

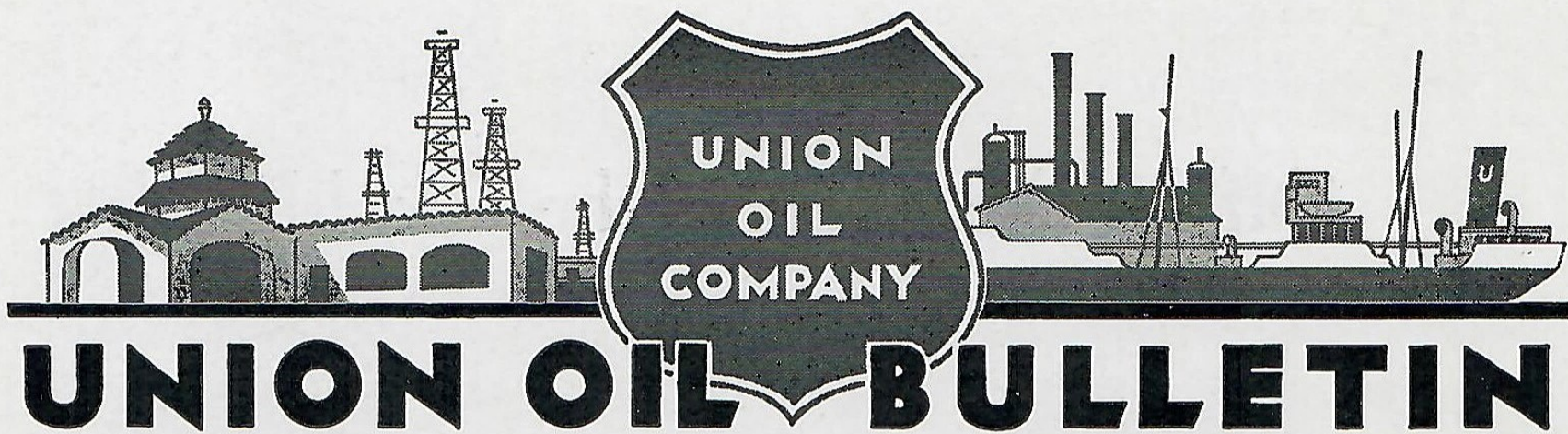
UNION OIL BULLETIN

76

AUGUST 1933



Fascinating to Northwest visitors is the sight of the log booms on lakes, rivers and Puget Sound being moved at snail's pace through the water by straining little tugs that are dwarfed to pigmy size by the proportions of their tow. Above is one of the Union Diesol fueled tugs of Foss Company, Inc., as viewed across the corner of a boom of logs.



UNION OIL BULLETIN

EXECUTIVE COMMITTEE* AND OFFICIALS

*L. P. ST. CLAIR.....	President
*R. D. MATTHEWS.....	Executive Vice-President
*W. W. ORCUTT.....	Vice-President
*W. L. STEWART, JR.....	Vice-President
*PAUL M. GREGG.....	Vice-President and Counsel
A. C. GALBRAITH.....	Assistant Vice-President
JOHN McFEAK.....	Secretary
GEORGE H. FORSTER.....	Comptroller
J. M. RUST.....	Treasurer
F. F. HILL.....	Director of Production
R. E. HAYLETT.....	Director of Manufacturing
V. H. KELLY.....	Director of Sales
WM. GROUNDWATER.....	Director of Transportation
*A. B. MACBETH.....	Director

Published Monthly by the UNION OIL COMPANY OF CALIFORNIA for the information of its employees and stockholders.

Unless marked "Copyright" articles in this magazine may be used in any other publication.

Address all communications to the "BULLETIN," 802 Union Oil Building, Los Angeles, California.

VOLUME XIV

AUGUST

BULLETIN No. 5



THE company for itself and subsidiaries, and Union Service Stations, Inc., have each signed the President's re-employment agreement, according to an announcement made by R. D. Matthews, executive vice president, on August 3, and will operate under the provisions thereof unless and until the same is superseded by a national petroleum code approved by President Roosevelt.

Where necessary to conform to the provisions of the agreement, readjustment of hours of employment in departments affected was initiated so as to comply as soon as practicable.

The principal increase to the company's employees will be in the service stations and sales departments, but more men will also be added to the producing, manufacturing, and transportation groups. Employees will have their working hours reduced but will receive the same pay as now prevails.

With the exception of Union Service Stations, Inc., practically the whole of the company's forces have been operating on a forty-hour week schedule since October, 1931, under which policy the company was enabled to carry 7500 employees on the payroll during the past two years of the depression period.

Off for the "Top of the World"

THE tow line splashed from the stern of the powerful little tug; the canvas of her mainsails filled and before a quickening breeze off Cape Flattery that sent showers of spray into the air from the white-crested waves that slapped her ancient sides, the four-masted trading schooner, C. S. Holmes, headed into the open sea—off on another summer voyage to Point Barrow and outposts along the Bering Sea touched by no other trading vessel.

A few days before, on May 20, to be exact, she had weighed anchor at Pier 5, Seattle, and put to sea in tow of a Foss Company tug, waiting to spread her sails until she had cleared the waterborne traffic in the Straits of Juan de Fuca.

At the helm of the C. S. Holmes, built in 1893, and the last of the sailing ships trading in Alaskan waters, was young Capt. John Backland, Jr., graduate of English and philosophy, with degrees from Oxford and the University of Washington, making his twelfth voyage into the Arctic. He is one of the youngest sailing masters in the world, having been a licensed skipper since he was twenty-one. He is following in the footsteps of a seafaring father who taught him the art of sailing.

The cruise of the schooner is not one of pleasure. It is strictly business. The C. S. Holmes is in the service of the Midnight Sun Trading Co., established in 1907 by Capt. John Backland, Sr., having replaced a vessel lost in the perilous seasonal ice in 1914. In her hold she carried groceries, smoked and canned meats, tobaccos, clothing, fabrics, shoes, medicines, lumber, coal, hardware, 320 cases of Union kerosene, 580 cases of gasoline, 19 cases of lubricating oil,

two of specialty products, 26 drums of gasoline and four of kerosene. Some of these supplies will be bartered to the natives for furs, ivory and whalebone by Capt. Backland, much in the same manner that representatives of the Hudson Bay Co., a hundred years ago, bartered with the Indians. The rest of the cargo will be delivered as provisions to the missions and government schools located at ports-of-call.

Since the death of his father, a few years ago, Capt. Backland has carried on the business of the Midnight Sun Trading Company, maintaining the trading posts established on the fringe of the Arctic circle by the senior Backland.

The trips of the Midnight Sun Trading Company's sailing ships to the "Top of the World" have become historic. In the past they have been associated on a number of occasions with the daring ventures of Arctic explorers, among whom was Amundsen, carrying their stores and provisions to points from which they launched their treks into the unknown polar regions.

On the trip north this summer the first stop of the C. S. Holmes will be at St. Lawrence Island on the Siberian coast. From there she will go to Cape Prince of Wales—westernmost point on the continent—thence to Kotzebue, Point Hope, Wainwright, and lastly Point Barrow.

After discharging the cargo, Captain Backland will head the schooner south for Seattle, the perils of winter, with its treacherous and imprisoning ice, making it imperative that no time be lost.

On his return to the home port he will settle down to the prosaic job of finding a market for the furs, ivory and whalebone obtained from the natives. The search for a favorable market may lead him to London, where he has gone frequently. With his goods marketed he will turn his atten-

Editor's Note: E. E. Gray, Seattle sales, is credited with placing Union products aboard the famous sailing schooner and also supplied the material for this article.

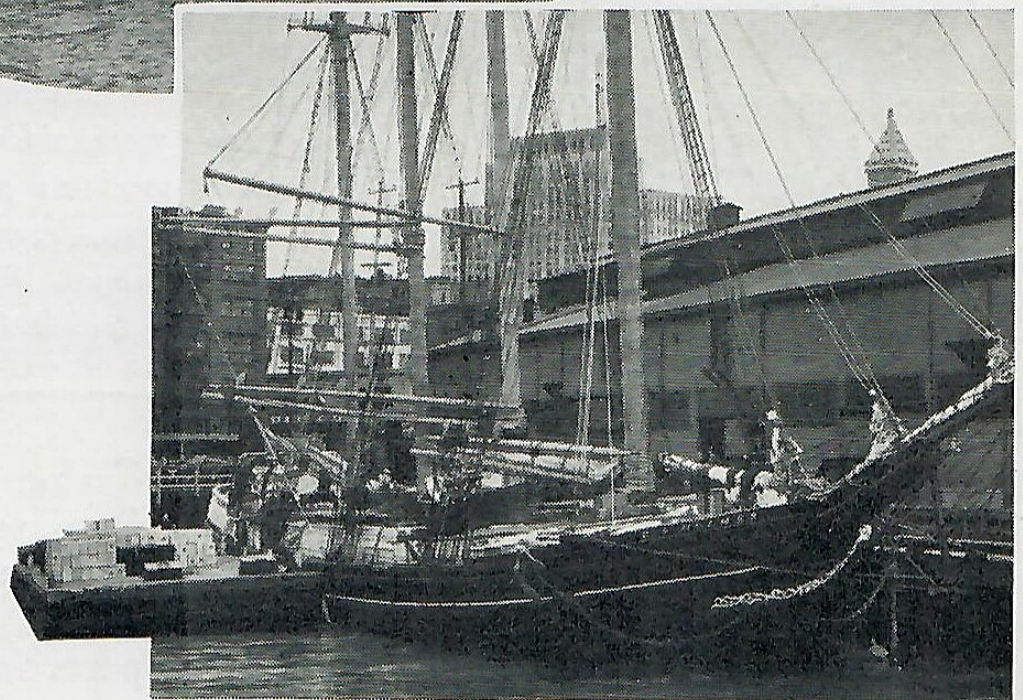


Capt. John Backland, Jr., Oxford graduate, and the Arctic-bound four-masted trading schooner, "C. S. Holmes," of which he is master. The center photograph shows the Holmes under full sail, bound for Point Barrow, Alaska. At the bottom the schooner is being loaded with Union kerosene and other products for the Far North.



tion again to preparations for next summer's cruise to Point Barrow.

This is the first year that Capt. Backland has taken Union products to his northern customers, and it is to be hoped that it is the beginning of a long and pleasant association.





Stripping leaves from tea bushes on Ceylon tea estate.

Ceylon Tea Industry

ALTHOUGH tea is and has been for a long time a popular drink among many millions of people in various parts of the world, little is known by the general body of consumers of the conditions under which it is grown and manufactured.

In a great many countries tea drinking has become a national habit. Those who know tea and enjoy drinking a cup of really good tea, realize that there are many different flavors.

In Ceylon, tea has been grown since 1867, but it did not come into prominence until 1880, when the Island's coffee industry was ruined. From that date the planting of tea was undertaken vigorously

with the result that the acreage under that product was rapidly extended and today there are, in the Island, some 480,000 acres producing an annual crop of 200 to 250 million pounds of tea.

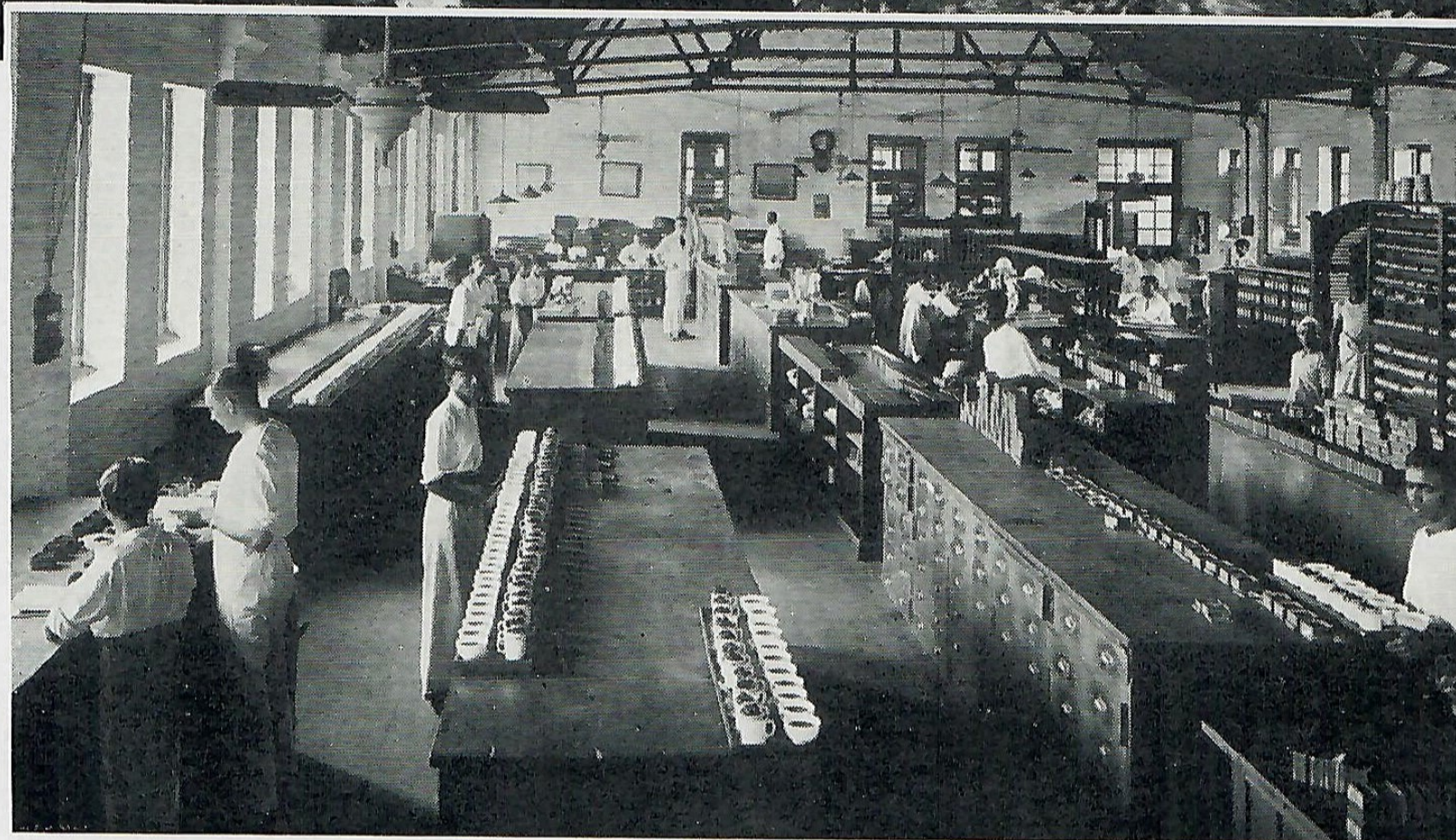
Editor's Note: Here is a story about Ceylon tea, how it is grown and prepared for the market. It is of double interest to Union Oil employees and stockholders because Union Oil Company products play a part in its production. Aitken, Spence & Co., Ltd., are the agents through which various Union products are sold in Ceylon.

