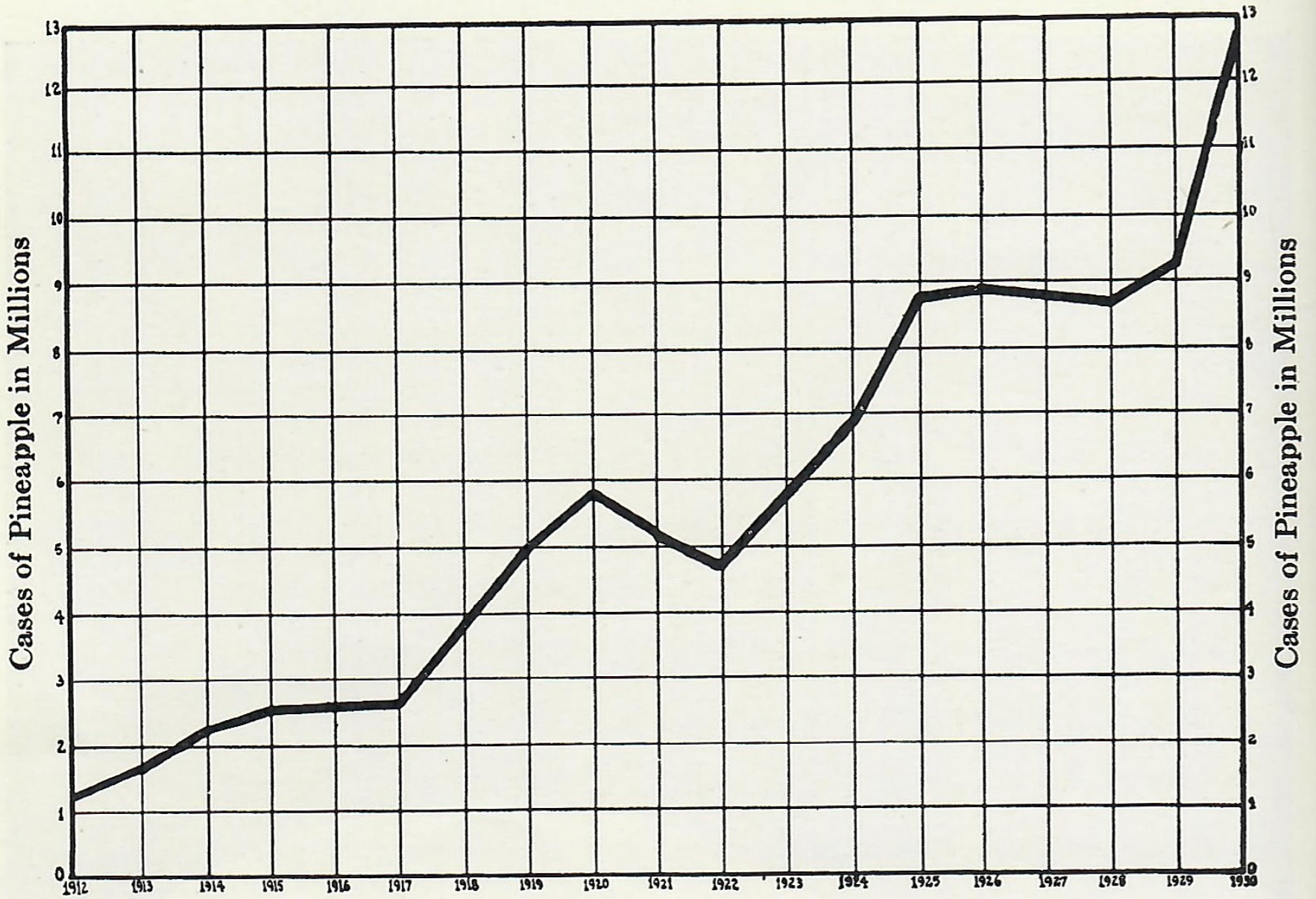


One of the immense Libby pineapple plantations at Moloʻkai is shown above, while at the right, workmen are planting new pineapple plants through mulching paper which retains moisture in the soil.

experimentation as to cultivate it for private gain. Before finally convincing himself that the Smooth Cayenne variety was the best from every standpoint, Kidwell experimented with thirty-one different kinds of pineapple imported from England, Jamaica, and other locations where the plant was known to grow. One of the most important things Kidwell immediately learned was that the fully ripe pineapple could not be satisfactorily shipped to distant points. Picking the fruit green, with a view to hav-

ing it ripen en route to its destination, also proved impractical, since the pineapple ceases to ripen once it is separated from the plant. He saw the need for a cannery on the Islands, and subsequently organized the Hawaiian Fruit and Packing Company, the first of its type in Hawaii.

The first shipment of canned pineapple left Hawaii in 1892. Kidwell sold his interest and left the pineapple business the same year. To him, however, goes full credit for founding the pineapple canning



Production of Hawaiian Pineapple Industry from 1912 to 1930

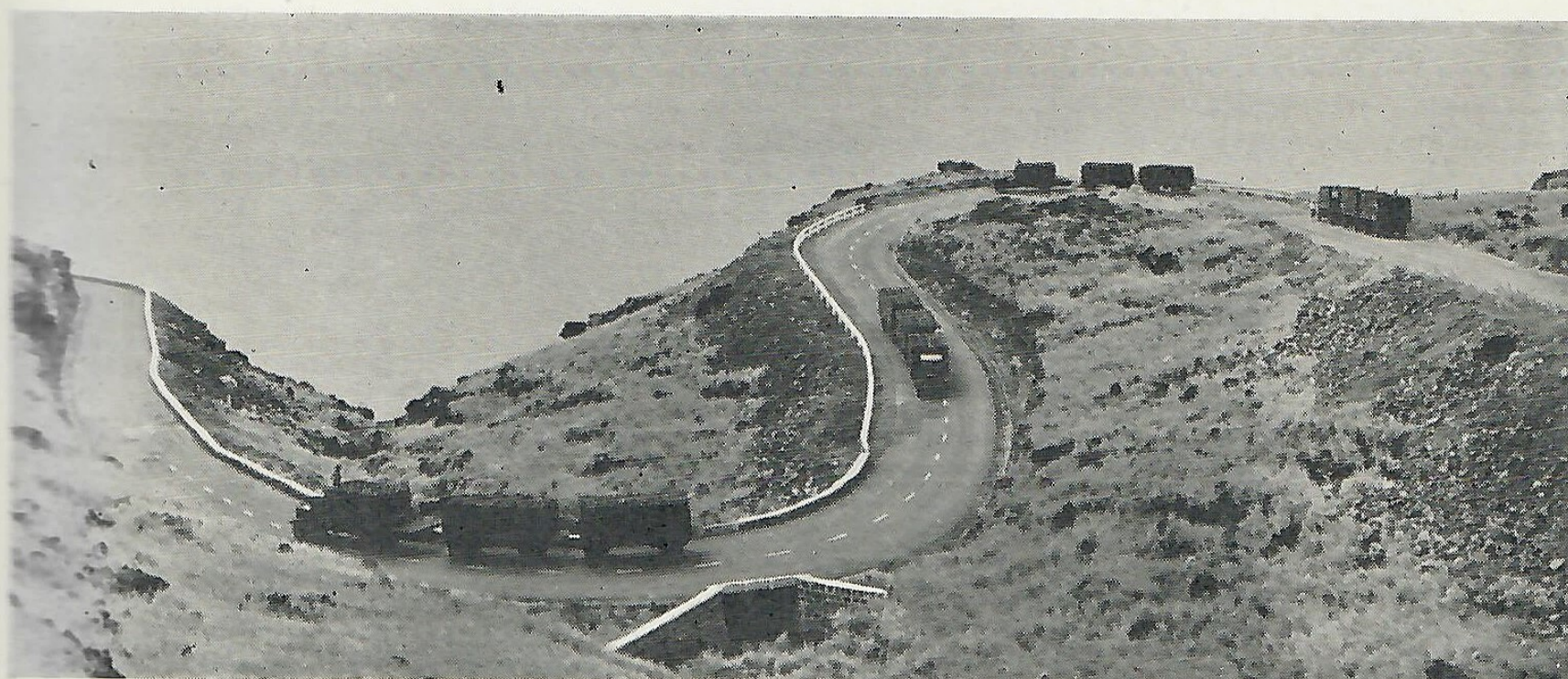
industry and guiding it through the first few years of its progress. Other men and industries have followed where he pioneered. On the Islands, the pineapple ranks first among all enterprises. Approximately 90 per cent of the pineapple consumed throughout the world is produced in Hawaii. To a lesser degree the fruit is

grown in the Malayan Straits Settlements, Australia, British South Africa, Brazil, the Philippines, Fiji Islands, and the West Indian Islands, but has not been extensively developed in any of these areas.

Pineapples grow on plants which reach a maximum height of about three feet. Each plant produces five or more pineapples dur-



One section of Hawaiian cannery showing sliced pineapple being fed to the pre-vacuumizer machines.



Trucks hauling pineapple from the Lanai fields to Kaunapau harbor where they are transported to the Honolulu cannery.

ing its "cycle" or period of bearing years. The pine is really a cluster of separate fruit which develops from a single flower. The flowers grow so closely together that they wedge against each other to form a compact mass. Propagation in the Smooth Cayenne variety is obtained through "crowns," "slips," and "suckers," the crown being the cluster of small leaves growing out of the top of the fruit; the slips, the growth from the mother plant, just below the matured fruit; the suckers, offshoots of the main stalk above and below the ground.

Planting season is between August and December. Crowns, slips, or suckers which have been exposed to the sun for seasoning, are stuck into the prepared ground to a depth of a few inches. Plants are usually spaced three feet apart. No set rule has been established for planting, the only guide being to secure the best possible fruit from the maximum number of plants per acre, assuming that ample space for cultivating and harvesting is allowed. Where beds consist of two rows, as many as 8500 plants to the acre are found on plantations.

The plants start to mature within eighteen months after having been set out. In the heart leaves of each appears the first sign of the fruit in the form of a blossom resembling a thistle bloom. Four or five months after the first appearance of the flower, the fruit is ripe. The first crop, called the plant crop, is ready for harvest within two years after planting. Only one pine is borne during the plant crop. Suc-

ceeding crops, designated as ratoons, produce a larger number of pineapples, usually two to each plant. The normal plant produces one plant and two or three ratoon crops. The field is then plowed under and rested by fallowing for a year before being replanted. The greater portion of the Hawaiian crop matures between late June and the first of September.

The fruit must be picked when it reaches perfect ripeness. Only then is the true luscious flavor preserved.

Upon reaching the canneries the various sizes pass on an endless conveyor to the peelers where the shell, ends, and core are removed. Thence to workers who inspect and trim away portions not removed in the peeler. It then passes to a slicing machine where it is cut and then graded into fancy and standard slices. The graders also fill the cans, which then pass to automatic "syrupers." These machines cover the fruit with the proper amount of syrup. The cans then pass to the vacuum sealer. The cookers complete the canning process. Only three and one-half minutes are consumed from the time the fruit enters the peelers until it is sealed in the can and placed in the cookers.

Crushed pineapple and tidbits are made in much the same way and from the same quality stock used in the sliced variety. From the cannery the pineapple is cased according to the size of the cans and then packed for water shipment to all parts of the world.



This photograph of Avila was taken about 1886 from the point where the present Union pier starts from the shore. The site of the Avila refinery is about over the top of the clump of trees and house on the extreme right.

Port San Luis and Avila

UNION'S marine loading terminal at Port San Luis—first named Port Hartford—the second to be established by the company, and for a long time its most important one—is scarcely known to a large percentage of the present-day employees, although it is still doing a substantial volume of business and will continue for some time to be one of the company's principal shipping centers.

The fact that it does not come to the attention of the employees generally is due to its isolated location. It is off the beaten path. The coast highway, after following the coast line from Pismo Beach, turns abruptly inland to San Luis Obispo at Ontario Springs, instead of following the coast line, which would lead to the port,

or Avila, as the shore settlement is known. From Ontario Springs it is about two miles to the port, which in turn is approximately twelve miles from San Luis Obispo.

Avila itself has a historic background and was for a long time a pleasure resort for the elite of San Luis Obispo. It was established in 1839, shortly after Miguel Avila received the first of two grants from the Mexican Governor, Juan Batisto Alvarado. These grants were signed on April 8, 1839, and May 10, 1840, respectively. To the little village which he started Miguel Avila gave his name. His rancho was called the San Miguelito. February 23, 1877, Avila received a U. S. Patent for the land from President U. S. Grant covering 14,198 acres.

The only remaining son of Miguel Avila, Juan Avila, died in 1930, owning only a few lots in the town of Avila. Prior to his death he had been employed at a nominal

EDITOR'S NOTE: THE BULLETIN is indebted to Mrs. Constance Van Harreveld, wife of Joseph Harreveld, engineer for the Union Oil Company at the Avila pump station, for the historical data concerning Avila and Port San Luis.



Above is a recent photograph of Port San Luis and Avila taken by Fairchild Aerial Surveys, Inc. It is one of the finest on record. Union's loading dock is shown in the foreground. The shorter of the piers is the county dock. The Avila refinery and storage tanks are shown in the middle distance on the right. The ridge immediately back of the refinery forms a barrier to the fog, and on days when the fog is rolling in off the ocean it tumbles over the ridge like water over a falls.

salary by the county as wharfinger on the pier.

Along the north side of the bay are the remnants of the early wharves, the first of which was built in 1869. In 1873, the People's Wharf was built, but only a few piles are now visible at low tide. A year previously the Mallagh Wharf was erected at Cave Landing, a short distance to the south of the People's Wharf. A few rotted timbers and rusty chains now show where it stood.

Gregory pier, named after John Gregory, a retired employee of the Union Oil Company, now living at Avila, was erected a little later and was located at the point of rocks where the present dock, used by the Union Oil Company, leaves the shore.

In the early days, the Pacific Coast Railroad, which the late E. W. Clark took man-

agement of in 1897, used to be a substantial business between Port San Luis and San Luis Obispo. The port, however, did not come into general prominence until 1902, when the Union Oil Company started laying its first pipe line from the Santa Maria and Orcutt oil fields to Avila. In 1910, the Producers Transportation Company extended its lines from the San Joaquin Valley fields to Port San Luis, and the same year the Union Oil Company erected a 10,000 barrel refinery at Avila. Since that date Union tankers have called regularly at the port for the Valley and Coast crudes, now shipped almost entirely to the Oleum or Los Angeles refineries. With the discovery of oil at Kettleman Hills, Union extended its pipe line system to that field to bring Kettleman crude and natural gasoline to the port.

Famous Racer on Sales Staff

EARL COOPER, past grand master of American automobile race tracks and the only driver ever to win the A. A. A. championships three times, for the past four months has been affiliated with the Union Oil Company as test engineer and is now in the Northwest, where he is road-testing and demonstrating Union "76" gasoline in a 12-cylinder Auburn equipped with microphone and amplifying equipment to pick up motor knocks.

Aged only in years from the time, 20 years ago, when he first began to receive national recognition as a race car driver, Cooper retains the infectious humor and fine-grained common sense which made him a favorite of the patrons of the roaring roads. Despite the fact that he hung up his goggles nearly five years ago, his interest in racing and racing motors is as alive today as when he piloted old Stutz No. 8 to national championships in 1915 and 1917. This car, now a "museum" piece, is on display at a Los Angeles automobile dealer's establishment. Number 8's motor was one of the first high speed type and also one of the first to be built with overhead camshaft. Its longer stroke and smaller bore forecast the present trend in stock car power plants.

Cooper's initiation to dust and castor began on West Coast tracks in 1907. For three years he drove various cars in track and road races in California, Oregon, and Washington. His first big event was the Portola Road Race, held annually in Oakland, Calif. In this grind in 1910, Cooper won his spurs as a coming driver. The year following he added to his fame and, incidentally, to his purse, by winning or placing well up front in road races on the old Santa Monica track. His first big race came in 1912 when he entered the Indianapolis 500-mile grind, but fortune temporarily deserted him and his mount was wrecked by a relief driver while running in second place.

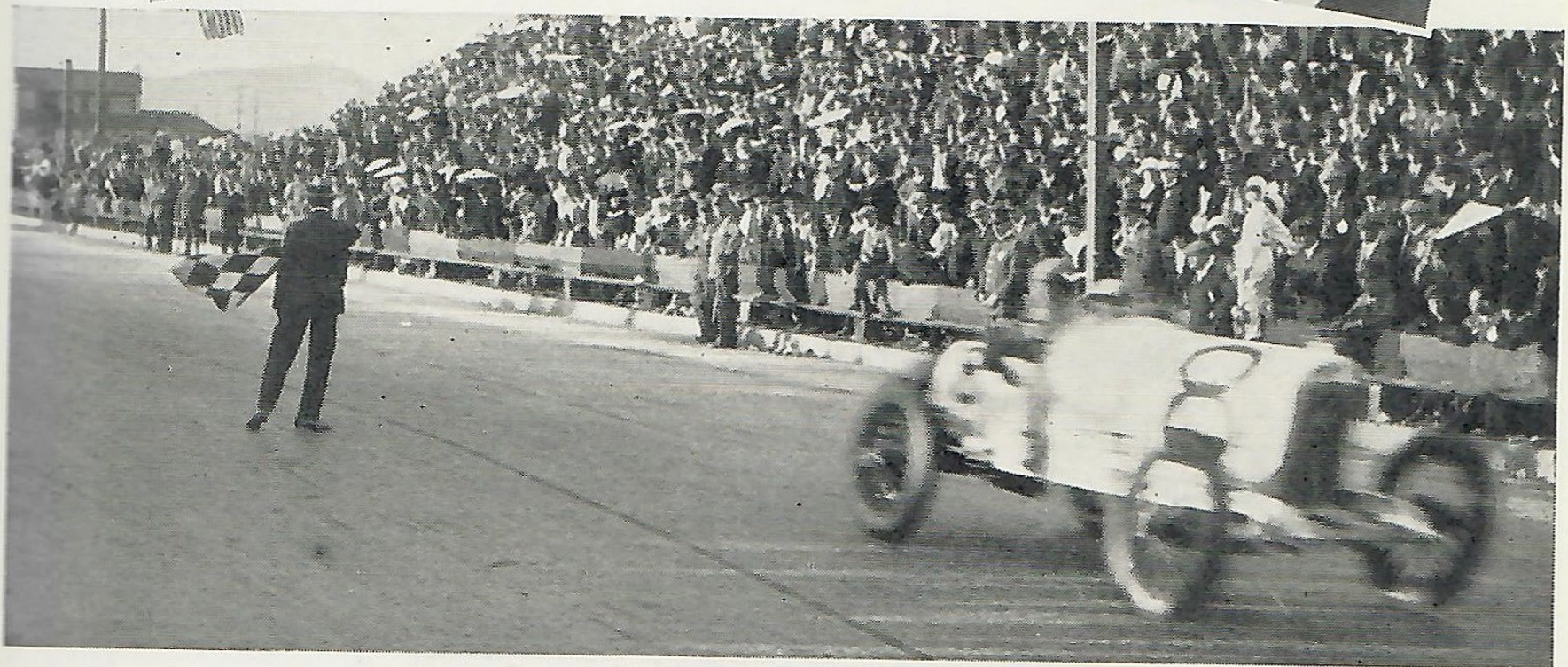
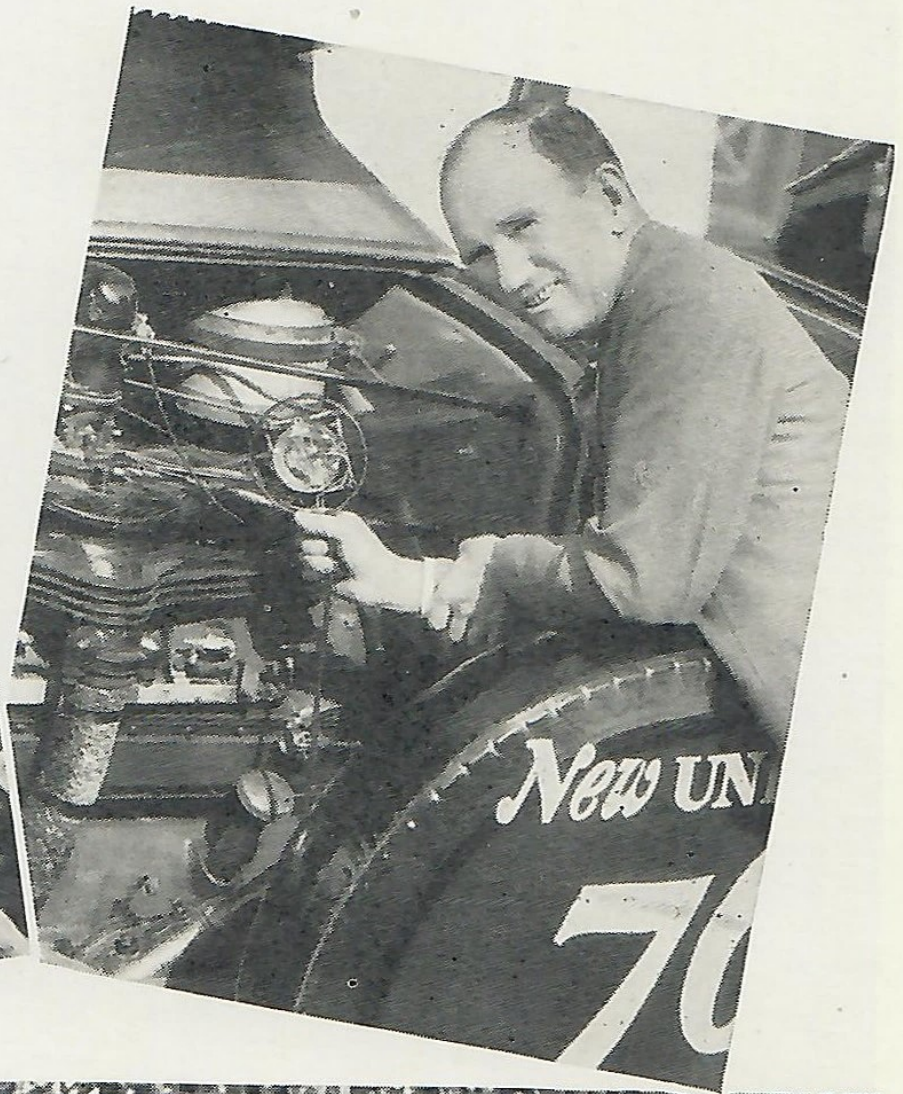
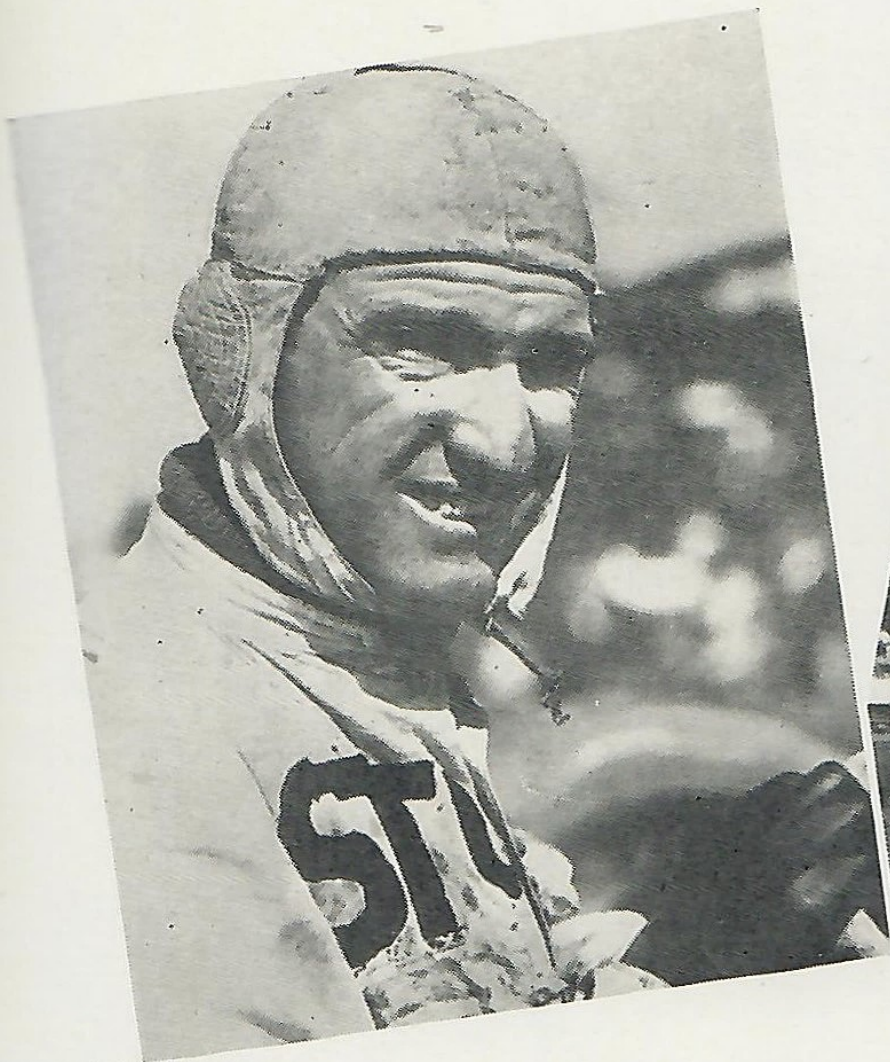
Cooper's cool judgment and driving skill had won him the admiration of automobile manufacturers by this time, and Stutz selected him on a team to drive its cars. For seven years, 1911 to 1918, he piloted Stutz racing cars on virtually every prominent track in the country. In 1913, he met with such success that he was chosen A.A.A. champion.