Tea production is now Ceylon's primary industry, and the Island, as a result, is the second largest tea exporting country in the world. Its tea is famed from one end of the globe to the other.

The tea bush in Ceylon grows in varying altitudes, ranging from sea level to 7,000 feet—the higher lands producing the most flavory teas.

The climate varies greatly in different parts in different seasons of the year and

A gold-ornamented Tamil woman tea picker is shown at the right. Below is one of the tea factories located in the higher sections of Ceylon. The road leading to the factory is paved with Union asphalt. Tea tasters of the factory are shown in the lower photograph.



climatic conditions prevailing have a very distinct bearing on the quality of the tea manufactured.

It therefore follows that the very finest teas are only obtainable at certain times of

the year, though, by judicious blending, a good standard of quality is maintained by distributors.

From the time of planting, the tea bush takes from three to six years to reach the

yielding stage—this period varying according to the elevation at which it is planted and the degree of cultivation applied. During the growing period the bushes require unremitting care and, in the earlier stages until firmly established, they have to be very carefully protected from the excessive heat, rain and wind which are encountered in this tropical country. Pruning of the bushes is carried on periodically with the object of developing a good spread and thus obtaining the maximum plucking surface.

When plucking commences the yield is naturally small, but this rapidly increases, the ultimate yield obtainable depending on the cultivation the bushes receive and various other important factors.

If allowed to grow in a normal way, the tea plant would develop into a tree about 30 feet high, but to facilitate the gathering of the tea leaves the bush is pruned at regular periods, the plucking surface being maintained at a height of about 3 feet from the ground.

The bulk of the labor employed on the Ceylon tea estates is composed of Tamils from South India.

There has sprung up in the Island a race of Ceylon born Tamils, many of whom have never seen India—the country of their forebears—and indeed have little wish to do so, as the conditions under which they live in Ceylon are infinitely better than those which would be available for them in that country.

Free housing accommodation, medical attention and education are provided by Estates for immigrant labor employed thereon. The men are engaged in the heavier kind of works, digging, forking, etc., the women being mostly employed in plucking the leaf from the bushes. This work is carried out all the year through, each field being plucked about every ten days.

To watch a crew of women plucking is interesting and the spectator cannot help being struck by the dexterity with which the pluckers, working with both hands, quickly strip a bush of the tender young leaves, each handful being thrown over the plucker's shoulder into a light cane basket she carries on her back.

Only the youngest shoots are required for the manufacture of tea and the plucker

has to break off and throw away all the coarser leaves and stalk she may gather. As an extra precaution each plucker's basket of leaves is carefully sorted before being weighed and sent to the factory.

Due to the fact it is important that the leaves arrive at the factory as fresh as possible it is usual for the "weigh-in" to take place three times a day, the leaves being immediately sent in to the factory by whatever means of transport may be available, motor lorry, aerial ropeway, bullock cart, donkeys or on top of a laborer's head!

It is not possible to add anything to tea during manufacture to improve the strength or quality of it.

What can be done is to maintain and develop those properties that are in the leaf in the most desirable manner, so that nothing is lost.

Made tea may be roughly divided into two classes, black and green. Both are made from the same leaves. The manufacturing process, however, is different. "Black Tea" is what Ceylon and the bulk of consumers are most concerned with.

In the first place it is necessary to evaporate a considerable portion of the moisture contained in the leaves on reaching the factory—to do this they are "withered" by being spread on tats. The withering usually takes 18 to 24 hours, and during this time a continual circulation of air is essential, which often necessitates the use of large fans revolving at high speeds.

When the desired state of wither has been reached the leaves are removed to the rollers, the action of these machines being to break up the cells and liberate their juices—at the same time imparting a twist to the leaves. They are usually rolled 5 times—each rolling occupying 20 to 30 minutes.

To prevent undue heating and to break up the lumps which form in the rolling process, after each roll the leaves are put through a machine called the "roll-breaker" which is fitted with a sieve. Through this sieve the fine leaves fall and are not rolled again, the remainder which pass over the sieve being returned to the rollers and so on until the process is complete.

The next stage is fermentation, which is a natural process of oxidation. This is a very essential feature, as on correct fermentation depends the flavor strength and color of the liquor. For this process the

leaves are spread on the fermenting table in a cold and humid atmosphere with a free supply of fresh air.

In the various phases of manufacture, the utmost cleanliness is essential and the most scrupulous care is taken in this respect, all machines being thoroughly cleaned after each operation. White tiles are laid under the machines from which the leaf is to fall.

When the fermentation is "just right" the leaves are taken to the drying machines and fired. This process stops fermentation and thoroughly dries the tea so that the properties of the leaf produced during the preceding phases are maintained, to be released when the tea is later brewed for consumption.

During the drying process the leaves change color and assume the black appearance of common usage. Between this stage

and the time they are plucked from the bush they lose about 75 per cent of their weight. To present the tea in the manner most suitable for the market it is graded by being sifted over meshes of varying sizes—the best grades being composed of the finer leaves.

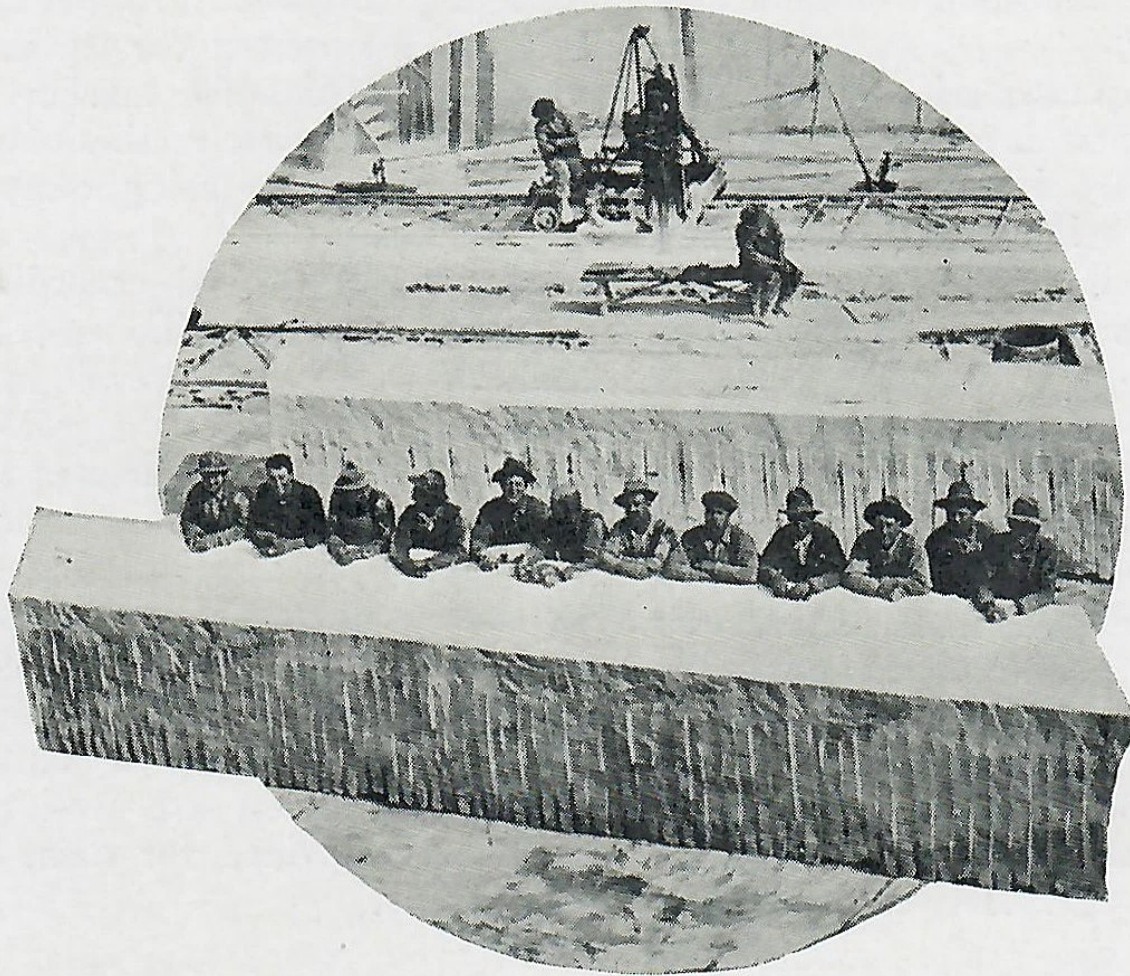
The tea is packed according to grade in leaf-lined cases. To suit the different kinds of water that prevail in the various cities and countries of the world, it is often necessary for the distributors to blend different teas together, thus securing for the purchaser a tea most suitable to the water he uses. For this reason the consumer rarely buys the straight grade of tea as dispatched from the Estate and, though a few prefer to do this—the bulk of the consuming population are well pleased with the blends provided for them by the large distributors.

New Natural Gasoline Price Schedule

ON MAY 1, last, the Union Oil Company posted the first price schedule for natural gasoline in the field—based on vapor pressure—ever to be established on the Pacific Coast. July 1, a revised schedule, now in effect, was posted increasing the price of natural gasoline of vapor pressures from 15 to 53.9 pounds per square inch approximately 1 cent per gallon.

Price In Cents Per Gallon In Fields Indicated

Vapor Pressure Lbs./Sq. In. REID at 100° F.	Rich- field	Hunt- ington Beach	Brea	Santa Fe Springs	Long Beach	Domin- guez	Rosecrans	Playa del Rey	Santa Paula	Orcutt	San Joaquin Valley	Kettle- man Hills
15.0-15.9	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	4.8	4.8	4.8
16.0-16.9	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.2	4.7	4.6	4.6
17.0-17.9	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.2	4.6	4.5	4.5
18.0-18.9	4.9	4.9	4.9	4.9	4.9	4.9	5.0	4.9	5.1	4.5	4.4	4.4
19.0-19.9	4.9	4.8	4.8	4.8	4.8	4.8	4.9	4.8	5.1	4.4	4.3	4.3
20.0-20.9	4.8	4.6	4.7	4.7	4.7	4.7	4.9	4.6	5.1	4.3	4.3	4.2
21.0-21.9	4.8	4.6	4.6	4.7	4.7	4.7	4.8	4.5	5.0	4.2	4.2	4.1
22.0-22.9	4.8	4.5	4.6	4.6	4.6	4.7	4.8	4.4	5.0	4.1	4.1	4.0
23.0-23.9	4.8	4.4	4.5	4.6	4.6	4.6	4.8	4.4	4.9	4.1	4.1	3.9
24.0-24.9	4.7	4.4	4.5	4.6	4.5	4.6	4.8	4.3	4.9	4.1	4.0	3.8
25.0-25.9	4.7	4.3	4.5	4.6	4.5	4.6	4.7	4.2	4.8	4.1	4.0	3.7
26.0-27.9	4.7	4.3	4.4	4.6	4.4	4.5	4.7	4.1	4.7	4.0	3.9	3.6
28.0-29.9	4.6	4.2	4.4	4.5	4.3	4.5	4.7	4.1	4.7	3.9	3.9	3.6
30.0-31.9	4.6	4.1	4.3	4.5	4.3	4.5	4.6		4.6		3.8	
32.0-33.9	4.5		4.3	4.5		4.4	4.6		4.5			
34.0-35.9	4.4		4.2	4.4		4.4	4.5		4.5			
36.0-37.9	4.3		4.2	4.4		4.3	4.5		4.4			
38.0-39.9	4.2		4.1	4.3		4.2	4.4		4.3			
40.0-41.9	4.0		4.0	4.3		4.2	4.2					
42.0-43.9	3.9		3.9	4.2		4.1	4.1					
44.0-45.9	3.7		3.8	4.1		4.0	4.0					
46.0-47.9	3.6		3.7	4.0			3.8					
48.0-49.9	3.4		3.5	3.9			3.7					
50.0-51.9	3.3		3.4	3.8			3.5					
52.0-53.9			3.3	3.6			3.4					



Marble from Alaska

ALTHOUGH the Vermont Marble Company has removed more than a million and a quarter cubic feet of marble from its quarries at Token, Alaska, 100 miles north of Wrangell, since 1908, it is safe to wager that not one out of 100 laymen, if questioned, would include the Far North as one of the sources of this material. Among builders, however, Alaska marble is well known. It has been used on and in hundreds of office and public buildings on the Pacific Coast, among them being the newly completed Mills Tower building, San Francisco, which houses the Union Oil Company's San Francisco district office, the Washington State Capitol group at Olympia, and others that will be enumerated later.

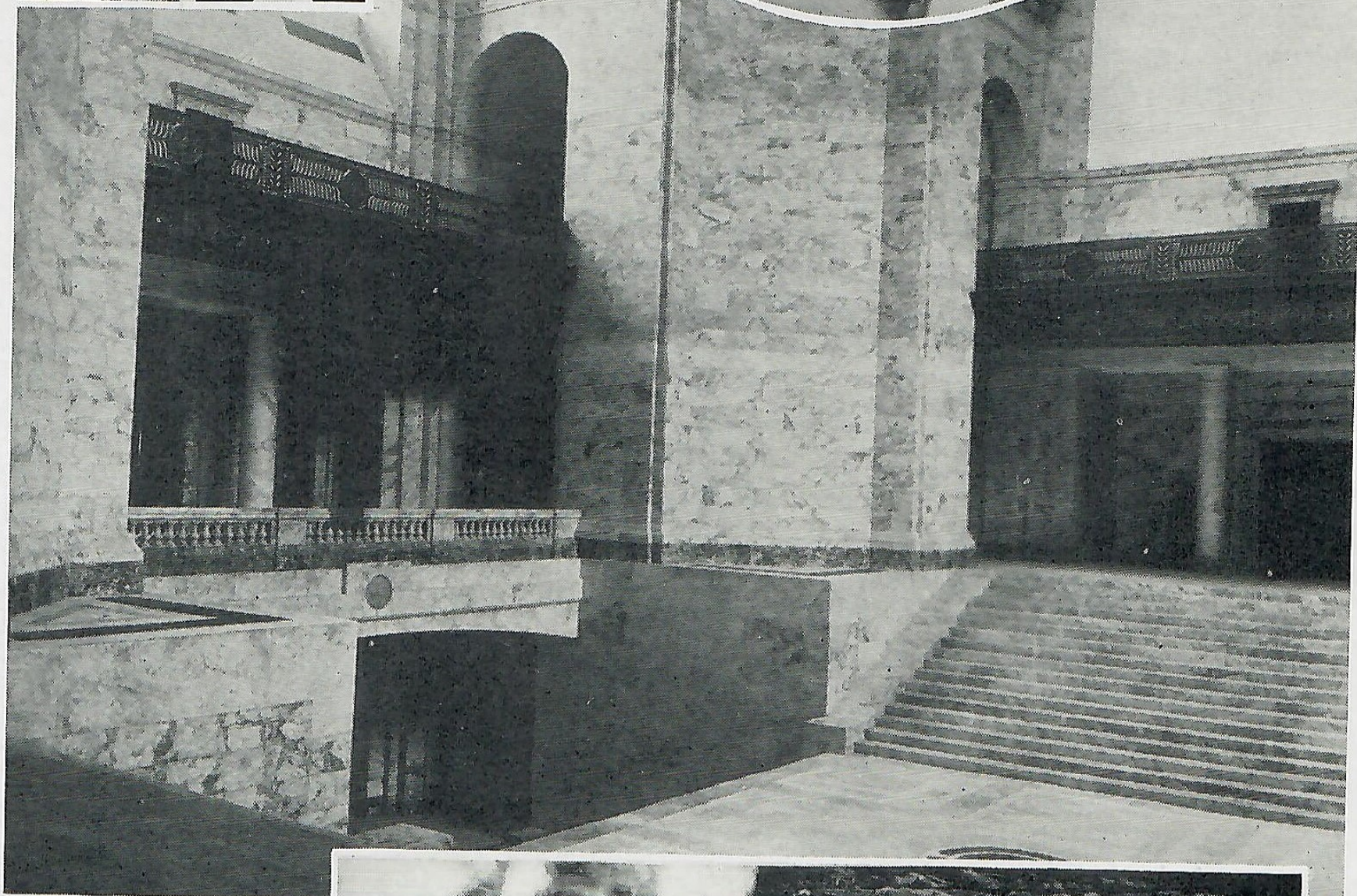
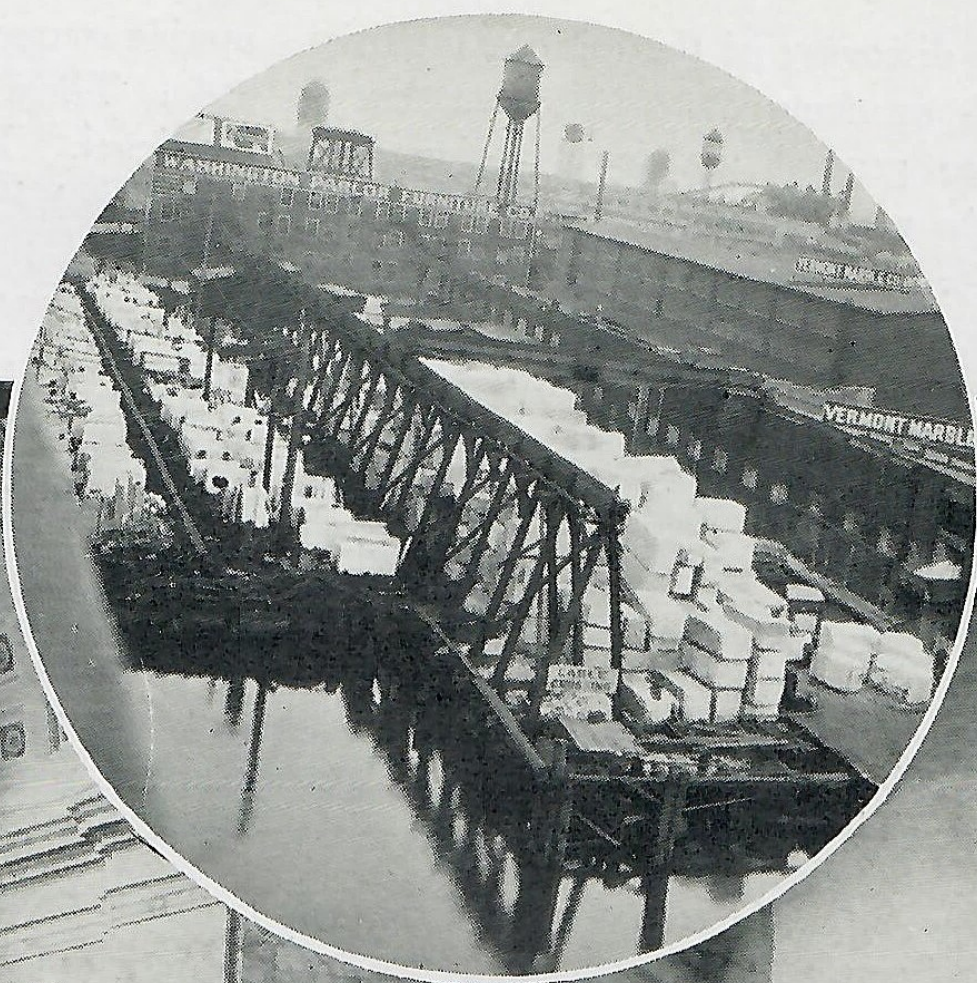
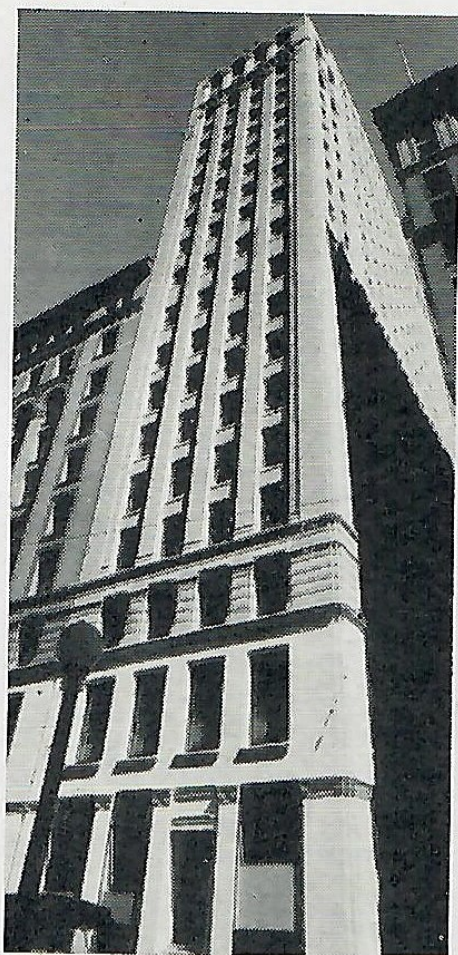
Alaska marble is the only material of national importance and dependable quantity that is quarried on the west coast of North America. The marble from Token is shipped to two of the country's most complete finishing plants, lo-

cated at Tacoma and San Francisco, respectively, and operated by the Vermont Marble Company. Like most marbles of wide acceptance, the Alaska product is of exceptionally pure crystalline composition. It takes a brilliant polish and absorbs little moisture. In veining it has an individuality that sets it apart from all other varieties. Its chief characteristic is a light pearl background interlaced with lines of dark gray or black. It is used effectively on large wall surfaces where its matched effects are striking. The marble quarried at Token is obtained almost at the tree roots, as is shown in one of the accompanying photographs.

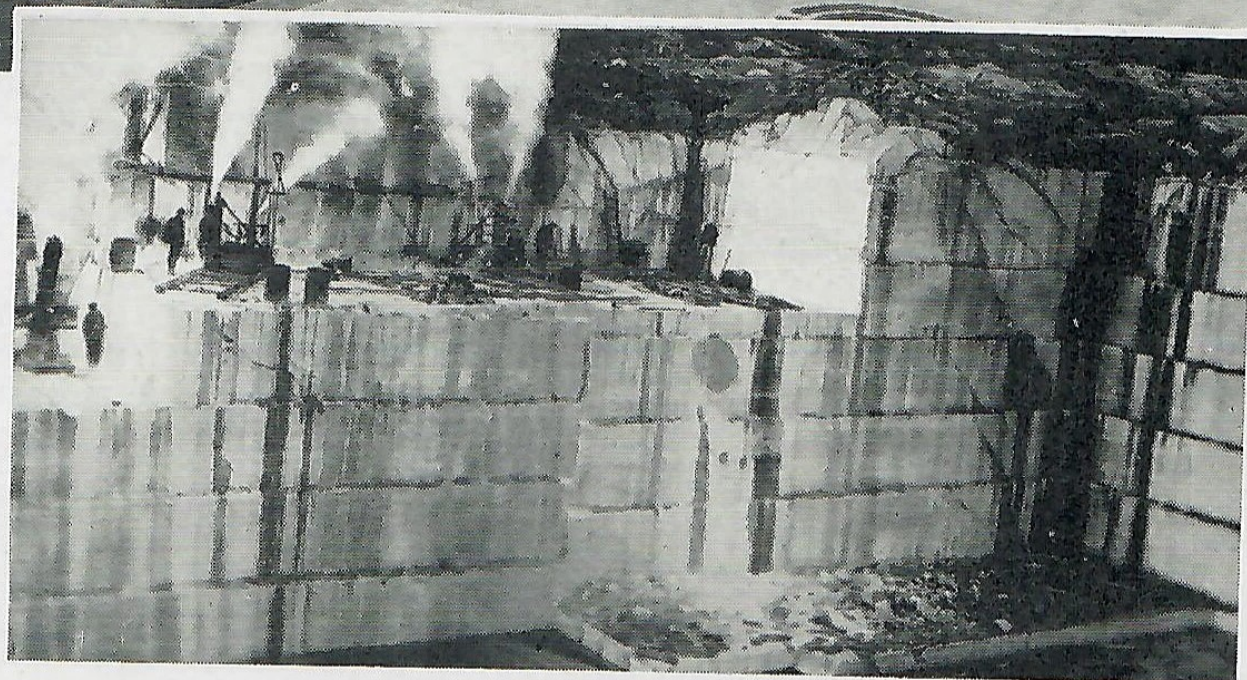
The first regular supply of marble for the Pacific Coast was shipped from the Vermont quarries of the Vermont Marble Company, following the establishment of a branch office at San Francisco in 1882. The company at that time was only twelve years old, having been formed in 1870 by the consolidation of a number of New England marble producers.

The American marble industry, cradled in Vermont, grew out of the supplying of headstones for the graves of the early New Englanders. However, it was long

Editor's Note:—The Vermont Marble Company is one of the pioneer industrial institutions of the East and West. Its petroleum supplies for Alaska and West Coast cities are obtained from the Union Oil Company.



The Vermont Marble Company's quarry at Tokeen, Alaska. Circle inset— Receiving dock at the Tacoma finishing plant. Left inset— Mills Tower building, San Francisco, ornamented with Alaska marble, and, above, the beautiful, marble-finished rotunda of the Washington state capitol.



after the discovery of the durable qualities of marble as memorials to the dead that it came into general use for building purposes. As a matter of fact, the supplying of marble for headstones and statuary is still one of the important outlets for this material.

Banks are responsible for the great popularity of marble. As is pointed out in an article in the *California Banker*, the earliest banking operations began in ancient Venice, where leading merchants gathered around the *marble* benches in one quarter of the city to pool their resources to outfit their caravans and camel trains. The word "bank," the same article discloses, is derived from the Venetian word "banque" meaning "bench." So it is quite natural that in the durability and permanency of marble the bankers saw qualities that were outward representations of the ideals conceived for their institutions.

The present day banker is as fond of marble as his predecessor, as is indicated by some of the bank buildings in which the Vermont Marble Company's materials have been used: Bank of California at Tacoma; the Bishop Trust, Bank of Hawaii and the Bishop First National Bank, all of Hawaii; Federal Reserve Bank of San Francisco; the Commercial Union Building, San Francisco; the Federal Reserve Bank at Salt Lake City; Banker's building, Los Angeles; Valley Bank Building at Phoenix, and the First National Bank in San Diego.

While banks exhibit a preference for marble, it is by no means exclusive to this type of structure; office and theatre buildings are partial to it, and no public building would be complete without a generous display of the highly polished material.

The Vermont Marble Company in recent years has received many orders for marble from Mexico, China, Philippines, Australia and New Zealand.

In developing a dependable supply of marble in the Western states and on the Coast, the Vermont company has done considerable prospecting. In Montana it developed a supply that yielded a black and gold variety of great beauty. However, this deposit was not adequate to meet all needs and further search developed the Tokeen, Alaska deposits. A few years ago a new

marble source was found at Marble, Colorado. These quarries are 10,000 feet above sea level. From them came the 56-ton block used for the Tomb of the Unknown Soldier and marble for the Lincoln Memorial at Washington, D. C.