Of the various gas-chariots which Cooper drove, the most famous was No. 8. Built by the Stutz Motor Car Company in 1915, this car represented many mechanical innovations. With it Cooper won the 500-mile Minneapolis event in 1915. During the year he continued winning regularly or placing among the first three and as a result was again awarded the Three-A championship. In 1916, Cooper, at the wheel of No. 8, set the first better than 100 miles per hour pace ever made by a racing car in competition. This mark was hung up in a 250-mile race at Chicago.

Temporarily retiring from the track in 1917, Cooper was back behind the wheel in 1922 and won his first event that year when he substituted for Joe Thomas in a race at Fresno, Calif. For the next five years, he drove various cars on virtually every track in the country. His final fling at the game came in the Italian Grand Prix at Monza, in 1927, when he raced one of the Cooper Specials, front-wheel drive jobs built to his specifications at Indianapolis.

To Earl Cooper and Harry Miller goes the distinction of being the only designers to build front-wheel drive racing cars. The front wheel drive type won the Indianapolis event in 1929 and 1930.

Cooper was the first to use the front wheel brake on racing cars, having this device installed on his car in Santa Monica in 1916. How farseeing was his judgment is indicated in the fact that, without exception, every American manufactured automobile and truck today is equipped with four-wheel brakes.

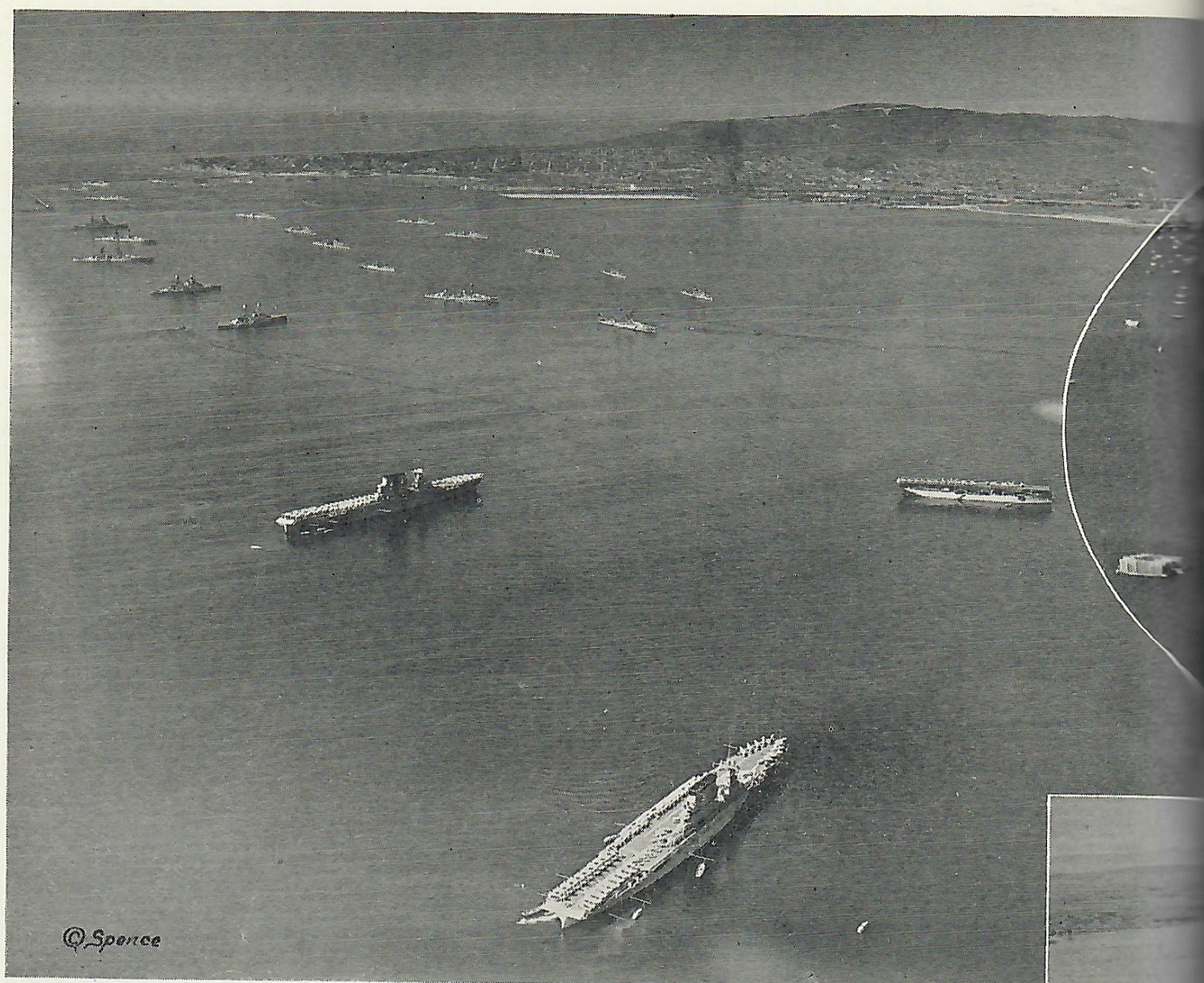


Upper left is a picture of Earl Cooper as he appeared when he held the American racing car championship, and upper right is a photograph taken of Earl recently during a microphone demonstration of Union "76" gasoline. At the bottom is a photograph of old Stutz No. 8, made famous by Cooper, taken during a road race.

In 1928 Cooper joined forces with the Auburn-Cord Corporation to experiment with front wheel drive mechanisms for stock cars. He was instrumental in developing the front wheel design used by Cord in producing its 1929 and 1930 models. Until affiliating himself with the Union Oil Company in January of this year, Cooper worked in the capacity of experimental engineer for the Auburn-Cord Corporation.

Former Union Geologist Now Consul for Austria

F. O. Martin, from 1919 until 1930 a member of the geological staff of the Union Oil Company, has recently been appointed Hon. Consul for Austria at Los Angeles. His jurisdiction embraces the states of California, Oregon, Washington, Idaho, Nevada, Utah and Arizona. From 1920 to 1926 while he was with the company he had charge of the exploration work for the company in Colombia and South America.