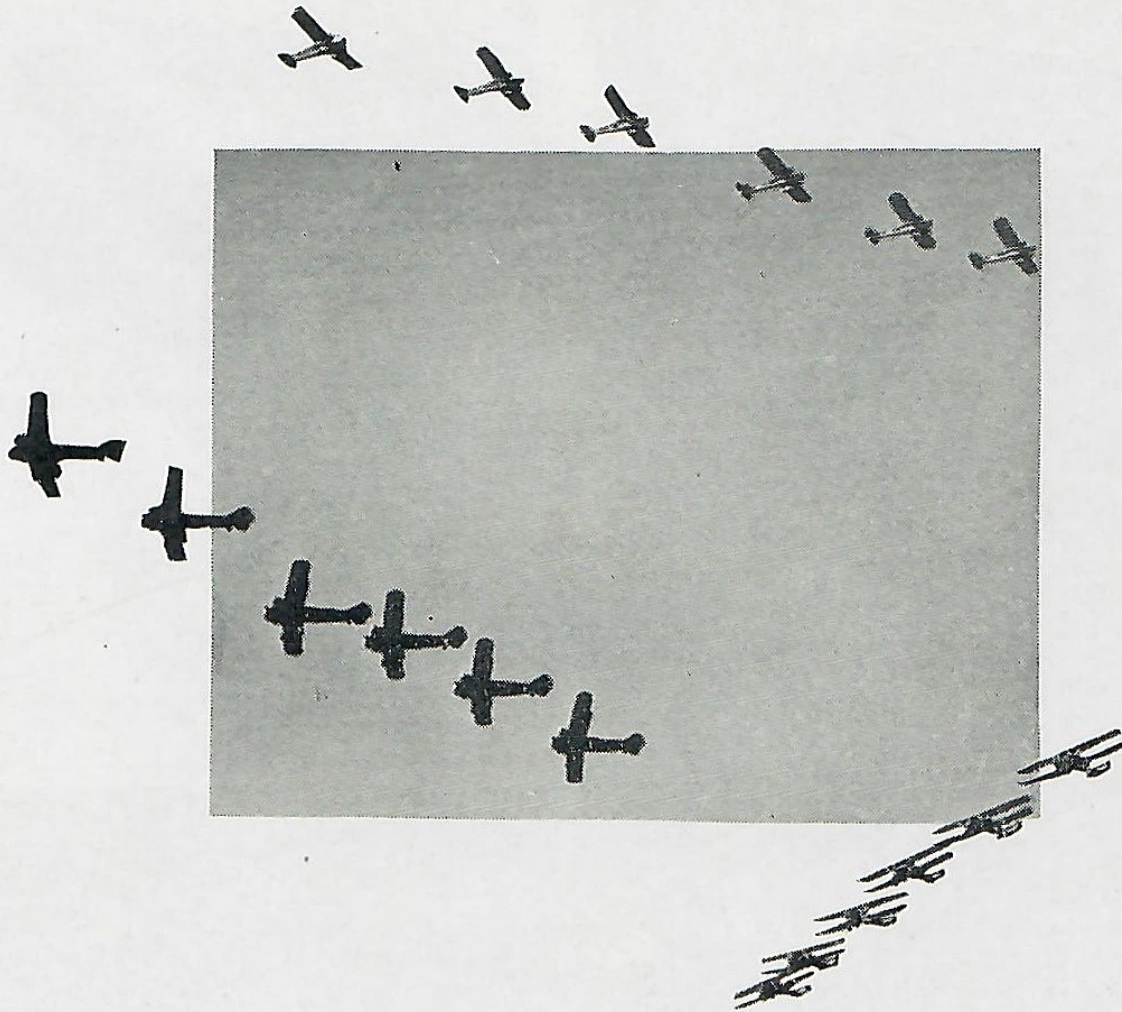
Offices of the Vermont Marble Company are maintained at San Francisco, Los Angeles, Tacoma and Spokane. It is quite appropriate that this firm should have selected the petroleum products for its use in Alaska and West Coast cities from another pioneer company: The Spirit of '76 has an especial significance to both.

Apply Torch to Historic Barge

AFTER thirty-three years of diversified service in the marine transportation department, the barge *Santa Paula*, her wooden structures having become thoroughly oil-soaked, was regarded as a hazard to shipping and on July 9 met her fate at the hands of the San Francisco fire department when she was burned at Hunters Point, San Francisco Bay.

The *Santa Paula* was the first oil carrier built by the Union Oil Company, having been constructed in 1900 at Fairhaven, Humboldt Bay, Calif., by Bendixsen Company. She was a wooden hulled vessel, constructed with built-in tanks, and was laid down as a full-rigged schooner. She made many memorable voyages to the Hawaiian Islands under sail and later was towed to Honolulu in tandem with the barkentine *Fullerton* by the S. S. *Whittier*. She had a capacity of 8500 barrels, boasted of one deck and four masts, and was known throughout the Pacific during the early days of the present century as an oil carrier.

When the *Santa Paula's* sailing days were finally at an end she was converted to a barge and used exclusively in the San Francisco Bay to make deliveries of fuel oil to waterfront stations and to make bunker deliveries to vessels in the Bay. She remained in the latter service until destroyed last month.



1933 Air Races

SLEEK, snub-nosed speed planes knifed through the air at nearly five miles per minute, two of Europe's premier birdmen challenged gravity in spectacular stunt flying, and the fighting ships of the Army, Navy, and Marine Corps banked and spun and dived through combat formations to provide 130,000 Southern Californians who witnessed the 1933 National Air Races at Los Angeles Municipal Airport, July 1, 2, 3, 4, the finest aerial show since the first races were staged at the same location in 1928.

Underwritten by Southern California concerns, of which the Union Oil Company was one, the races this year, for the first time in three years, proved to be a successful financial venture.

A comprehensive four-day program served to maintain high interest throughout the races. Night flying, supplemented by pageants of light and fireworks, kept many at the airport for the evening performances. Daily features included spectacular handling of his especially built plane by Maj. Ernst Udet, greatest living war ace, who

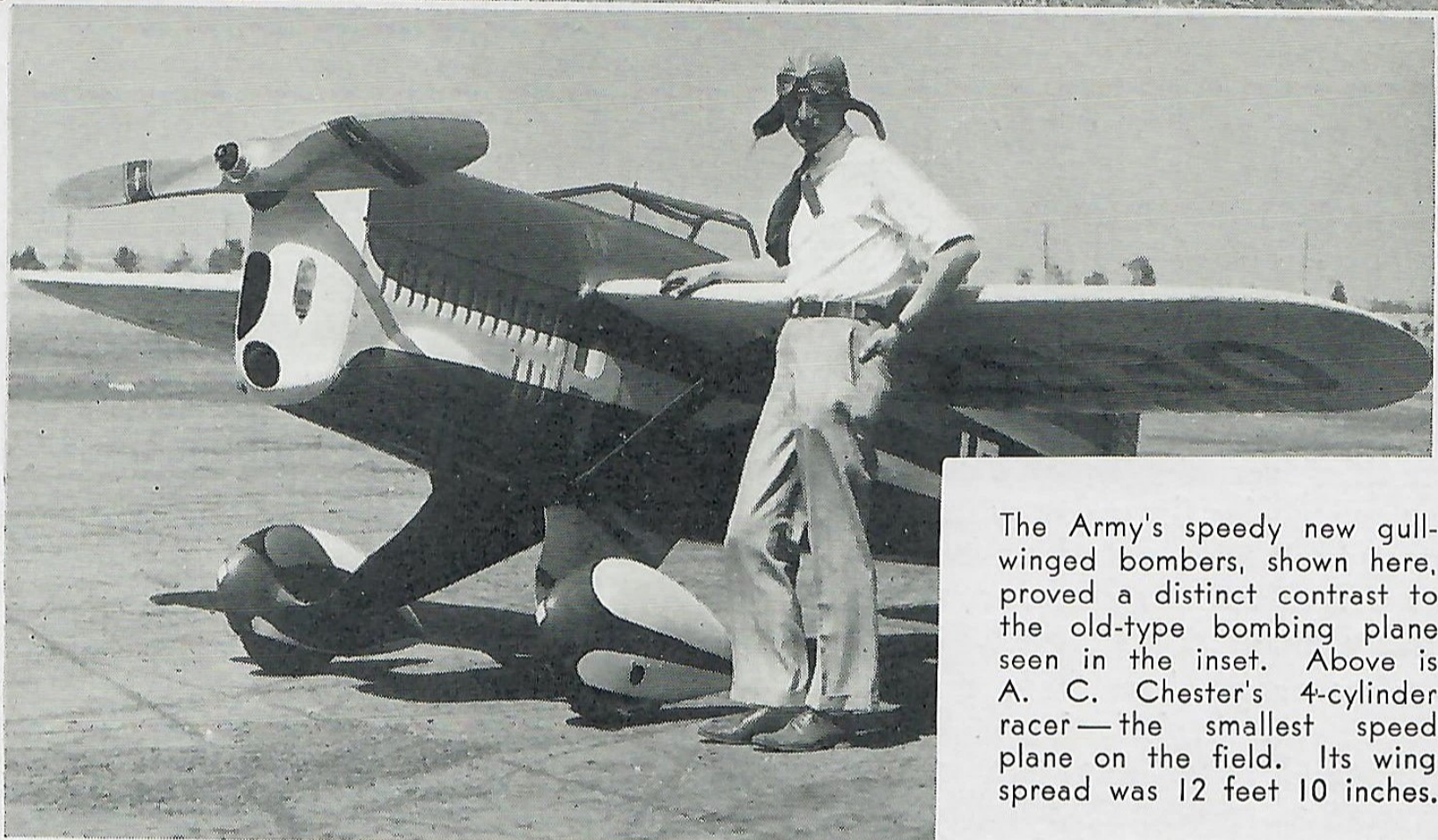
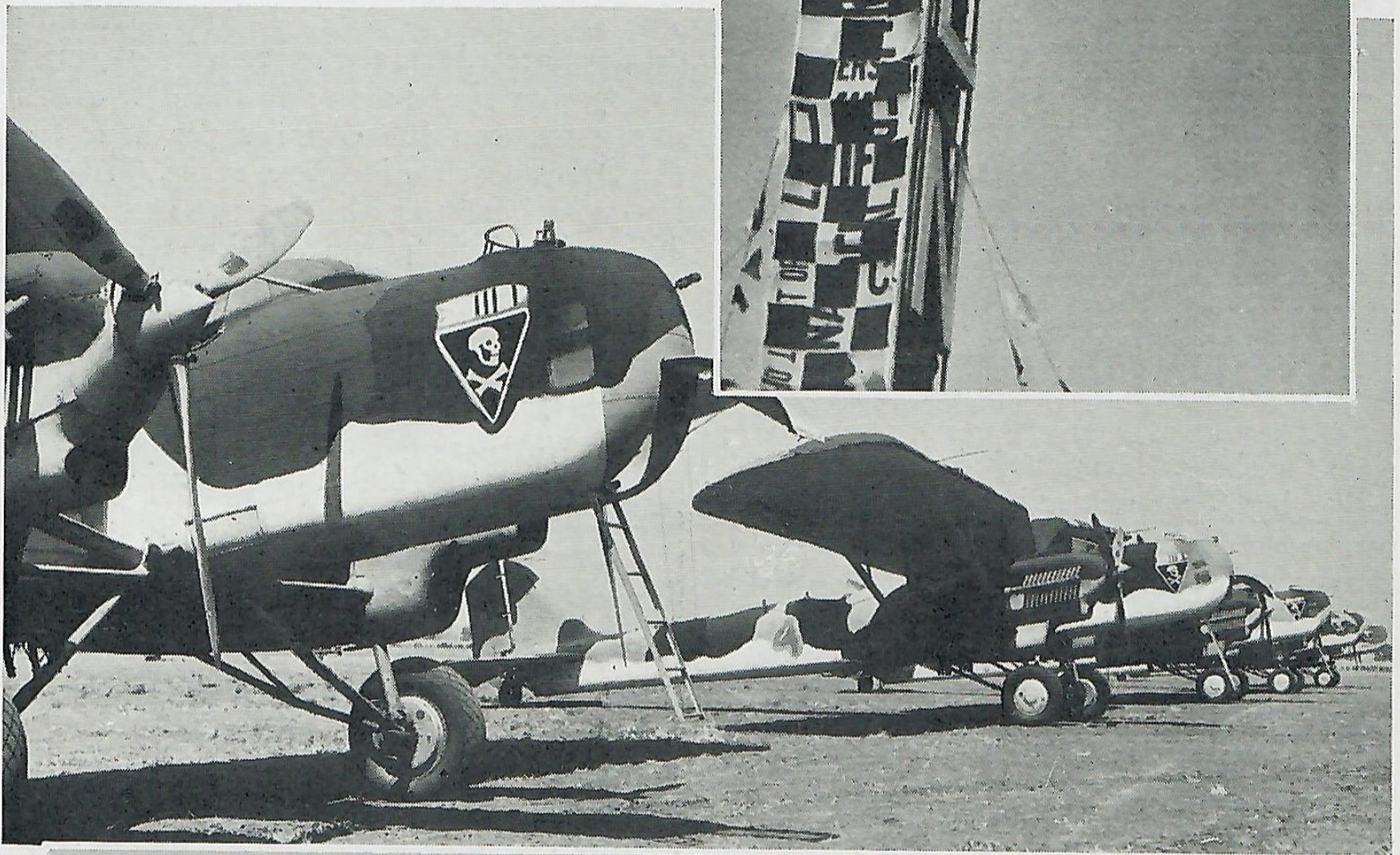
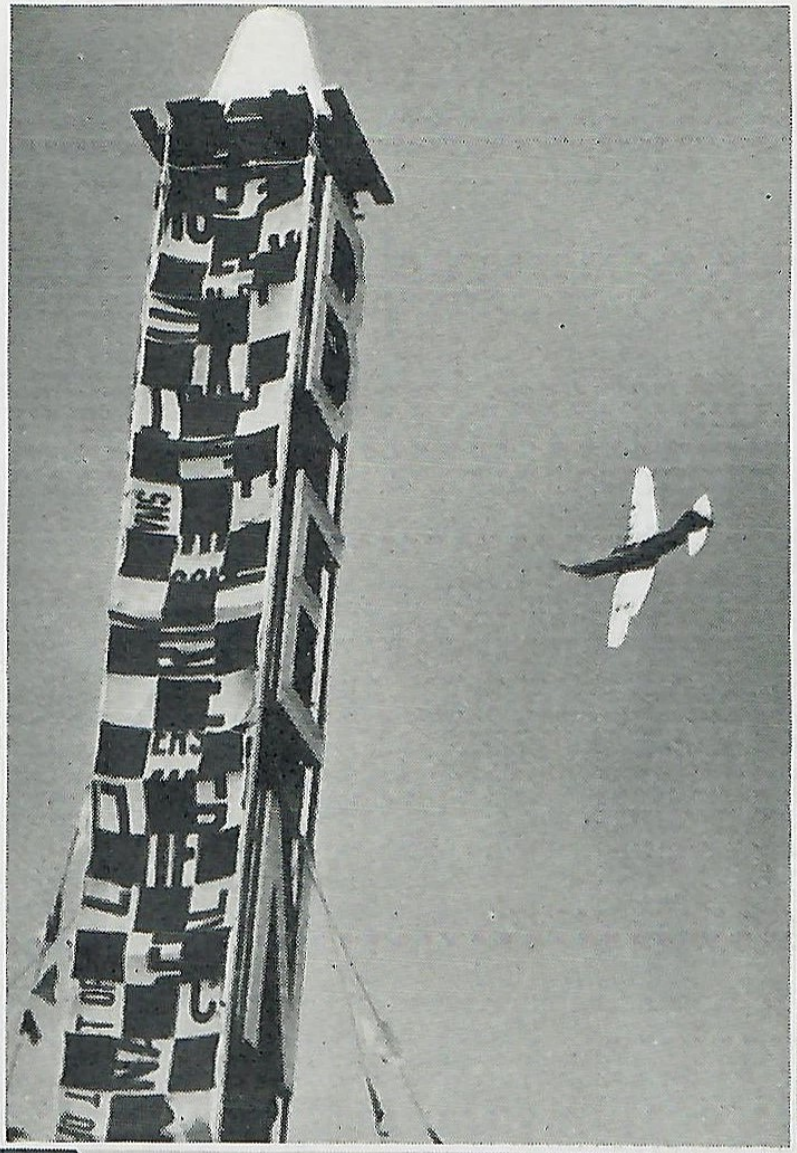
was induced to travel from his native Bavaria to the Pacific Coast to edify Western thrill-seekers. The major specialized in looping with dead stick not more than 400 feet from the ground and plucking handkerchiefs off a stick a few feet from terra firma with a hook attached to the left wing of his ship. Exhibitions of inverted flight by Lieut. Tito Falconi, 27-year-old pride of the Italian air forces, was one of the crowds' favorite acts. Falconi's special stunt, which invariably brought spectators to their collective feet, was to dive and climb the ship until it "hung on the prop," then to flip it into inverted flight and dive across the field upside down. Delayed parachute jumps, precision jumps, smoke screens in formation by the Hollywood Birdmen, added to the thrilling maneuvers.