© Spence

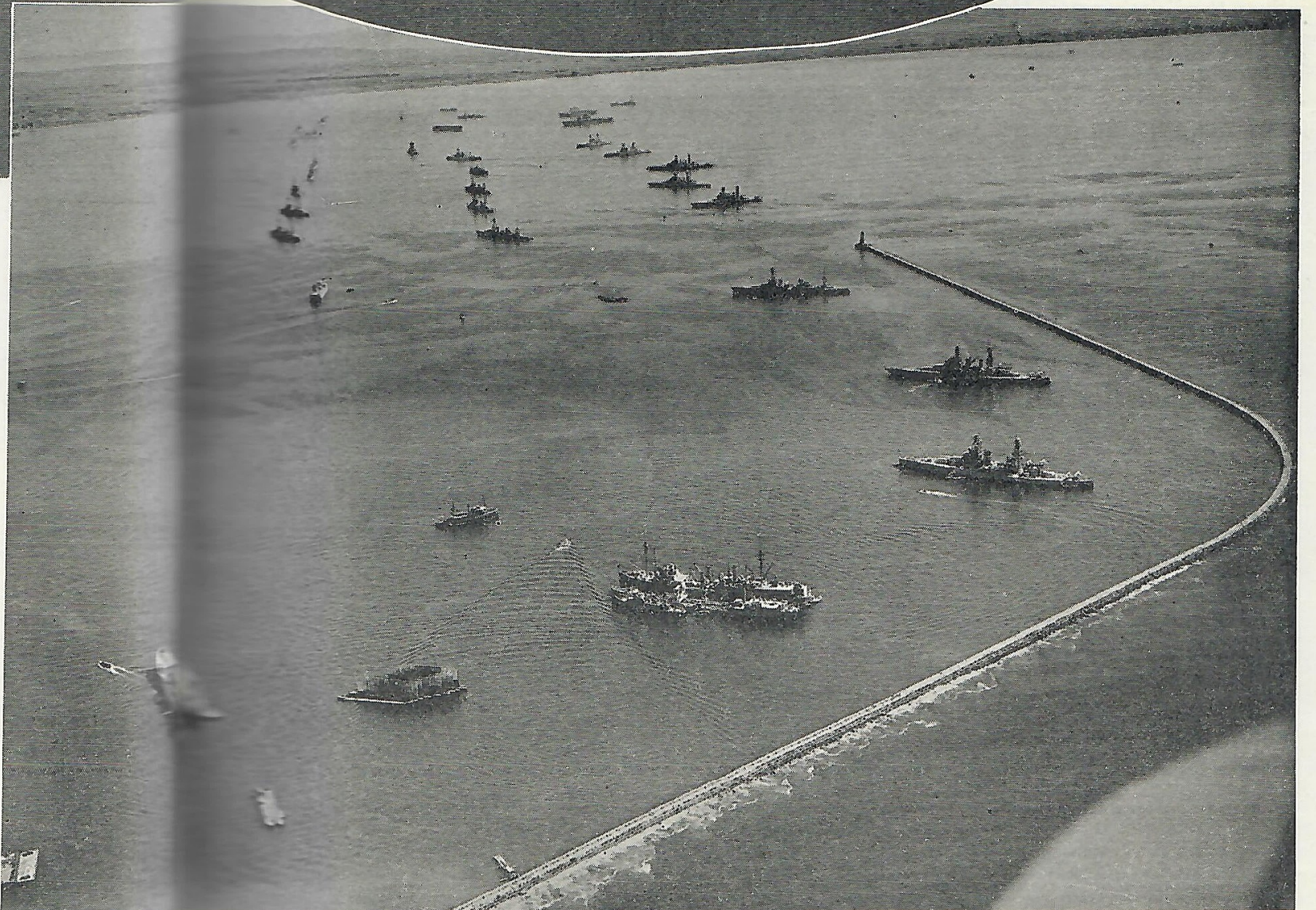
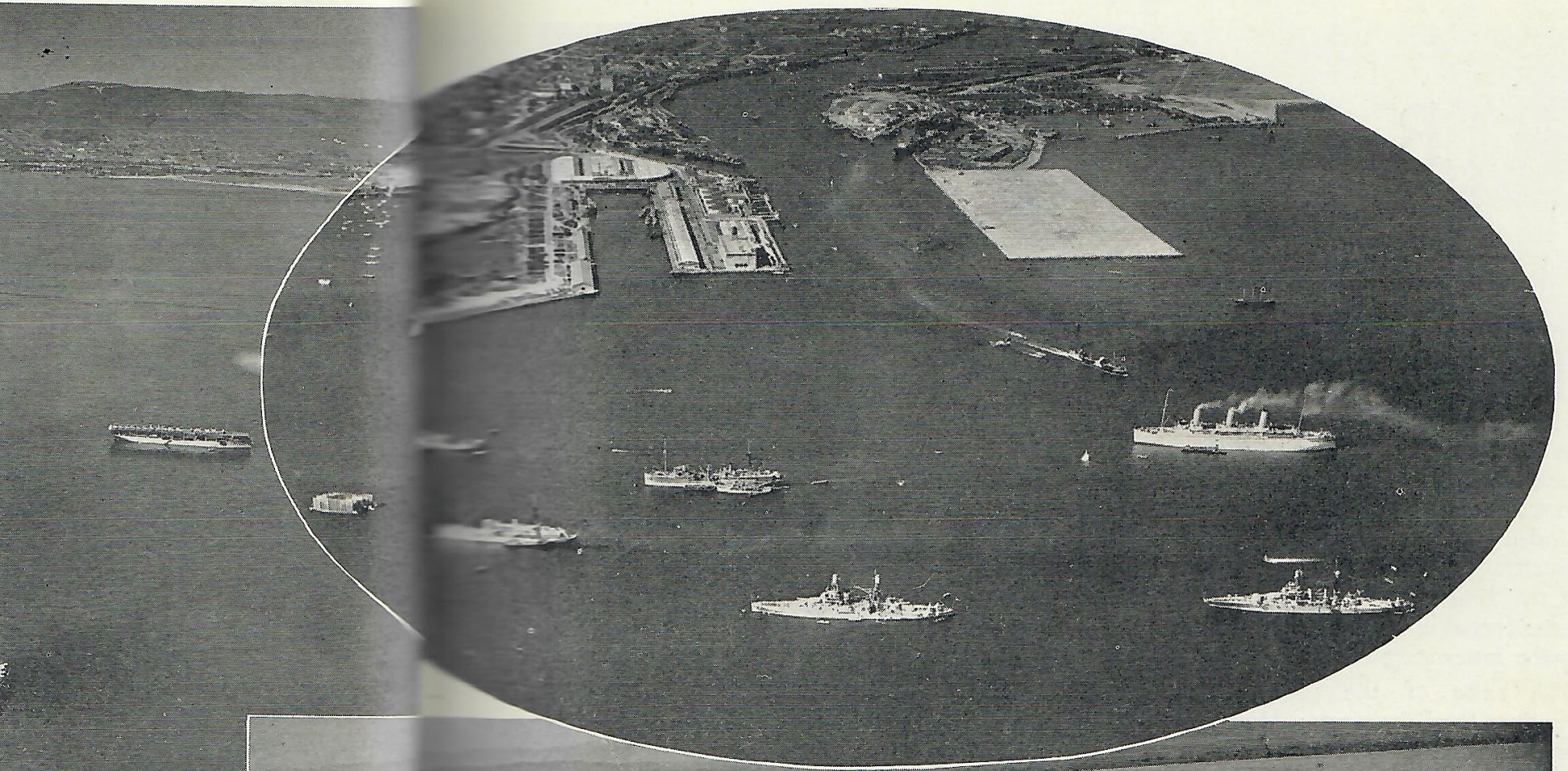
Between Battle Maneuvers

THE greatest concentration of naval craft in the history of the country took place in Los Angeles and Long Beach harbors the early part of April, following the return of the combined fleet from maneuvers off the Hawaiian Islands and while preparations were being made for the force battle practice in which 104 surface ships and 300 airplanes participated.

The upper left hand and the lower right photographs show the North Atlantic Scouting Force and the Battle Force of the Pacific at anchor. The upper picture, in which the two 888-foot aircraft carriers, Saratoga and Lexington, and the smaller airplane carrier, Langley, appear in the foreground, was taken off Long Beach, looking towards San Pedro. The one on the right was taken from a point above the Los Angeles breakwater.

The Empress of Britain, the largest vessel on the Pacific, paid her first visit to Southern California waters while the fleet lay at anchor in Los Angeles harbor. The 733-foot liner, owned by the Canadian Pacific Railway Company—one of the Union Oil Company's largest customers, is shown in the upper right photograph as she steamed along the line of "battlewagons, each more than 600 feet in length. Coming out of the inner harbor towards her is the Union tanker La Purisima.





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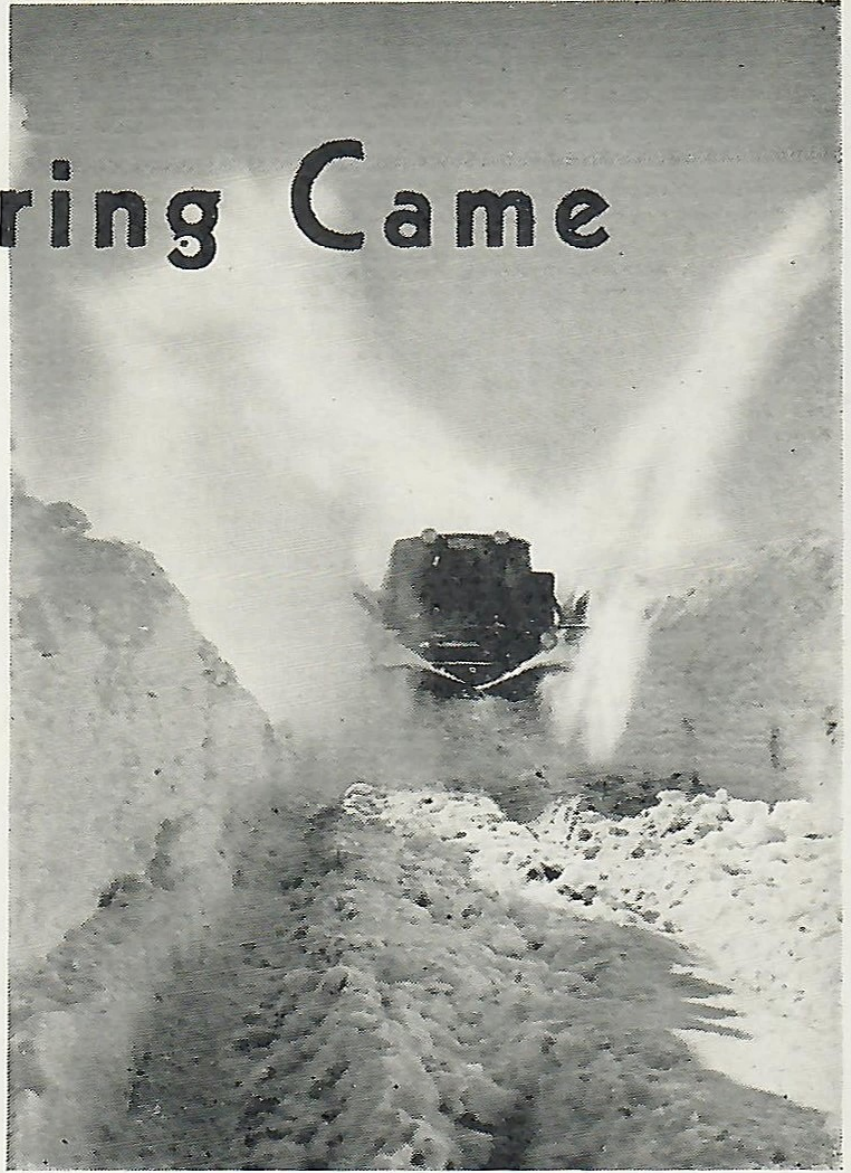
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Before Spring Came

THE heaviest snow in years, with temperatures to match, during the late winter months kept the snow plows busy on the Eastern Washington highways, and, incidentally, multiplied many times the distribution and marketing problems of Roy Linden and his sales force in the Spokane district. Snow on the level in many parts of the Spokane district ranged from one to three feet deep from the first of November to the latter part of February.

In spite of the exceptionally severe weather, the Washington Highway Department established a splendid record in keeping the state roads open. Frequently it was necessary to keep the snow plows going night and day to do it. Union's new "76" gasoline was in demand for this work, as well as the company's lubricants. The tests of the fuel under sub-zero conditions proved its merits as a cold weather gasoline.



"Snogo" rotary plow bucking drifts on the Sunset highway, main thoroughfare between Spokane and Seattle.

Accompanying photographs give a graphic idea of the conditions under which the highway department operated in keeping the roads open.



The picture on the left was taken on the Sunset highway, near Davenport, 37 miles west of Spokane, while one of the 100 h. p. plows was attempting to knife its way through a five-foot drift. On the right is a picture taken in Davenport a few weeks later after a thaw had set in. The temporary river took the place of the highway. A "76" sign is just visible above the water at the station in the background. When the flood subsided snow again blanketed the area to a depth of about a foot.



Magnus Olesen, Union Oil Company agent at Pateros, Washington, sends in the above photograph and asks if some tank truck salesman in Southern California might not be interested in trading jobs with him next winter.

Company to Issue 1932 Road Map

THE 1932 Union Oil Company road map, a two-color, lithographed job involving individual state map folders of Washington and Oregon, with California and Arizona combined in a third, is now in the advanced state of production and will be available shortly after May 1 at Union Oil Company and reseller stations.

The 1932 highway informant, developed by the Union Oil Company, is a combination authentic road map and guide to vacation centers. The maps are being reproduced from a new series of basic drawings drafted by Rand McNally and Company, a national concern which has established an enviable reputation for the quality and accuracy of its maps.

Corrected to April 6, the new maps will present the most carefully compiled road data possible to obtain. Primarily designed to be of value as a highway guide, the maps nevertheless contain information pertaining to historical points in the various states, chief places of interest, with particular emphasis given to national and state parks and monuments, national and state forests, lakes, principal elevations, and unusual freaks of nature's design. Other incidental features have been inserted to provide the motorist with data which will prove of benefit on either a leisurely vacation jaunt or a hurried trans-coastal business trip.

The highway information is the most complete available. Particular attention has been devoted to eliminating faults from this guide that have been found in former maps. No emphasis has been given to state and national highways, except that each carry the identifying numbers. Line graduations are used to segregate the various classes of roads. Mileages are shown between all points. All highways, names of cities and towns, and state names and boundaries are indicated in dark blue color. The features of the map, such as the Oregon Caves, Yosemite, and Mt. Olympus National Monument, have been shown in orange color for emphasis.

Washington, Oregon and California and Arizona are each incorporated in a standard-sized


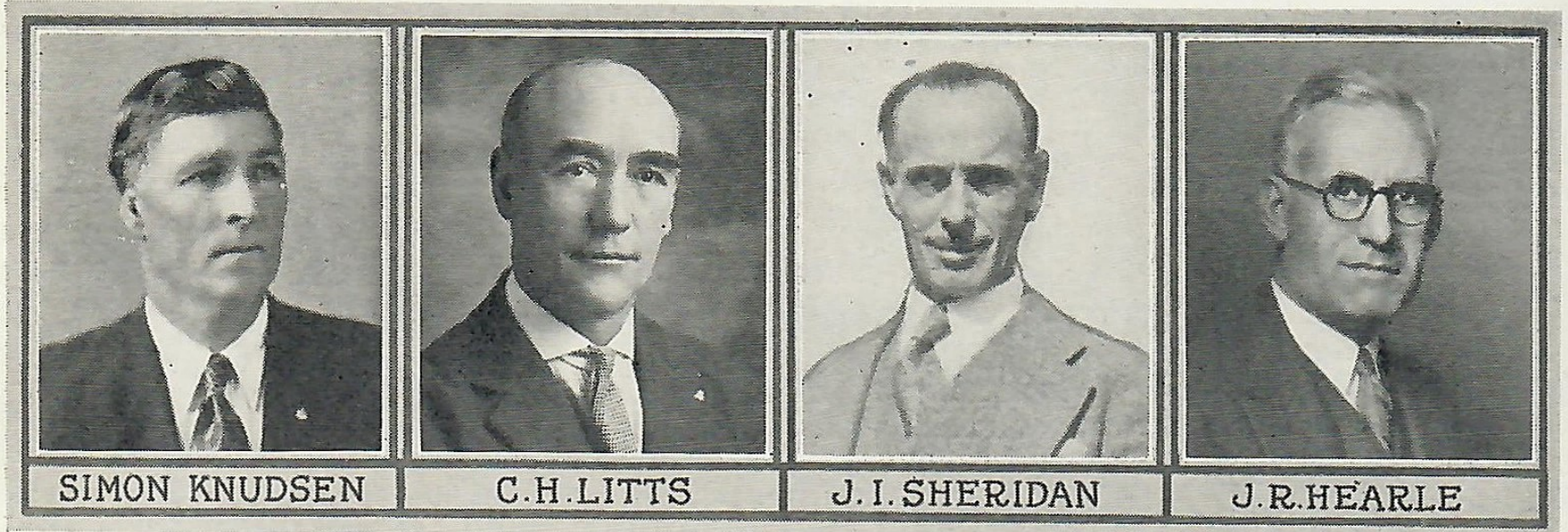
folder, a sheet 18 by 24 inches, which folds four times to a compact, pocket size of 4 by 9 inches. A general western states map, on which only principal cities, highways, and junction points are shown, is utilized in each folder, along with street inserts of principal cities.

Snow No Bar to This Union Agent



Billings, Union Oil Company agent at Cle Elum, Washington, has frequently been forced to don skis to reach his mountain customers. He is shown above at the home of C. S. Carman which he reached after a four-mile ski trip.

Service Emblem Awards

Completes 25 Years

SIMON KNUDSEN, Orcutt Absorption plant mechanic, last month completed a quarter century of service with the company and J. R. Hearle, C. H. Litts, and J. I. Sheridan during March joined the ranks of employees entitled to wear the service pin studded with two rubies, emblematic of having spent twenty years in the company's employ. The month also saw the completion of fifteen years' service by thirteen employees, while twenty-eight joined the service pin wearers for the first time.

Simon Knudsen's first job with the company was oiler on the tanker Santa Rita. In December, 1908, while serving on the tanker Roma, Knudsen received burns from an explosion in the pump room while the ship was discharging at Oleum that kept him from active duty for two years. In 1911 he was back on duty on the tanker Oleum. The following year he was transferred to Avila Refinery, remained there until 1917, and then entered the service of the gas department. He is at present holding the rank of mechanic at the Orcutt Absorption plant.

Like most of the other members of the traffic department, J. I. Sheridan obtained his early training in handling traffic problems in a railroad office, having served for twelve years with the Burlington and the Santa Fe. Since joining forces with the company, March 1, 1912, Sheridan's time has been entirely given to traffic work. He is at present assistant traffic manager and handles traffic and marine activities in San Francisco. Sheridan is a tennis player of no small ability and has established a name for himself in company tournaments.

Sales were confined largely to kerosene and engine distillate and service station attendants kept their supply of gasoline in large cans, stored above ground, when C. H. Litts was first employed in the sales department of the company in Los Angeles. Litts recounts that the chief difficulty in the 1912-1917 era, before the universal advent of the truck, was getting stuck in the muddy, unpaved streets. A trip to Montebello or Hollywood, in those days, was a journey into the country. Litts was transferred to the field department in 1928, where he is now employed.

Twenty Years

With the exception of a relatively short period during his employment, J. R. Hearle has devoted his time almost exclusively to the handling of federal and state taxation and related matters. Hearle recalls that in 1913 the federal levy on corporations was one per cent of taxable income, while today the figure has increased to twelve per cent. At the present time Hearle is auditor of taxes for the company.

Fifteen Years

- Baird, Murray E.....So. Div. Field
- Blum, Carl A.....Seattle Sales
- Brooks, Ray.....Los Angeles Ref. Mfg.
- Brown, Harry H.....Head Office Sales
- Deleissègues, G. B.....No. Div. Field
- Gallagher, J. B.....San Francisco Sales
- Gilardin, V. B.....Oakland Sales
- Howard, Clarence K.....San Francisco Sales



C. H. Litts in action twenty years ago. He is here shown urging a team up Crown Hill on Temple street, Los Angeles, when he was making kerosene and engine distillate deliveries for the company in 1912.

Muellerweiss, A. F.....San Francisco Sales
 Parks, J. B.....Los Angeles Ref. Mfg.
 Sweet, L. L.....Oleum Ref. Mfg.
 Tallant, E. P.....So. Div. Field
 Katt, B. H.....Service Stations H. O.