The flight of eighteen Navy flyers from the Saratoga, the same number of Boeing pursuit ships manned by Army flyers, the Marine Corps delegation from San Diego, and the ponderous but impressive bombers from March Field came in for their share of public approval and on several occasions



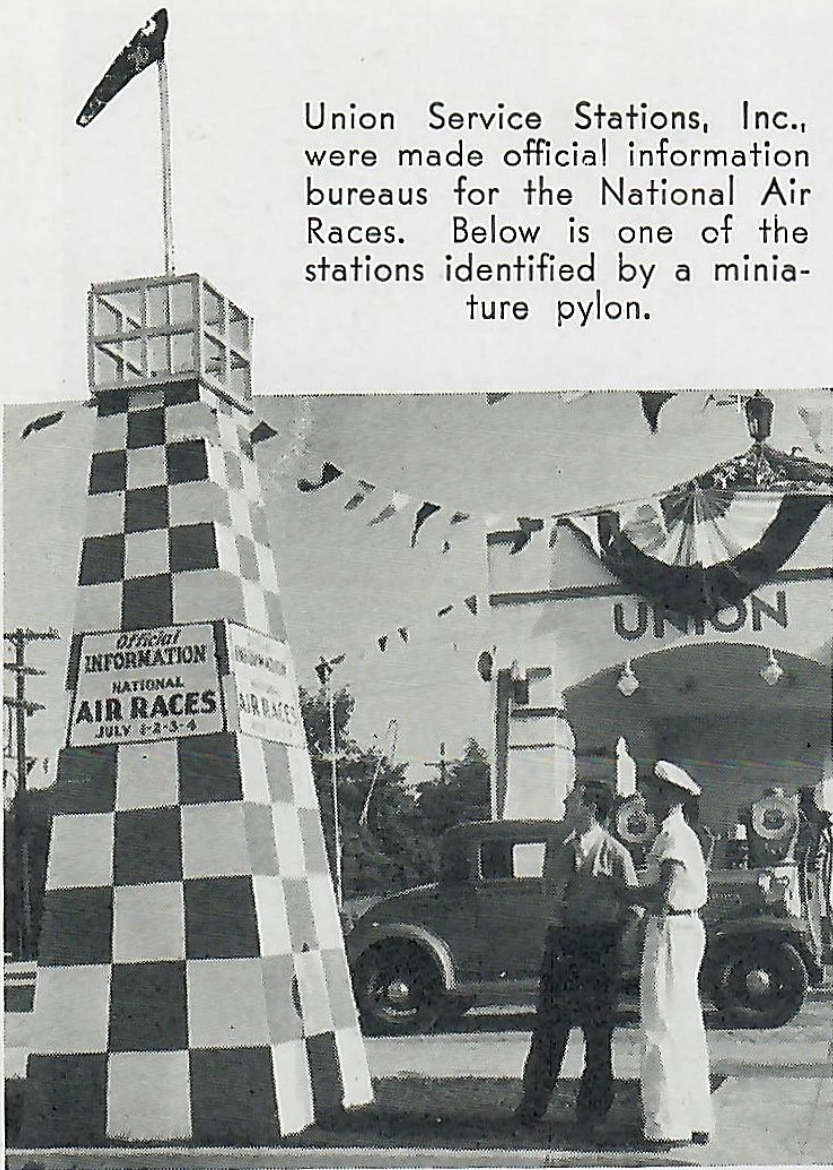
A National Air Race crowd at Los Angeles Municipal Airport. Insets, left, Maj. Ernst Udet, Germany's greatest living war ace, and, right, Lieut. Tito Falconi maneuvering his plane during an exhibition flight. Below—Army planes on the line.





The Army's speedy new gull-winged bombers, shown here, proved a distinct contrast to the old-type bombing plane seen in the inset. Above is A. C. Chester's 4-cylinder racer—the smallest speed plane on the field. Its wing spread was 12 feet 10 inches.

Union Service Stations, Inc., were made official information bureaus for the National Air Races. Below is one of the stations identified by a miniature pylon.



stole the show. Demonstrations were given of bomber flight maneuvers in dropping explosives on imaginary enemy fortifications. The Marines revealed the precision with which exact points could be destroyed by dropping miniature light bombs on a target near the home pylon.

When the Army and Navy pursuit flights dipped into their attack and combat formations and then strung out into the "snake dance" in the sky—rigging whistling and propellers screaming a song of power and speed as the ships were pulled out of power dives at 300 miles per hour—the ground-gripping public received its greatest thrill of the entire show.

The speed events, climaxed by the Thompson trophy race on July 4, were highly successful and drew representatives from all parts of the country to vie for the \$50,000 prize money. The cleanly built little ships, veritable flying cockpits, barely large enough for the ordinary man to crawl into, and not more than four feet in height, were driven to new closed course records in many motor classifications.

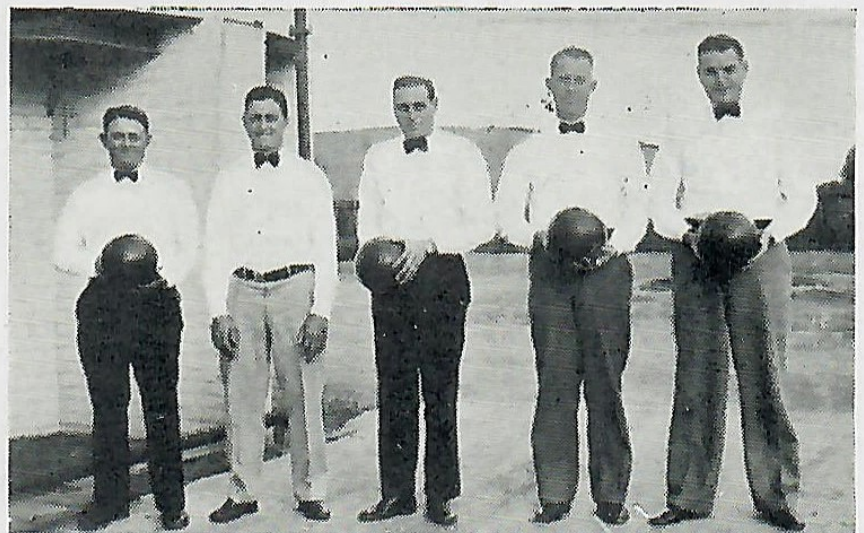
Strides which have been made in the past five years in designing more powerful engines and faster ships are indicated by comparative speeds: 142 miles per hour was the fastest time made in a closed course

race in 1928, while 237.952 miles per hour was recorded this year in the Thompson trophy event.

Roy Minor, Los Angeles pilot, using Union Oil Company's fighting grade aviation fuel in the little Menasco motor which powered his Howard Special, won four first, two second, and two third places in various events, virtually cinching all the prize money in free-for-all races for ships powered with motors not having more than 550-cubic-inch piston displacement. In the Thompson trophy race, in which ships having as much as 1200 cubic inch piston displacement were entered, Minor rode into third place despite the relatively small horsepower of the motor in the nose of his ship, averaging 199.87 miles per hour for the 200-mile closed course event. In the free-for-all for ships having not more than 375 cubic inch piston displacement, Art Chester, also using Union aviation gasoline, copped first prize money. The company's aviation fuel was also supplied to the Army and Navy ships for their exhibitions during the show.

Approximately 400 ships of various sizes and construction, representing an estimated investment of \$1,750,000.00, were on the field during the races.

Coast Bowling Champs

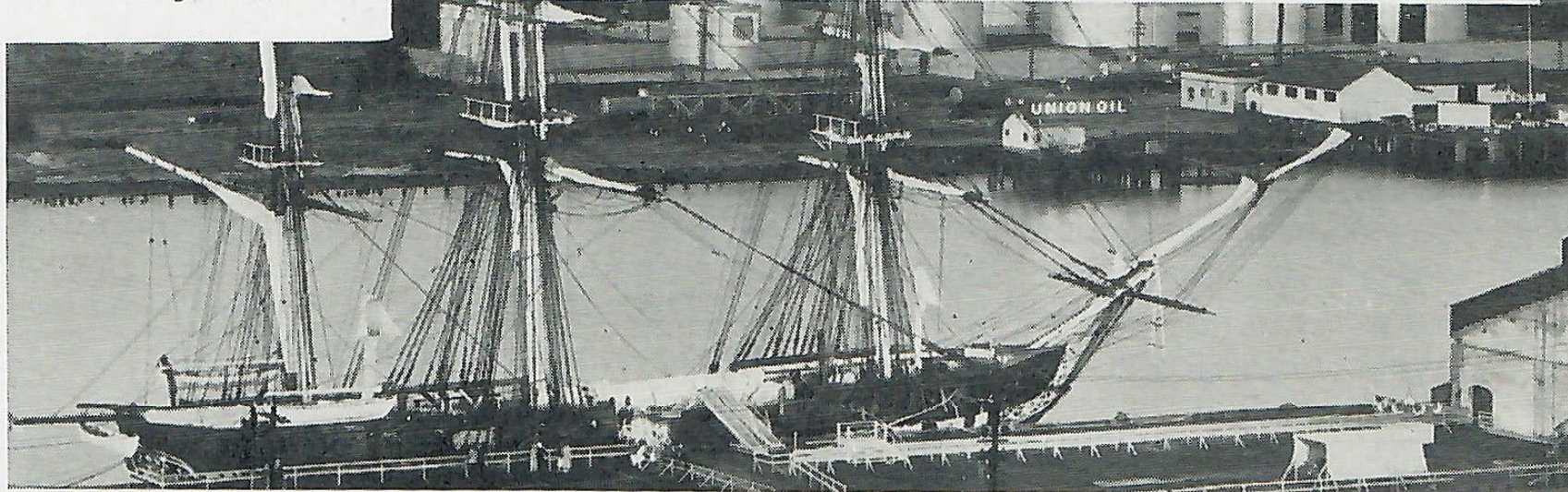
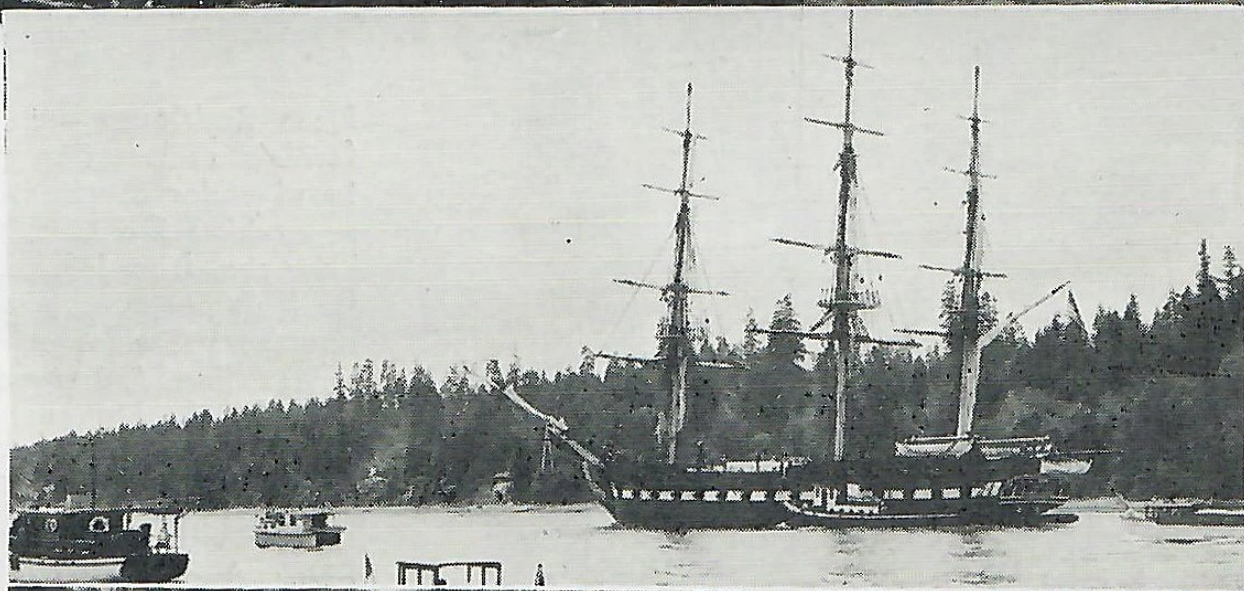


Not content with winning the bowling championship in the Automotive League of San Jose, the bowling team of the San Jose marketing station, San Francisco district, entered the West Coast Bowling Congress, comprising 112 teams from Vancouver, B. C., to Los Angeles, and won first honors.