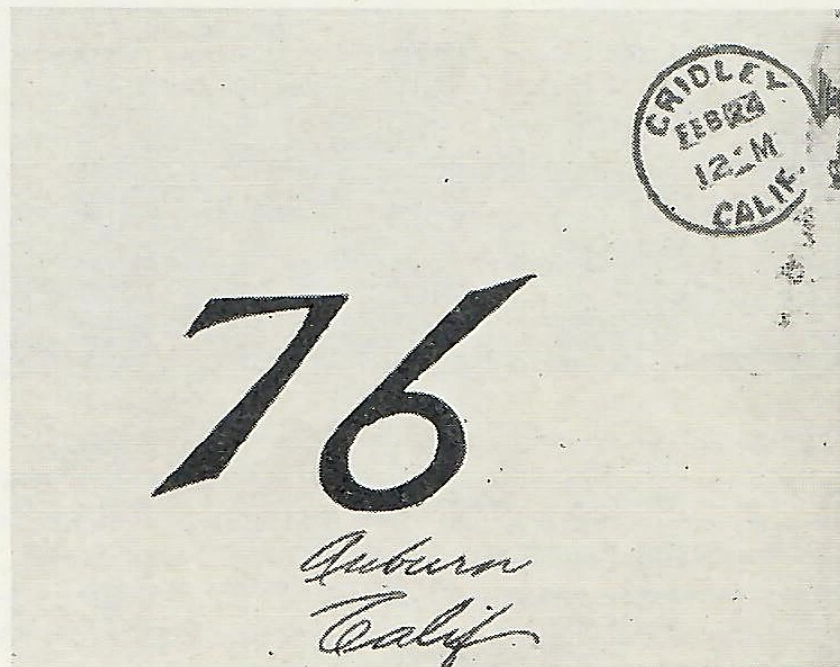
Grant, A. P.....Central Div. Garage Auto
 Gutte, Carl A.....Oleum Ref. Mfg.
 Haynes, Raymond.....No. Div. PPL. Transp.
 Myers, John C.....Oleum Ref. Mfg.
 Newman, Grover D.....Portland Sales
 Ollivares, Lee.....So. Div. Field
 O'Neill, W. F.....Oleum Ref. Mfg.
 Pardee, Harry M.....Ventura Transp.
 Paulson, Samuel.....So. Div. Gas
 Prehoda, Edwin F.....No. Div. Field
 Rollitt, James.....Maltha Ref. Mfg.
 Schnell, Frank E.....San Diego Sales
 Schulze, Otto F.....No. Div. PPL. Transp.
 Shomaker, W. G.....So. Div. Field
 Sommerville, Delbert.....So. Div. Field
 Sturdivant, W. E.....So. Div. LAPL. Transp.
 Wallace, W. A.....So. Div. Field
 Wood, Samuel J.....So. Div. Field

Ten Years

Bispo, John L.....Oleum Ref. Mfg.
 Bruce, Harry A.....Sacramento Sales
 Carter, Dean O.....Ventura Transp.
 Collar, Jesse B.....So. Div. Field
 Cox, Leroy.....Los Angeles Ref. Mfg.
 Davis, Lee M.....So. Div. Field
 Davis, Walter.....Oakland Sales
 Eckles, C. W.....So. Div. Field
 Gordon, John J.....San Diego Sales
 Gould, T. A.....So. Div. LAPL. Transp.

One for Ripley

To what extent the general public has become conscious of new Union "76" gasoline, and the company which produces it, is exemplified in this photograph of an envelope received at the Union Oil Company's Auburn, Calif., substation in February. The numerals "76" were the only index to the identity of the addressee, but there was no question in the minds of postal employees as to whom the letter should be sent; proving that "Believe It or Not" Ripley isn't the only one who receives his mail without complete address.



Find Added Virtues In "76"

SINCE the introduction of Union "76" it has been found that it possesses, to a greater degree than originally anticipated, a virtue which has contributed to its unusual success. That virtue is the quality of being adaptable to any type of engine.

Research engineers know that some gasolines will operate satisfactorily in one type of engine and yet will detonate and give unsatisfactory power performance in a different type of engine, even though the two engines have similar characteristics, such as bore, stroke, compression ratio, etc.

They know also that some gasolines require an exact carburetor setting in order to bring out the best performance of the engine. A slight variation in this carburetor setting may give decidedly unsatisfactory results.

Not all of the reasons for these differences are known, but their existence has been thoroughly demonstrated by many road tests conducted before and since the introduction of "76" and by the thousands of testimonials that have been received from all parts of the coast, all of which have indicated that the new orange-colored gasoline is little effected by engine design, carburetor setting, etc. Both tests and testimonials disclose the gasoline's adaptability in providing quick

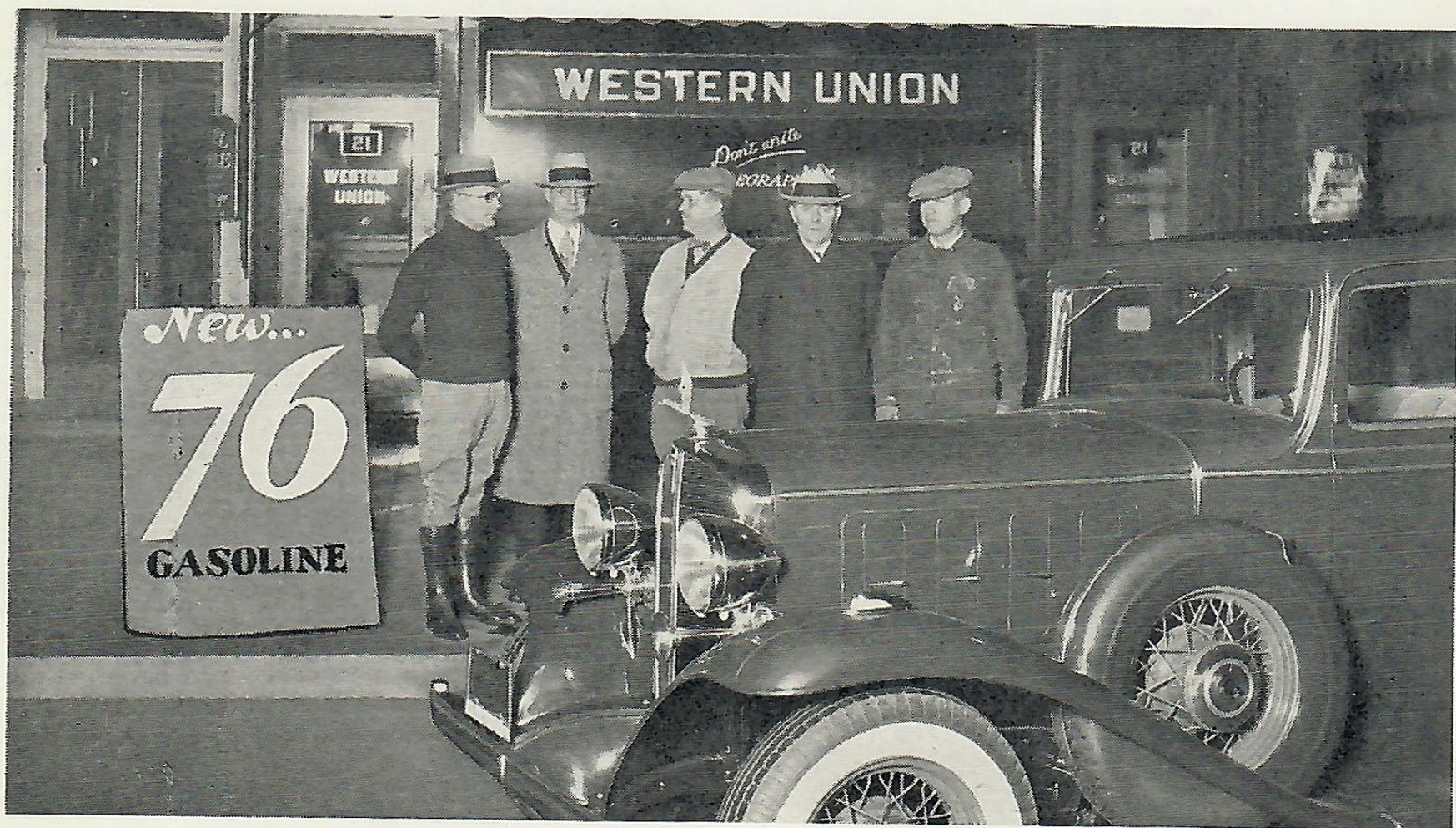
starting, reliable flexibility, and smooth power flow performance in L-head, T-head, and every other type of engine.

The outstanding quality of "76," the ability to prevent knocks, is less effected by carburetor adjustment than is the case with most gasolines. If one carburetor is adjusted for maximum economy and another for maximum power for short run conditions, both get the same smooth non-detonating performance with "76."

It is hard to understand, when so many gasolines require tinkering with the motor and carburetor before giving satisfactory performance, that "76" fits the motor, as is, just as though the most expert racing mechanic had tuned the motor to the gasoline.

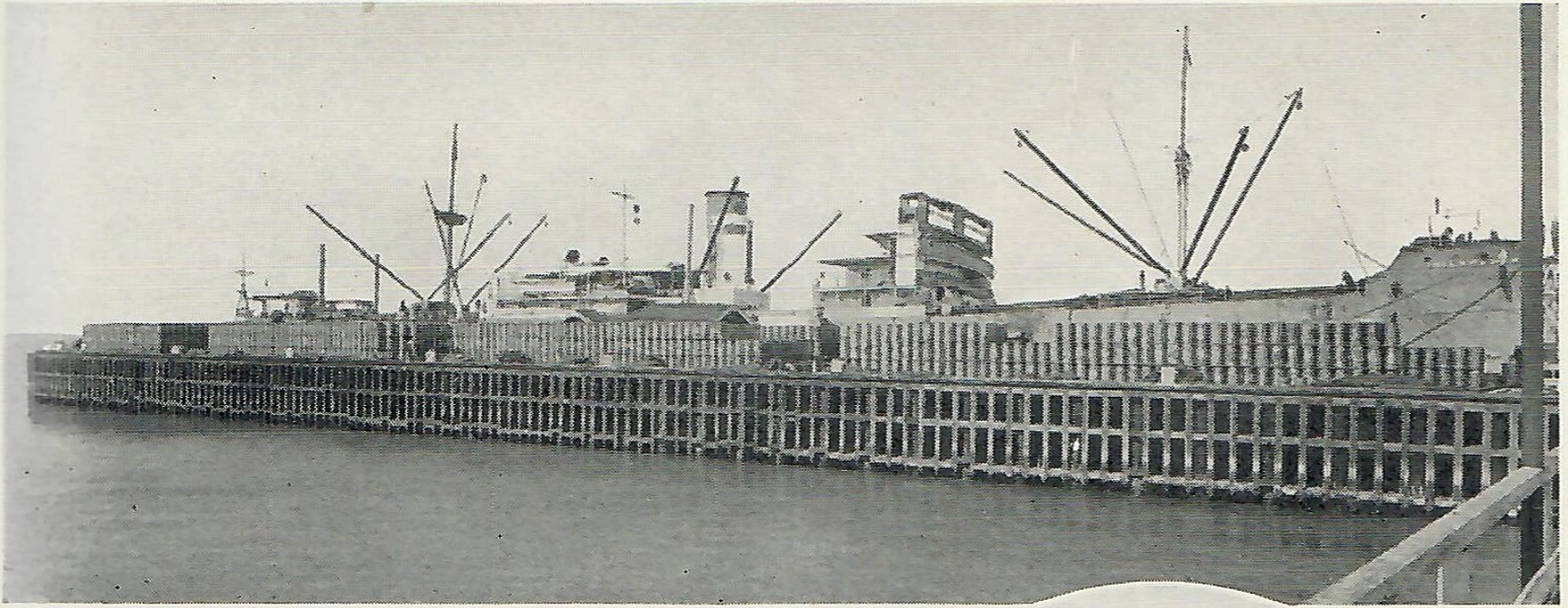
The virtue of adaptability which is causing "76" to perform so exceptionally under such a wide range of operating conditions is due to the methods by which the gasoline is produced. The finest crudes in California, selected for their anti-knock characteristics, are subjected to special cracking processes which enhance these non-detonating qualities; and the products are scientifically blended to properly proportion the different groups of hydrocarbons of which the gasoline is composed.