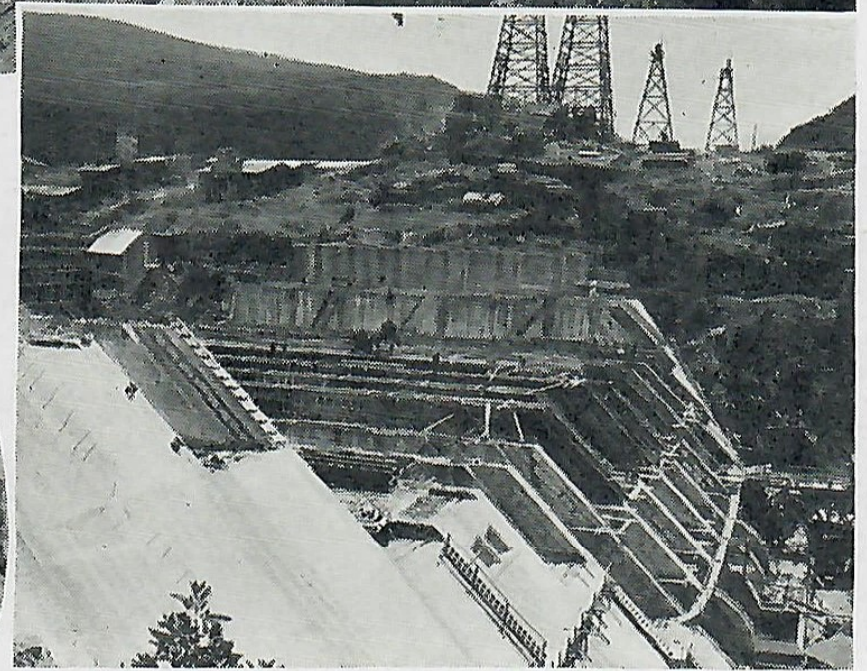
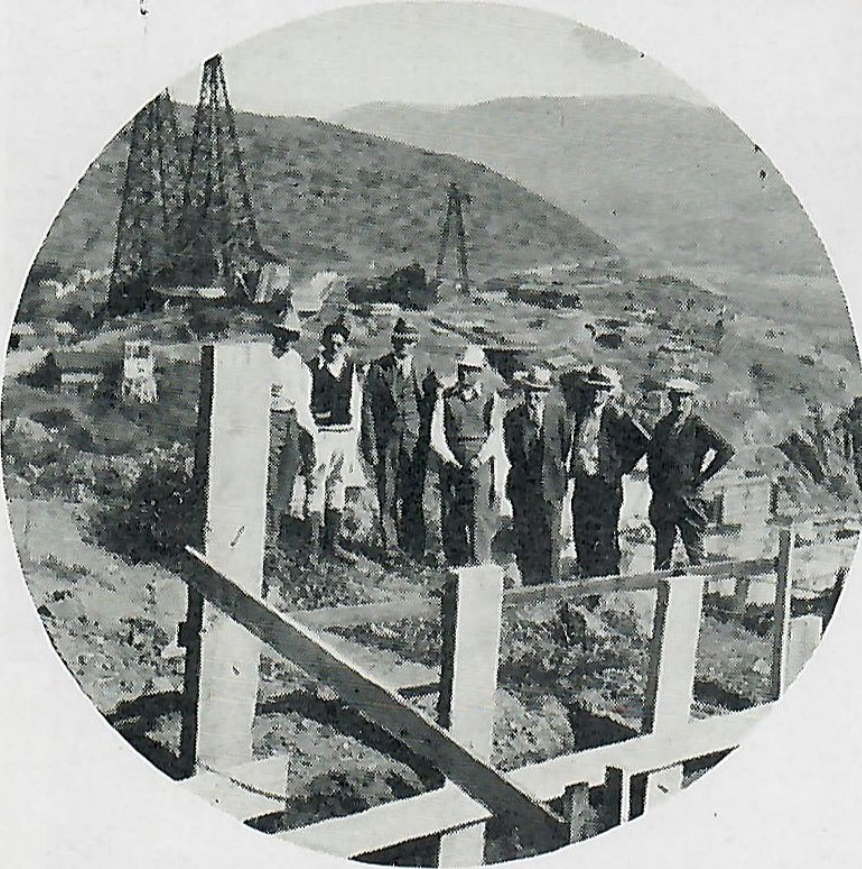
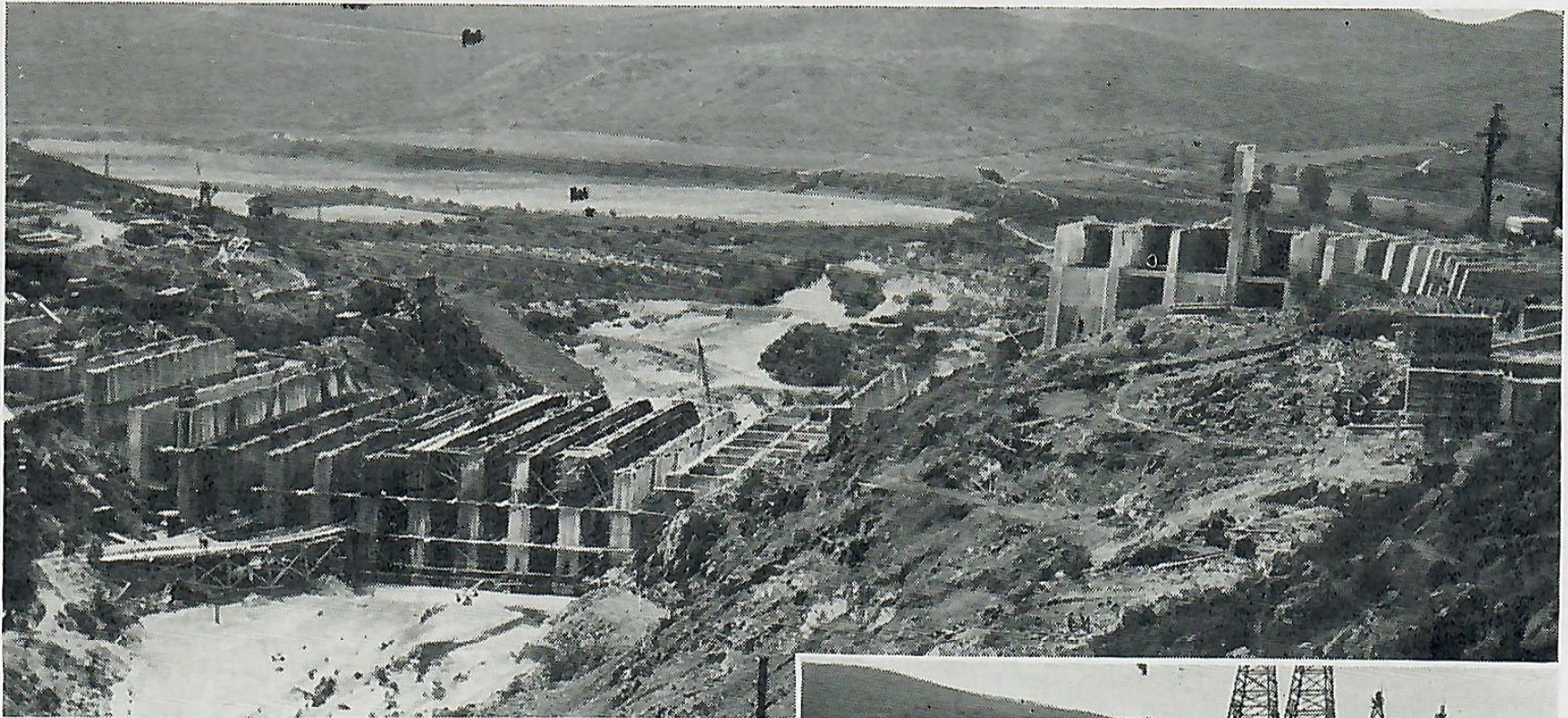
The members of the championship team are shown in the photograph above. They are, left to right, Capt. L. E. Keahey, tank truck salesman; L. O. Dampier, warehouseman; Wm. Rebella, tank truck salesman; H. Willard, service station operator, and Wm. Hubbard, assistant agent.



U. S. Frigate Constitution in Northern waters. Top—Foss Company tugs bringing historic frigate into Seattle harbor as planes roar welcome. Center—Entering Olympia harbor, Puget Sound. Below—"Old Ironsides" at Baker Dock, Tacoma, showing Union marine station and storage plant in background.



Baja California Reclamation Project



Scheduled for completion about July 1, 1935, the Presa Rodriguez Dam, under construction in Baja California, Mexico, 12 miles east of Agua Caliente, will store the waters accumulating from rains and snows in the surrounding mountains, making possible the conversion of now barren land into productive areas. The dam is also to be used in the development of hydroelectric power for nearby municipalities and industrial enterprises.

The completed structure will stand 225 feet high, although there will be 300 feet of subterranean construction below the river bed. The dam will be 1900 feet across, and will require approximately 6450

Presas Rodriguez Dam, latest of Lower California's reclamation projects, is here pictured under construction. The men who are supervising the task are shown in the circle. They are, from left to right, Luis G. Favela, field engineer; Samuel Arnelas, laboratory engineer; Charles P. Williams, resident engineer; Eng. J. Chavez Orozco, general manager for the National Commission of Irrigation; H. W. Hartin, agent, Union Oil Company, Chula Vista; John L. Frazier, construction superintendent, Ambursen Dam Company, and R. A. Samaneigo, purchasing agent.

tons of steel for re-inforcing and 204,000 cubic yards of concrete. It will cost a total of \$4,000,000 and will back up 111,000 acre feet of water. The lake to be formed by the dam will cover 2240 acres.

Ambursen Dam Company of New York is the contractor for the job. Union Oil products have been used exclusively on the project since inception of work.

Portland's Silver Jubilee Rose Festival



Queen Jean Stevenson, ruler of Rosaria, her royal attendants and some of the floats in the Rose parade over which she presided. Above, left to right, Princesses Jean McKay, Shirley Lambert, Mary Agnes Grisby, Her Majesty, Marian Dryer, Virginia Duncan, Yolanda Vanelli and Nedra Harwood. Right, the prize winning float, sponsored by the U. S. National Bank.

Annually, during the month of June, the city of Portland, famed for its abundance of roses, holds a Rose Festival rivaling the Rose Parade staged each New Year's Day by Pasadena. The silver jubilee festival, held this June, was attended by visitors from all parts of the Northwest. A destroyer division was on hand for the

occasion. The 1933 festival queenship was awarded Miss Jean Stevenson, daughter of D. M. Stevenson, superintendent of the Broughton Lumber Company. One of the seven royal attendants was Miss Nedra Harwood, daughter of D. S. Harwood, industrial salesman, Union Oil Company, Portland.



Fergus Grant

25 Years



S. D. Herkner

Service  Awards

20 Years



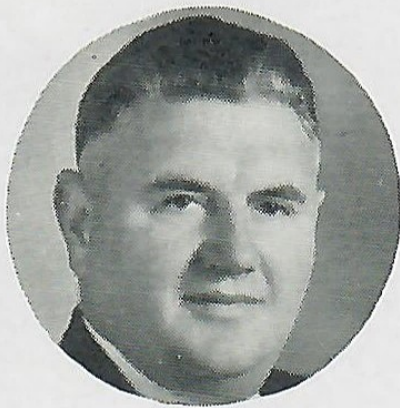
R. O. Nelson



V. H. Kelly



C. W. Lough



F. J. Meyer



E. J. Adams



E. D. Berry



A. E. Norman



M. B. Robinson



F. O. Mahoney

Fergus Grant, employee in the field department, Orcutt, and S. D. Herkner, district manager sales, Oakland, each joined the ranks of 25 year employees of the Union Oil Company during July.

In June, E. D. Berry, C. W. Lough, Fred O. Mahoney and A. R. Norman each completed their 20-year tenure of service with the company and during July E. J. Adams, C. A. DeFrance, V. H. Kelly, F. J. Meyer, R. O. Nelson, and M. B. Robinson entered upon their twenty-first year of activity in the company's employ.

After spending the early working years of his life in various capacities in the Redwood forests for lumber concerns, Fergus Grant came to the California oil fields in 1908 and went to work for the company in July of that year as a laborer. Later he was transferred to the drilling department, in which he served until 1915. That year he took over regular pumping duties and has played a part in the drilling and production of the Orcutt field for the past eighteen years.

S. D. "Sid" Herkner's first job with the company was as order clerk at the Stockton plant in 1908. Within a year he was shifted to Sacramento where he filled, among other duties, the positions of office manager, stenographer, clerk and shipping clerk. In 1911 he was promoted to out-of-town salesman with the northern California and Nevada territory to cover. The post of city salesman of Sacramento was given him in 1913, and three years later he was made district sales manager at San Jose. Two years later he returned to Sacramento as district manager, in which post he remained until he was appointed manager of the central division with headquarters in Sacramento. In November, 1929, he was placed in charge of the Seattle district, remaining there until assigned the managership of the San Francisco district in April, 1930. February, 1931, he was given the post of district manager, Oakland, the position which he now occupies.

The entire 20-year period of service rendered by Earl Berry has been spent at San Luis Obispo tank farm. For the first two years Berry worked on the construction and maintenance crew, and since 1915 has fired and pumped at the San Luis Obispo tank farm station.

Clarence W. Lough, popularly known as "Shorty," began work with the company at the Maricopa Midway fields as a roustabout. Within a short time he was promoted to gang foreman and was later transferred to the development department as tool dresser and driller. He is at the present time located at Kettleman Hills, Amerada King No. 2.

In 1913, A. E. Norman began work as engineer in the Norwalk pump station, where he remained for four years. In 1918-19 he served as dispatcher in the Los Angeles office, and was then transferred back to Norwalk as engineer. October, 1920 he was made foreman of the Norwalk district in the Los Angeles Pipe Line system. Norman sees a marked difference in the methods now pursued in the oil fields as contrasted with those of twenty years ago.

Then, he said, it frequently took a crew with team and wagon as much as a day and night to find and repair a leak in the system, while today the job is done in a few hours.

E. J. Adams entered the services of the company when the Paragon Oil Company of Tacoma was purchased in 1913. In 1918 Adams was transferred to the Portland district as cashier, holding the position for a year. In 1919 he was shifted back to Tacoma as chief clerk of the district, in which capacity he has represented the company for the past fourteen years.

C. A. DeFrance first went to work for the company at the Lakeview lease, Midway field. He worked in the drilling and production departments of that field until 1917, at which time he was transferred to Orcutt as lease foreman in the production department on the Escola property. He was advanced to production foreman at Orcutt in 1928, and later was moved to Santa Fe Springs in the southern division where he is now engaged in the production department.

V. H. Kelly, director of sales, in which capacity he has, since February, 1931, directed refined domestic and export sales, fuel and crude oil sales, the sales organization and facilities, and advertising, commenced his service with the company as a salesman in Tacoma in 1913. Two years later he was made special agent at Seattle, which position he held until promoted to manager of the Portland district in 1917. In 1922 he took over the duties of manager of the Seattle district and remained at that post until the formation of sectional operating divisions in 1926, at which time he was assigned the duties of manager of the northern division. Early in 1929 he was appointed chairman of the sales committee with headquarters in Los Angeles. With the creation of the post of manager domestic distribution in November, 1929, Mr. Kelly was called on to fill that position, and was given jurisdiction over refined oil and lubricating oil sales in the United States. In April, 1931, Mr. Kelly, as director of sales was given operating supervision over export, fuel and crude oil sales.

F. J. Meyer became associated with the Union Oil Company July 1, 1913, prior to which date he had been in the employ of the Paragon Oil Company. In his initial capacity he served as tank wagon salesman. The following year he was promoted to salesman and has occupied that position for the past nineteen years.

Horse-drawn tank wagons were still in use when F. O. Mahoney went to work for the Union Oil Company in June, 1913, at Santa Ana, as a tank wagon driver. His service with the company in Orange County has been continuous since that date except for two years in the U. S. forces during the World War, most of which time was spent overseas. He returned to his old job in July, 1919, and when trucks replaced the tank wagons he was made a tank truck salesman, which position he now holds. He now enjoys a first-name acquaintance with most of his customers and to scores of Orange County residents he is the Union Oil Company.

Bookkeeper in the Oakland district was the first position which Roy O. Nelson filled for the company. From 1915 to 1930 he filled, at various times, the jobs of drum and barrel clerk, ledger clerk, credit clerk, and assistant cashier. January, 1930, he was elevated to the position of sales promotion analyst, and a year later was made agent at Hayward. Since January, 1931 he has been order clerk and plant superintendent at Emeryville.

M. B. Robinson entered the employ of the company at the Willbridge plant, Portland as tank wagon driver, and in 1915 was appointed tank truck salesman. Two years later he was promoted to city salesman. Early in 1918 he went to Eugene as agent, and acted in the capacity of agent at various Portland district sub-stations until 1931, at which time he became salesman at Vancouver, Washington.

Fifteen Years—June

Adams, Philip R.....Field, Santa Fe Springs
 Aus, Nina.....Compt., Head Office
 Carlisle, Fred H.....Transp., No. Div., P.P.L.
 Elam, Elijah.....Sales, Sacramento
 Forbes, Alex.....Field, Santa Fe Springs
 McDonald, J.....Mfg., Avila Refinery
 Marcks, Ray A.....Sales, Portland
 Milford, A. W.....Sect. Head Office
 Otis, Albert T.....Mfg., Oleum Refinery
 Pedro, Frank.....Mfg., Oleum Refinery
 Pemberton, F. W.....Sales, Los Angeles
 Richards, Frank H.....Field, Orcutt
 Turner, Charles B.....Field, Santa Fe Springs
 Whitham, Helen.....Sales, Head Office
 Wiley, L. O. Jr.....Mfg., Los Angeles
 Writer, Lee T.....Sales, Los Angeles

Ten Years—June

Aguirre, Pedro.....Mfg., Los Angeles Ref.
 Awbrey, Ernest T.....Sales, San Francisco
 Banman, Theodore.....Field, Maricopa
 Beal, Burton F.....Field, Santa Fe Springs
 Carpenter, Ruth L.....Sales, Los Angeles
 Copeland, Randolph.....Transp. No. Div., P.P.L.
 Crosby, P. H.....Sales, Seattle
 Doss, Thomas E.....Bldg., Los Angeles
 Faria, Antone A.....Mfg., Oleum Refinery
 Genter, Edwin J.....Mfg., Los Angeles Ref.
 Gibson, Margaret L.....Compt., Head Office
 Gold, Thomas.....Bldg., Los Angeles
 Grisham, Jno. W.....Sales, Seattle
 Hartshorn, C. R.....Compt., Head Office
 Herman, Andrew.....Mfg., Oleum Refinery
 Hopper, Basil.....Dev., Head Office
 Johnson, Oscar M.....Sales, Portland
 Kemp, Marvin W.....Transp., So. Div., L.A.P.L.
 Koch, Esther M.....Pur., Head Office
 Lee, Robert E.....Sales, No. Div., Garage
 Marr, Ernest L.....U.S.S. Inc., Los Angeles
 Marshall, James.....Mfg., Oleum Refinery
 Miner, Lloyd E.....Sales, Sacramento
 Molitor, Ray E.....Sales, Los Angeles

Munsen, A.....Transp., Marine
 Quigley, Louis A.....Mfg., Oleum Refinery
 Reid, Alex.....Mfg., Oleum Refinery
 Russell, A. N.....U.S.S. Inc., Head Office
 Sauvinet, Florence B.....Pat., Head Office
 Sims, Clive W.....Mfg., Oleum Refinery
 Spink, Percy G.....Mfg., Oleum Refinery
 Stotenburg, W. F.....Sales, Los Angeles
 Vogt, Thos. J.....Sales, Los Angeles

Fifteen Years—July

Andersen, J. S.....Gas, Southern Division
 Bellina, E. F.....Mfg., Oleum Refinery
 Billington, Hartley.....Gas, Northern Division
 Conley, William M.....Transp., So. Division
 Cory, Walter C.....Mfg., Los Angeles
 Cox, Catherine.....Mfg., Oleum Refinery
 Esplin, Chas. B. Sr.....Transp. No. Division
 Elliott, Charles H.....Compt. Head Office
 Kelley, L. C.....Credit, Head Office
 Knickerbocker, J. H.....Transp., No. Division
 Luttrell, Alfred S.....Field, Orcutt
 Pfeiffer, John H.....Field, Santa Fe Springs
 Simmerman, E. T.....Sales, Fresno
 Weaver, Elmer H.....Pur., Head Office, Seattle
 North, John J.....Field, Santa Fe Springs

Ten Years—July

Bauman, Ernest.....Compt., Head Office
 Berlin, Oliver F.....Sales, Fresno
 Boyle, Jay Harvey.....Sales, Seattle
 Cheatham, Richard.....Sales, Honolulu
 Cyrus, Russell H.....Marine "La Placentia"
 Diamond, Patrick.....Mfg., Oleum Refinery
 Furtado, Jos. S.....Sales, Oakland
 Gartin, Elmer N.....Bldg., Head Office
 Haggans, James A.....Mfg., Los Angeles Ref.
 Harper, Earl R.....Sales, Central Sales Const.
 Henry, Neal G.....Compt. Southern Division
 Hughes, Will D.....Transp., Northern Division
 Jones, Leo, Jr.....Compt., Southern Division
 Lum, Henry Kam.....Sales, Honolulu
 McClelland, R. W.....Field, Santa Fe Springs
 McDermott, K. C.....Mfg., Los Angeles Lub.
 McIntyre, Ernest P.....Gas, Southern Division
 Macaulay, Ronald.....Transp., So. Div.
 Malette, Alfred F.....Compt., Head Office
 Mello, Alfred V.....Mfg., Oleum Refinery
 Miller, Catherine M.....Compt. Head Office
 Noble, Earl B.....Geo., Head Office
 Parker, Benj. F.....Mfg., Los Angeles Refinery
 Pelletier, Verel C.....Sales, San Francisco
 Pfister, Gottfried.....Transp., Southern Division
 Rhode, Alvin H.....Sales, Seattle
 Rogers, Lloyd J.....Sales, Fresno
 Sage, Russell S.....Transp., Southern Division
 Shepherd, Wm. A.....Mfg., Los Angeles Ref.
 Smith, Wilma E.....Sales, San Francisco
 Stine, Floyd M.....Field, Santa Fe Springs
 Tanquary, L. H.....Tel., Southern Division
 Uglade, R.....Marine, Transportation
 Valentine, S. A.....Bldg., Union Oil Building
 Van Wagenen, G. E.....Transp. So. Div.
 Wagner, Louis.....Field, Santa Fe Ventura
 Walker, Margaret E.....Compt., So. Div.
 Whitaker, Lester.....Field, Southern Division
 Wilson, T. R.....Mfg., Los Angeles Refinery
 Worters, C. J.....Pur., Head Office, L. A.

Army Maneuver Planes Fuel at Bakersfield

United States Army Air Corps annual tactical maneuvers recently conducted on the West Coast included Bakersfield, Calif., as an operating base, where, during the war problems being solved, 81 pursuit, ground attack, bombers and other fighting craft landed for fuel and opening of sealed orders.

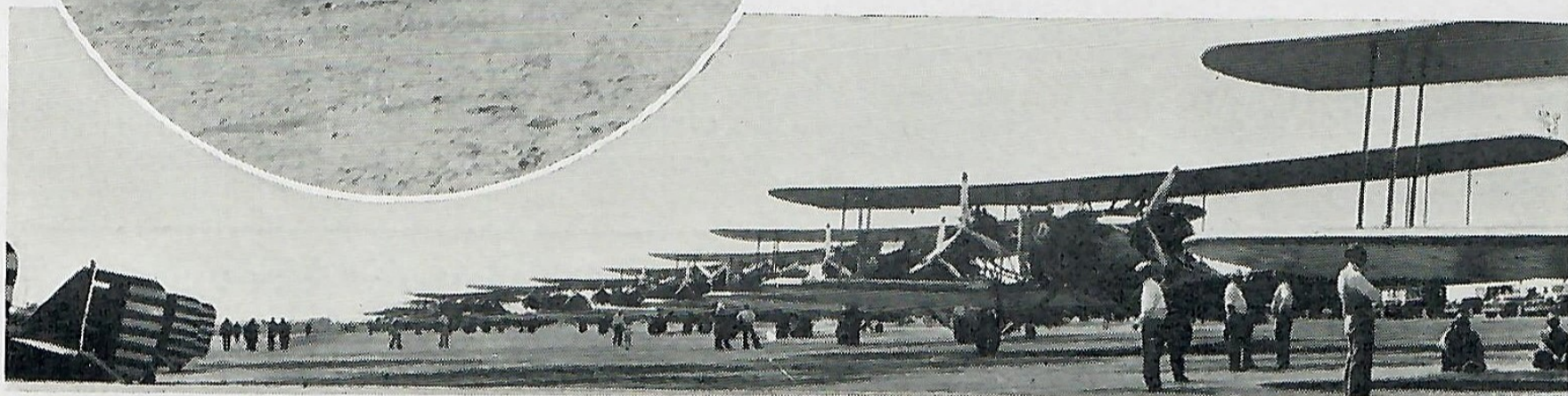
Under command of Gen. Oscar Westover, in charge of the provisional air force, the first bombardment group was dispatched to Bakersfield with Maj. Carl Spatz as flight com-

mander. Sealed orders which were carried by Major Spatz designated the flight as an enemy force with the March Field contingent, under Col. C. C. Culver, as defenders. The two flights then entered into mimic warfare, with Col. Culver's men successfully defending Southern California from the attackers.

The flight of 81 ships landed at Bakersfield at noon, May 16. All planes were immediately refueled with Union's fighting grade aviation fuel by a special crew placed at the airport by the Fresno district office. One hour and fifteen minutes after the ships had landed they were all serviced, approximately 2200 gallons of gasoline having been delivered into the ships within that time. Cooperation of the automotive division, which supplied necessary incidental equipment such as extra hose, nozzles, and strainers, in addition to the trucks, and the Bakersfield's agency men made such expedient handling of the job possible. Commendation for the expert manipulation of the work was passed on from the army officials.



Fueling U. S. Army planes at Bakersfield airport.



Even Native San Franciscans Have Guessed Wrong



Oh, yes, San Francisco skyline at night; but you're wrong! It is Vancouver, B. C., leading grain port of Canada, and headquarters of Union Oil Company of Canada, Ltd.

Duke Kahanamoku Puts Out His "Shingle"



The Duke, left, and the service station he now operates



Duke Kahanamoku, whose swimming and surf board are world famous, has found a new use for his surf board: it serves as a sign at the Union service station at Nuuanu avenue and Pauoa road, Honolulu, which he recently was induced to take over as manager.

Duke jumped into international swimming fame 22 years ago, when as a husky youngster he won a 100-yard free-style swimming race in Honolulu harbor in a new world's record time for the distance. His swimming ever since has been headline news on sports pages. He was world's champion for 12 years, and starred in three successive Olympic games, starting in Stockholm in 1912.

He was unsuccessful in his comeback effort for the 1932 Olympics, but despite the splendid care he has taken of himself, his 43 years proved too big a handicap. Although he is now out of

championship competition, his loss of speed in the water is only noticeable to the stop watch.

He has many rescues to his credit, the most dramatic of which was off Newport Beach, California, in June, 1925, when he saved eight out of seventeen persons thrown in the water by the capsizing of the fishing boat *Thelma*.