1300-Mile Trip Discloses Merit of "76" Gasoline



Upon completion of a 1300-mile endurance run from Stockton, Calif., to the site of the Hoover Dam, A. H. Patterson, head of the A. H. Patterson Company, Stockton, Oakland-Pontiac dealers, stated that Union "76" gasoline gave exceptional mileage and excellent all-around performance in the new Pontiac 8 in which the trip was made. The above picture was taken at the early morning start and shows, left to right, C. B. Allen, port director; F. S. Van Arsdale, Union Oil Company agent; A. H. Patterson, driver of the car; Walter Hogan, Stockton city manager, and Leroy Johnson, city attorney.

Record Union Asphalt Cargo for Far East



The photograph above and the one at the right were taken while the freighter Silvermaple was loading a cargo of asphalt at Union Oil Company's marine terminal at the Oleum refinery. All of the barrels shown in the pictures were stored in the hold of the vessel. The cargo was consigned to several of our agents in the Far East, where it is to be used in the construction of highways.



Select "76" for New Glendale, Arizona, Fire Truck



In 1912, George Cox and John McCoy organized a volunteer fire company bucket brigade in Glendale, Arizona. A few days ago the same George Cox, now chief of Glendale's fire-fighters, and McCoy celebrated their twenty years' service with the department by putting into commission a new 750-gallon Seagrave fire truck, shown above in front of Union Service

Stations Inc., station shortly after taking its first delivery of Union "76" gasoline. The truck is equipped with Firestone tires, also supplied by the station.

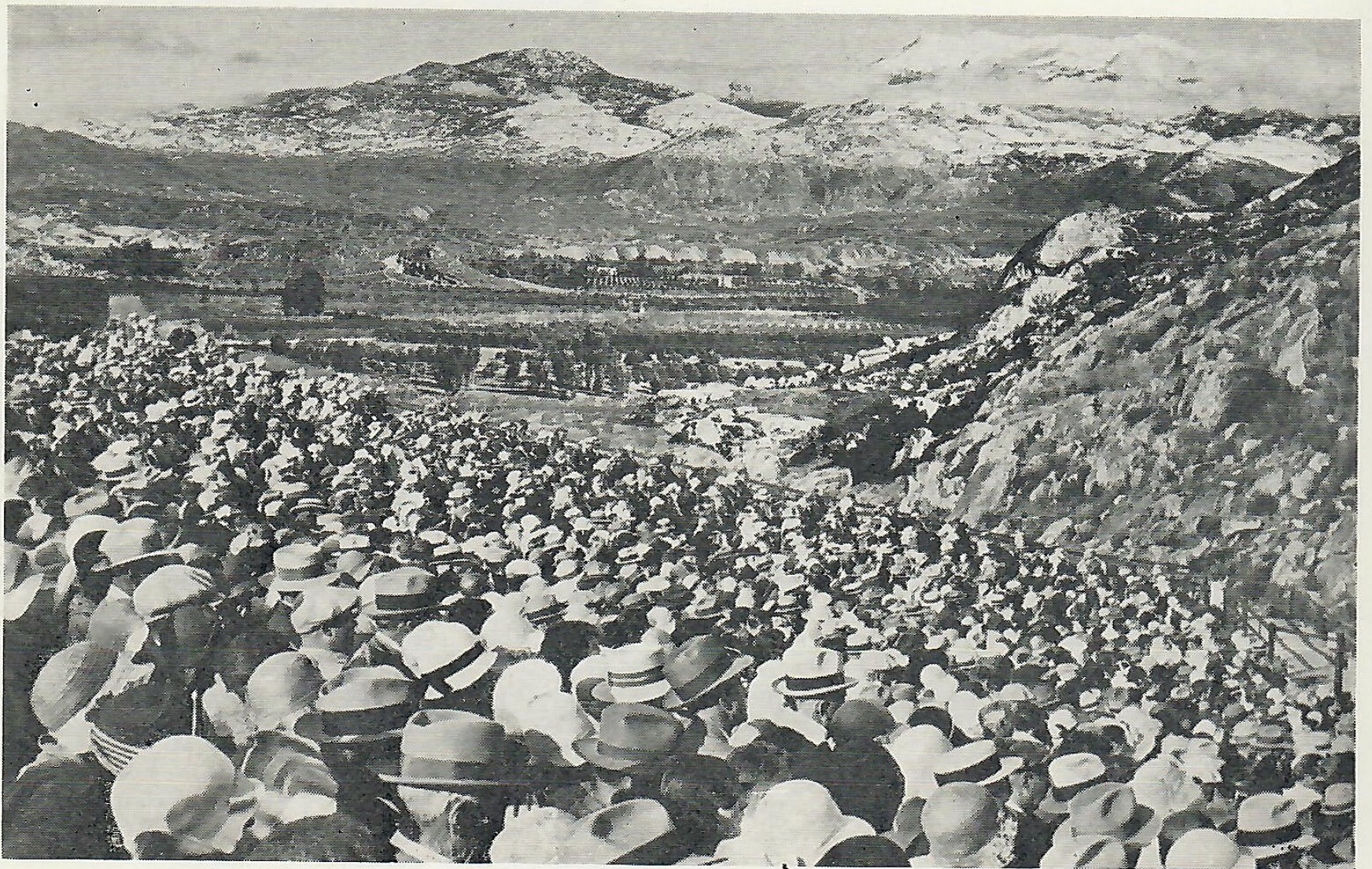
The members of the department, besides Cox and McCoy, are Jim Thuma, Loren Kinne, Kenneth Glenn, Guy Hadley, Ted Allen, Charles Ulrich, Ruby Lake, Frank Thuma, Herman Jones.

Newest School Bus Christened with "76"



A trial run with Union "76" in Yuba City Union High School's latest addition to its bus fleet resulted in the entire fleet being fueled with the new gasoline. The new bus, which is shown at the head of the fleet, is the first built in California to comply with all of the recent state requirements pertaining to school busses. Leonard Parsons, superintendent of transportation, declares that he is more than satisfied with the performance of Union's orange-colored gasoline.

Ramona Bowl at Hemet, California, To Be Scene of Pageant



The tenth annual Ramona Pageant, staged by the city of Hemet, California, will be held April 24, 30 and May 1, 7 and 8. Above is a view of a portion of the bowl in which the pageant is held, with snow-capped Mt. San Jacinto (elevation 10,987 feet) in the background.

INDUSTRIAL RELATIONS NEWS

By C. M. Nelson

Asst. Manager, Insurance and Personnel

IT is evident, from facts that have come to our attention, that in spite of the efforts that have been made in the past—through information printed on this page of THE BULLETIN, and through other sources—to give the employees a clear outline of the principal rules and regulations governing the many benefits offered them by the company, and the many ways in which they may be assisted by the Insurance and Personnel Department, that these facts are not fully understood. To remedy this situation arrangements are being made, wherever possible, to have a representative from the Insurance and Personnel Department in the head office speak to each group of employees and in this way afford them an opportunity to ask questions on points which may not be clear to them.

The main benefits offered the employee, summarized, are:

1. The Provident Fund. The joining of the Provident Fund is optional, but earnestly recommended, after a year's service with the company. Payments into the Fund by the employee form the basis for his pension on retirement. Should he not remain with the company until that time it affords him an excellent opportunity to save money on which he is paid 5 per cent interest. During the time he is paying money into the Provident Fund the company is placing a like amount to his credit in the Fund, to be paid to him upon retirement, or under other conditions, which are clearly set forth in the booklet, of which each employee should have a copy.
2. Employee's Benefit Plan. Membership in the E.B.P., for which \$2.00 per month is deducted from the employee's salary, is compulsory after a year's service. This membership will take care of medical expenses for any one non-industrial accident or sickness (on duty accidents being taken care of by workmen's compensation laws of the state in which the employee is working), with a few clearly defined exceptions, up to \$500. This arrangement safeguards the employee against an unexpected raid on the family budget which most frequently comes at the most inconvenient time.
3. The Non-Contributory and Contributory Group Insurance. These two forms of insurance provide the employee with one of his most valuable assets. Each employee after a year's service is given a free life insurance policy in the amount of \$500,

which is increased up to \$2,000, if he remains with the company for five years. Also, after a year's service, the employee is allowed to subscribe for an additional amount of insurance, based on his salary, varying from \$1000 to \$18,000, at the cheapest possible rate. It has been our experience that this insurance is often the only tangible asset available, and as all of the actual sums are paid directly from this office, as soon as proof of death is received, which may be in a few hours in some cases, there is no delay, as is often the case in other forms of policies. In the event that an employee should terminate his services with the company, he is allowed to continue his insurance at the public rates, based on his age, at the time of application, provided he does so within 31 days from termination of his services. If these conditions are complied with no further medical examination is necessary.

Among its other duties, the Insurance and Personnel Department aims also to be a service department and to assist the employees in many other ways, some of which are listed below:

(a) In times of bereavement it is anticipated and desired that we be called upon to assist or make all of the necessary funeral arrangements, and to aid those left behind in any manner possible, either in comfort or financial guidance, and to handle the many things that have to be taken care of in these cases.

(b) Should an employee find himself in serious legal trouble we will be glad to see that he receives competent legal advice from some attorney, known to be reliable, whose charges are not excessive. Our own legal department is anxious to assist in this respect, but it must be realized that its members cannot attempt to help the individual employee and let the company's affairs suffer in consequence.

(c) In cases where the Employee's Benefit Plan is not fully able to take care of all expenses arising from an employee's sickness, or if during sickness in an employee's family difficulty is being experienced, every assistance will be given by this department, and, where possible, by the physicians and surgeons on the medical panel.

(d) In the event that the employee finds himself in financial difficulties, he is always welcome to discuss his affairs with this department.

(Continued on Page 23)

SAFETY IN THE UNION



By GEO. F. PRUSSING

IN the prevention of personal injuries to men employed in hazardous occupations, there is a truism so obvious that it hardly warrants mention, yet it is the basis of all successful safety engineering:

"The careful workman is the greatest safety device."

All our effort is directed toward making men careful, for we know that all mechanical safeguards that the job requires will come spontaneously from the thought and interest of careful men. And no company, jealous of its reputation as "a safe company to work for," will pass up, unheeded, the recommendations that come to the management from the men on the job.

Lafe Todd, manager of the Northern Division, which comprises field, pipe line and natural gas operations north of the Tehachapi mountains, has made it possible for the men under his supervision to become as careful as the best trained and most cautious man among them by a scheme of small local safety meetings held monthly under the direct supervision of the foreman in charge.

No comment on our part can better serve to illustrate the potential possibility for good that these meetings hold in store than the simple written reports made by these men. Here, then, is a picture of safety in the making.