Valley Air Lines

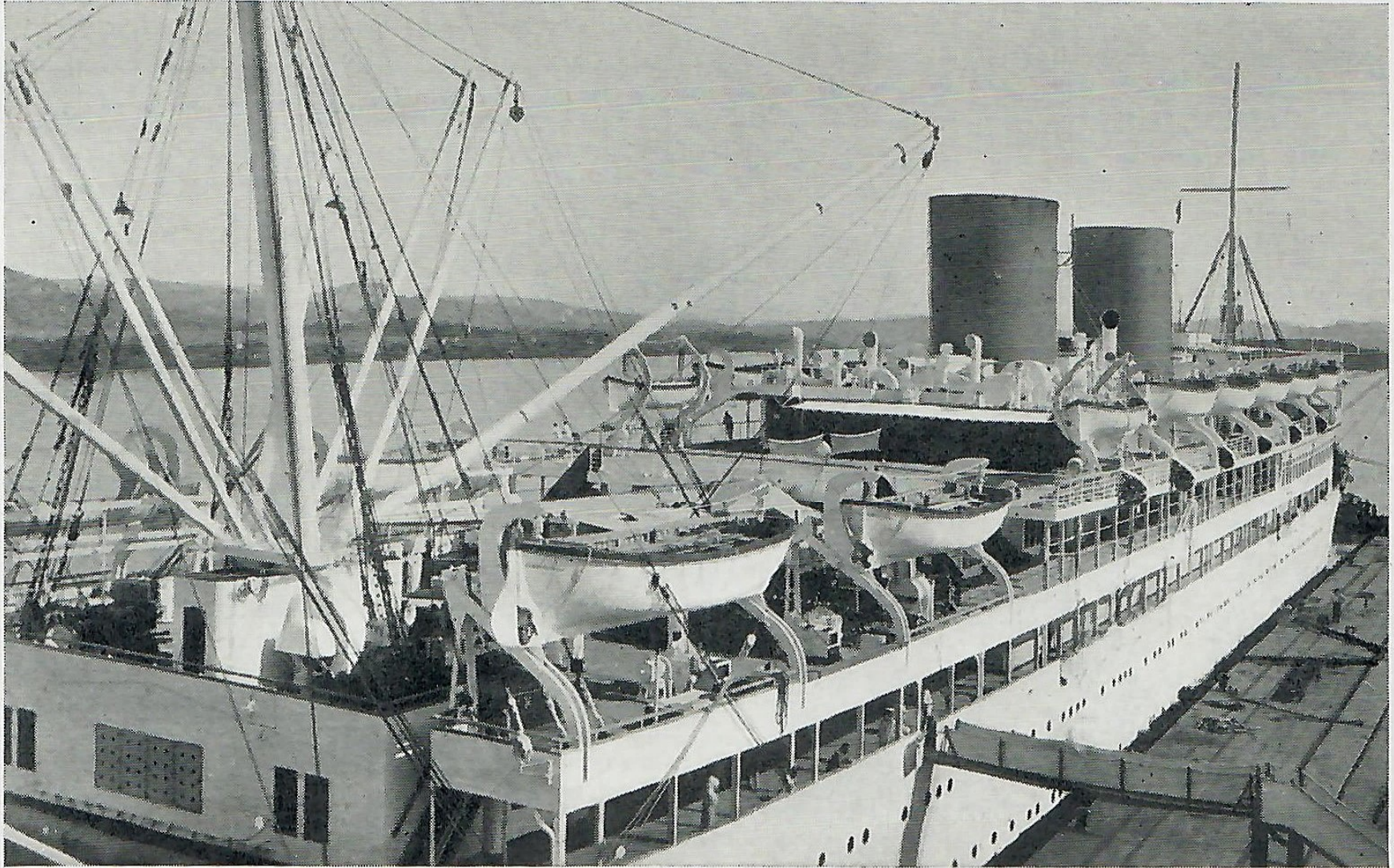


One of four Lockheed Vega monoplanes operated by the Valley Air Lines between Sacramento and Mills Field, San Francisco, via Stockton. Two round trips are made daily. Union products are used 100 per cent by the lines.

Treasurer Honored

J. M. Rust, treasurer, Union Oil Company, was elected a vice president of the National Association of Credit Men at its annual convention held in Milwaukee last month. Los Angeles was chosen as convention city for 1934 at the Milwaukee gathering.

Fueling "Queen of the Pacific" With Union Diesel



The M.S. Reina del Pacifico (Queen of the Pacific) operated by the Pacific Steam Navigation Company, is shown here taking aboard 12,500 barrels of Union Diesel at dock No. 6, Balboa, Canal Zone, during her trip through the Canal late in May

They Keep Company's Rolling Equipment Rolling

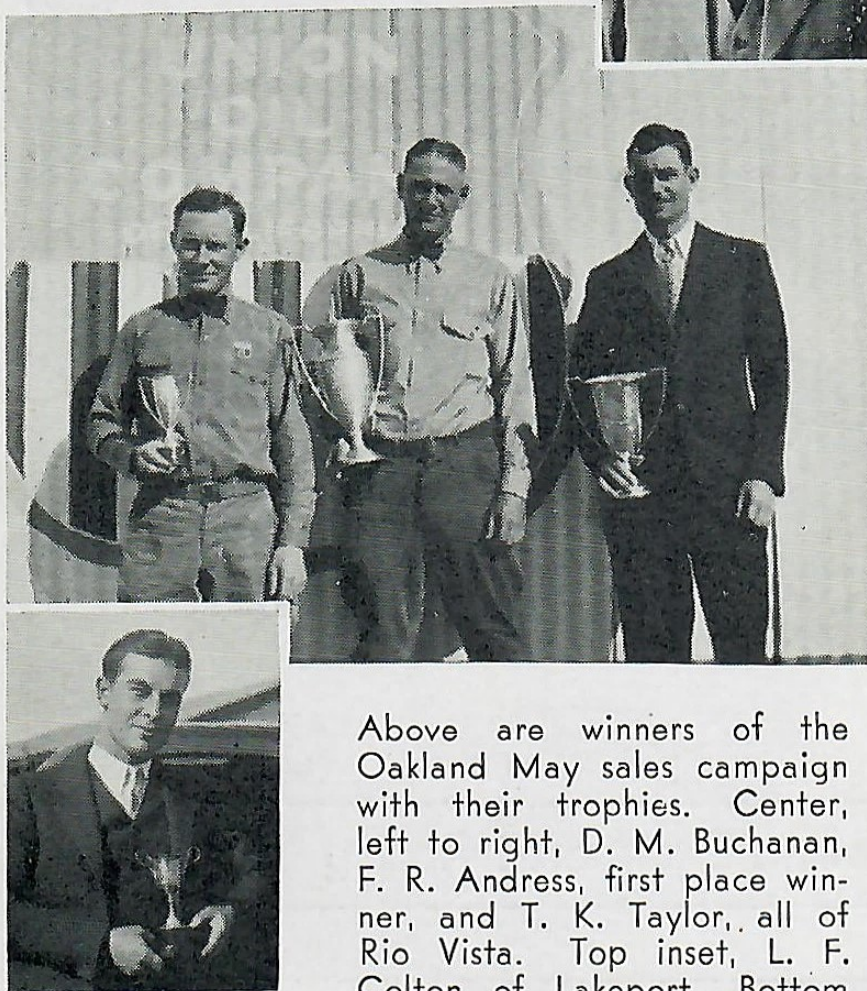


The above photograph was taken at Portland at the annual meeting of the automotive division of traveling mechanics of the Northern Division. Back row, left to right, R. S. McGarigle, G. Bjelland, H. D. Phillips, C. R. Carey, and E. C. Stevens. Center, left to right, W. H. Vaughn, D. D. Barker, J. W. Sinclair—supervisor of automotive equipment for the company, C. W. Leghorn, W. E. Thompson, C. O. Livingston, A. J. Bailey, C. C. Bakala, A. C. Dockrell and W. H. Bookwalter. Seated, left to right, T. T. Turner, B. F. Bressler, O. H. Steffen, A. Marti, J. A. Dahl, E. J. Magill, F. C. Phillips, and George Soper.

Oakland Sales Winners

Inaugurating a series of new campaigns, employees of the Oakland district, working under the guidance of O. I. Wooldridge, assistant manager sales, sold, during their "May Trophy Campaign," 33,966 units of lubricating oil and grease to new customers. Winners were judged by the percentage that their total units sold and delivered, figured in comparison to their own weight.

Of the 13,178 units of lubricating oil and 20,818



Above are winners of the Oakland May sales campaign with their trophies. Center, left to right, D. M. Buchanan, F. R. Andress, first place winner, and T. K. Taylor, all of Rio Vista. Top inset, L. F. Colton of Lakeport. Bottom inset, F. Allen of Oleum.

units of grease, F. A. Andress, tank truck salesman, Rio Vista, in accounting for 2,822 units and a percentage of 1,567, seemingly paid little attention to the campaign slogan—"No salesman can sell everyone, but every salesman can sell someone." However, D. M. Buchanan also tank truck salesman, Rio Vista, kept first place in doubt to the last and finished in second place with 1637 units and a percentage of 1056. To make it a perfect score for the Rio Vista sub-station, T. K. Taylor completed his sales endeavors for May with 1857 units, equivalent to 977 per cent, taking third place for individual scores in the district.

Oakland district's "son of the great Northwest," L. F. Colton, who sells his customers and then delivers the goods throughout the territory covered by the one man sub-station at Lakeport, placed second in the agent-salesman class and fourth for individual percentage in the district by putting out 1623 units or 854 per cent. F. Allen, assistant agent Oleum sub-station, won in this class with 1000 units, equal

to 571 per cent while Paul Toups, sales agent at Oleum, gained honorable mention with 1567 units or 847 per cent, being just short of a trophy prize by seven per cent.

Madden Dam Builders Praise Union Products

The Madden Dam, project stemming the Chagres river, by means of which the flow of the river will be controlled to permit a sufficient amount of water for the Panama locks at all times, has been under construction for the past 20 months and is now almost half completed.

It is the second largest building project now under way in territorial United States, being dwarfed only by the Colorado River enterprise. The height of the structure on completion will be 220 feet; it will be 950 feet across and have a maximum width of 16.43 feet. In addition to the main dam, the project calls for erection of 20 saddle dams, hydro-electric power plant, and construction of a highway to connect with the Canal system of roads.

W. E. Callahan Construction Company and Peterson, Shirley, and Gunther, co-contractors for the work, have, since April, 1932, used Union 76 gasoline and Union lubricants in all the equipment operated, with highly favorable results. Writes J. P. Shirley ". . . we have been using Union 76 exclusively in all motor equipment in connection with the construction of the Madden Dam project. . . . When we changed to 76 an immediate improvement was noted in the operation of the equipment. The gasoline has given us extremely satisfactory performance under severe operating conditions. Despite the high Panama temperatures we have had no trouble from vapor lock. The gasoline is clean, starts easily, and gives us maximum power.

"Soon after we started operations in January, 1932, we began using Union lubricating oils and greases exclusively. In order to take advantage of the dry season for dirt moving operations, our fifteen Caterpillar "Sixty" tractors were pushed well beyond normal capacity for 24 hours per day. We have never known tractor equipment to be operated with as much overload and extra speed over long steep grades as ours were subjected to during the dry season of 1932 and 1933. Your Motorite was used in the motors; Translubo 160 for the track rollers, and Purepenn Worm Gear for transmissions. Considering the severe operating conditions, we have been gratified at the small amount of time lost for equipment repairs.

"Your Motoreze 50 and Motorite 50 are used in our 16 five-ton dump trucks and extreme pressure lubricant 160 in transmissions and differentials, both with fine results.

"Your oils and greases are also being used on other miscellaneous equipment in connection with this work and in every case are proving satisfactory."

REFINED AND CRUDE

By RICHARD SNEDDON

That peculiar wingless bird of New Zealand, the Moa, is now extinct. That's all there is, there ain't no moa.

And proceeding further with our nature study, are you aware that the giraffe never emits any sound? There's a swell idea for some of our radio announcers.

It was from the giraffe, by the way, that the town of Great Neck, Long Island, derived its name.

Another interesting derivation is that of the word "tax." We understand it comes from the latin "taxare," meaning "to touch sharply." As the Boston Transcript remarks, no further wise-crack is necessary.

A world famous psychologist declares that every human countenance is a message. That being so, why the heck haven't some of them been enclosed in envelopes?

And why do dairy men continue to drill holes in Swiss cheese, when it is so obviously limburger that needs to be ventilated?

Oh well, remember, even if your Cafe' steak is small, it will likely take you a long time to eat it.

Golfers, as a class, we are told (by a golfer), are sound, sensible people who believe in saving something for a rainy day. Yeah, their work!

But never jump to the conclusion that because movie comedians get larger salaries than senators they are funnier.

"So you want some gasoline," said the operator to the perspiring individual who walked into the station, "Where's your can?" "Oh about a mile down the road," was the weary response.

Teacher: "If I subtract three quarters from seven eighths, what's the difference?"

Pupil: "Yeah. That's what I say."

Junior, by the way, informed us that after lunch at the Sunday School picnic all the kids rose and chorused "We can sing, full though we be." That was his interpretation of the well known hymn "Weak and sinful though we be."

Which furnishes an ideal opening for some more school boy "boners" from the famous book by that name. One bright student, obviously having the word "centaur" in mind, writes: "A senator is half a horse, and half a man."

Another scintillating scholar tells us "Bass is a low sort of music that only men sing."

A third one defines the Mosaic Law as a law compelling people to have their floors laid with little pieces of colored stone.

Now comes a financial expert with the news that business is definitely "warming up." Considering where it has been, we should think he would be more correct to describe the change as a "cooling off."

Bif is made in a variety of aromas, but the flies in our neighborhood seem to accept them all with the same resignation.

Incidentally, we find this product excellent for the destruction of ants, silverfish, and cockroaches, and have even used the empty spray gun with telling effect on book agents.

On returning from a vacation trip, the young lady in Station Accounts enthused "Gee, the scenery up there in the Yosemite was gorgeous, and the sunset skies were as pink as a petty cash voucher."

Then there was the other young lady who went up to the desk clerk at the police station and inquired, "Can you tell me, please, where I go to apologize for shooting my husband?"

And now that we are almost back to normalcy, wasn't that a terrible depression?