COALINGA GANG

The meeting was called to order by Jack Holland, foreman, who opened the meeting by saying: At the meetings to be held here each month, we have been asked to thoroughly discuss the following subjects:

1. SAFETY MATTERS—what causes accidents and ways to eliminate them.
2. EFFICIENCY—better, quicker and easier ways to handle a job.
3. WASTE OF MATERIAL—how material and supplies are wasted and ways to eliminate waste.

In the discussion of safety matters, the following points were brought up:

When laying screw pipe, keep each man on one definite assignment.

When stabbing pipe, keep the hands away from the thread end of the pipe when it is entering the collar. See that the stabbing board is placed securely under the pipe.

When handling tongs, have two men on each pair of tongs. Have one man on the butt to set the tongs on the pipe, while the other man holds the tips. The man on the butt should catch the tongs on the under side of the butt, while the other man opens the tongs. Keep the hands out of the space between the pipe and the tong jaws while placing the tongs on the pipe. When making up pipe with the tongs, the men should be instructed to keep in time by following the blows of a hammer on the pipe collar. The men should alternate strokes with the tongs. To prevent injured feet if the tongs slip on the pipe, a block of wood should be placed on the ground parallel to the pipe at a place where it will catch the tong tips. A pair of chain tongs should be used as a backup to keep the pipe solid while making up the joint. When replacing bits in tongs, wrap the bit with a rag to prevent flying metal chips while hammering on the bit.

All new men on the job should be fully instructed concerning their duties and watched until the man in charge is certain that they fully understand the work.

When making up flanges on a pipe, chain tongs or lay tongs should be used for backups to keep the pipe solid. A flange wrench should be used if it is available. If a wrench is not to be had, flange pins or drift pins and a wooden pole may be used. The pins should fit the flange holes snugly and the pole should be of a hard wood and heavy enough to stand any possible strain. Fingers should not be placed in flange bolt-holes while facing up a flange. Drift pins should be used to line up holes in flanges. The pry pole should be placed so that it is square with the flange face, and tight against it. Pins should be placed opposite each other in flange holes, especially when using cast flanges.

When piling up line pipe, the spacers between should be given before lowering a joint as a man may be caught unprepared and strain his back when the full weight comes on him.

When piling up line pipe, the spacers between the rows of pipe should not stick out beyond the pile. Cleats should be nailed securely on the ends of the spacer boards so that the pipe will not roll off.

When raising or lowering a pipe line with a "horse," skids should be placed across the ditch

under the pipe and the pipe lowered onto the skids, if men are to work in the ditch. There is always danger of the bank caving in under the "horse," or of the rope or cable on the horse breaking and allowing the pipe to drop into the ditch.

Do not stand in the angle of a rope or cable between horizontal blocks while pulling a load. There is danger of the rope or cable breaking, or of the block support giving way.

A man should always keep his mind on his work and look out for other people's safety as well as his own.

Guard rails should be placed on all elevated walks.

Matches should not be carried anywhere that there is a possibility of gasoline vapor or natural gas being in the air. It is possible for a match to be lighted accidentally.

Avoid all sharp contact between metal surfaces as there is danger of causing sparks. Do not throw tools around because they will contact something that will cause sparks; also a workman is likely to be hit by a carelessly dropped tool.

CONCERNING EFFICIENCY—A lack of efficiency is usually caused by a lack of understanding of the work to be done, or by an unwilling attitude on the part of the employee.

When a new man comes on a job, the man in charge should find if he has had any previous experience in the work and instruct him accordingly. The men that he is working with should instruct him until he is able to do his work efficiently. Lack of understanding of a job causes a loss of time, ruined equipment and possibly serious injury.

CONCERNING WASTE OF MATERIAL—In cutting gaskets, a large gasket is sometimes cut out of the middle of a gasket sheet, leaving no room to cut other gaskets. Pieces that might be used for small gaskets are sometimes thrown away.

Cotton waste is sometimes thrown away without being completely used.

In using pipe or lumber, a short piece of material is often taken off a long piece, when there

(Continued from Page 21)

Assistance will be given him in arranging a budget to meet the situation.

(e) One of the best means available to the employees to get acquainted is through the various forms of recreation. This department is primarily responsible for all of the athletic activities, and if any one group of employees is anxious to have assistance along these lines, apart from the regularly organized tournaments, we will be only too glad to offer our services.

In summary, let it be stated that no problem of any employee is ever too small or too large for us to consider, and although it may not be possible in all cases for us to carry an undertaking to its finish, we will see that the employee is guided to a source that will be able to do so.

are scraps lying around that would serve the purpose.

Tools are sometimes left lying around or covered with dirt. Each tool should have its place and should be returned to that place after being used.

Fittings sometimes are thrown away when they may be worked over and have their defective parts replaced.

A lack of paint on equipment causes it to deteriorate faster.

Oxygen and acetylene tanks are sometimes sent in partly full. The welder should see that tanks are entirely used before marking them empty.

Welding rod is often partly used and the pieces discarded. Small pieces should be welded to each full rod as it is used.

Skids are sometimes left lying on a job after it is completed or buried in a ditch when a pipe line is covered.

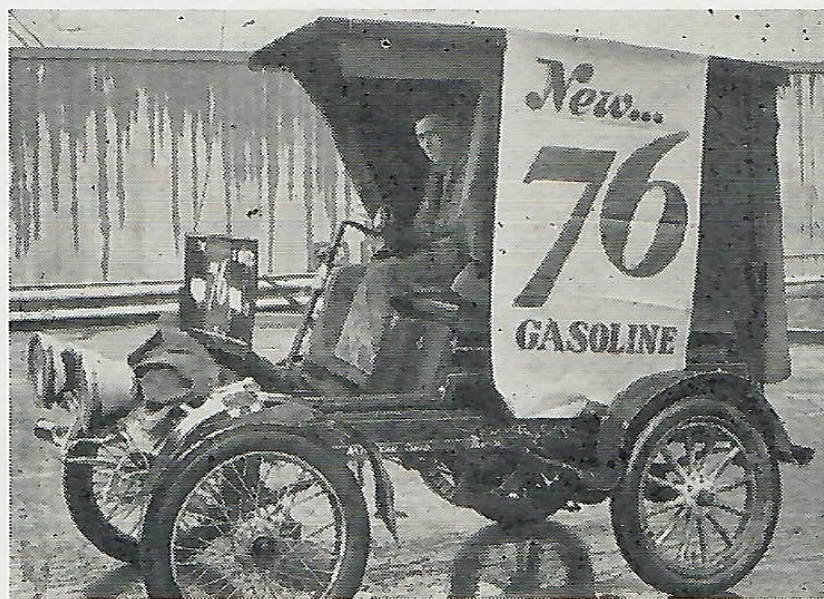
A suggestion was made by Frank Muzio that if a Union Oil Company telephone were installed at the Standard Oil shipping pumps, setting No. 885, section 29-21-17, so the Standard pumper could notify the other pumpers when they shut down, it would eliminate the possibility of the other lease pumps running away due to a drop in line pressure. In case of a break in the line, a telephone would be a quicker way to notify the pumper to shut down, thus eliminating a waste of oil.

Meeting adjourned.

J. V. Webster, Secretary.

Those present were: Wm. Gluyas, Verne Savage, Fred Basquez, Dick Van Dam, Geo. Kloepfel, W. L. McCarter, A. I. Maxwell, J. V. Webster, Frank Muzio, Victor Gambetti, A. E. Brown and J. S. Holland.

"76" Fuel for Archetype



Presenting the modern automobile's prototype, a 1900 Cadillac, which was driven through the principal cities of Western Oregon last month bedecked in new Union "76" gasoline banners. Frank Wright is the proud owner of this ancient one-lunger.

REFINED AND CRUDE



By RICHARD SNEDDON

We are very happy to be able to present to our readers this month a few "personals" from that interesting periodical the "Apple Centre Bugle":—

* * *

Jimmy Crabtree allows he never would of took up chiropractic had he knew he was going to have to submit to so much back talk.

* * *

The Tuttle was presented with a new baby boy last week, and Jed Woodruff very appropriately remarked, "That increases the grand Tuttle by one." Pretty smart, Jed!

* * *

The Bugle has gained four new subscribers this week, but only one has paid up so far.

* * *

Our next issue has been moved forward one day on account of Lem Oggleshorpe, the linotype operator, taking his prize Buff Orpington cockerel to the county fair at Plumville.

* * *

And now please stand by for your own station announcer.

* * *

First—you have heard, of course, of the careless fellow who accidentally sprayed some "Bif" on the Austin and killed the engine.

* * *

And you must know that some men take good care of a motor car, while others treat it like one of the family.

* * *

In spite of all that, however, don't let the newspapers fool you. There are no such things as diplomatic relations.

* * *

After witnessing the performance of a violin virtuoso at the Philharmonic the other night, Junior remarked, "Gee, he was nervous. Did you see his hand shaking?"

* * *

Junior, incidentally, declares that he doesn't like Chopin. It gets him all tired out going from store to store.

The mediocre golfer can at least truthfully state that he came away from the eighteenth hole with 76.

* * *

By the way if you want to experience all the joy of a golf game without leaving home, just throw an aspirin tablet out on the front lawn, and spend the rest of the afternoon hunting for it.

* * *

We are told by the administrators of the Patent Policy Plan that married men are much more inventive than single ones. Well, heck, they have to be.

* * *

You know, "Mother is the necessity of invention."

* * *

Which reminds us: We have just learned of a real practical use for bridge prizes. Save them up and give them away for bridge prizes.

* * *

A well known teacher of elocution asserts that very few people know what to do with their hands. Our bridge partner is usually that way.

* * *

Disturbed by conversation during the anthem, a pastor adopted a drastic measure to break up the thoughtless practice. Right in the middle of the uplifting chorus from "Elijah" he had every voice suddenly hushed. To every corner of the church penetrated the important information Sister Johnson was imparting to Sister Smithers: "I fry mine in lard."

* * *

And as the colored doorman ran down to open the limousine door, he tripped and rolled down the last four steps. "For heaven's sake be careful!" cried the club manager. "They'll think yu're a member."

* * *

In conclusion remember that he who laughs last is undoubtedly the fellow who was going to tell the story himself later on.

A REMARKABLE FRUIT

The following is the result of a short thesis on the banana, written by a Japanese boy, who was learning English, and which was published in the "Morning Post" recently:

"The banana are great remarkable fruit. He are constructed in the same architectural style as sausage, difference being skin of sausage are habitually consumed, while it is not advisable to eat wrapping of banana.

"The banana are held aloft while consuming; sausage are usually left in reclining position. Sausage depend for creation on human being or stuffing machine while banana are Pristine Product of honorable mother nature. In case of sausage both conclusions are attached to other sausage; banana on other hands are attached on one end to stem and opposite termination entirely loose. Finally, banana are strictly of vegetable kingdom while affiliation of sausage often undecided."



Union's house flag unfurled to the breeze from the flagpole on top of the 12-story
Head Office building, Los Angeles.

