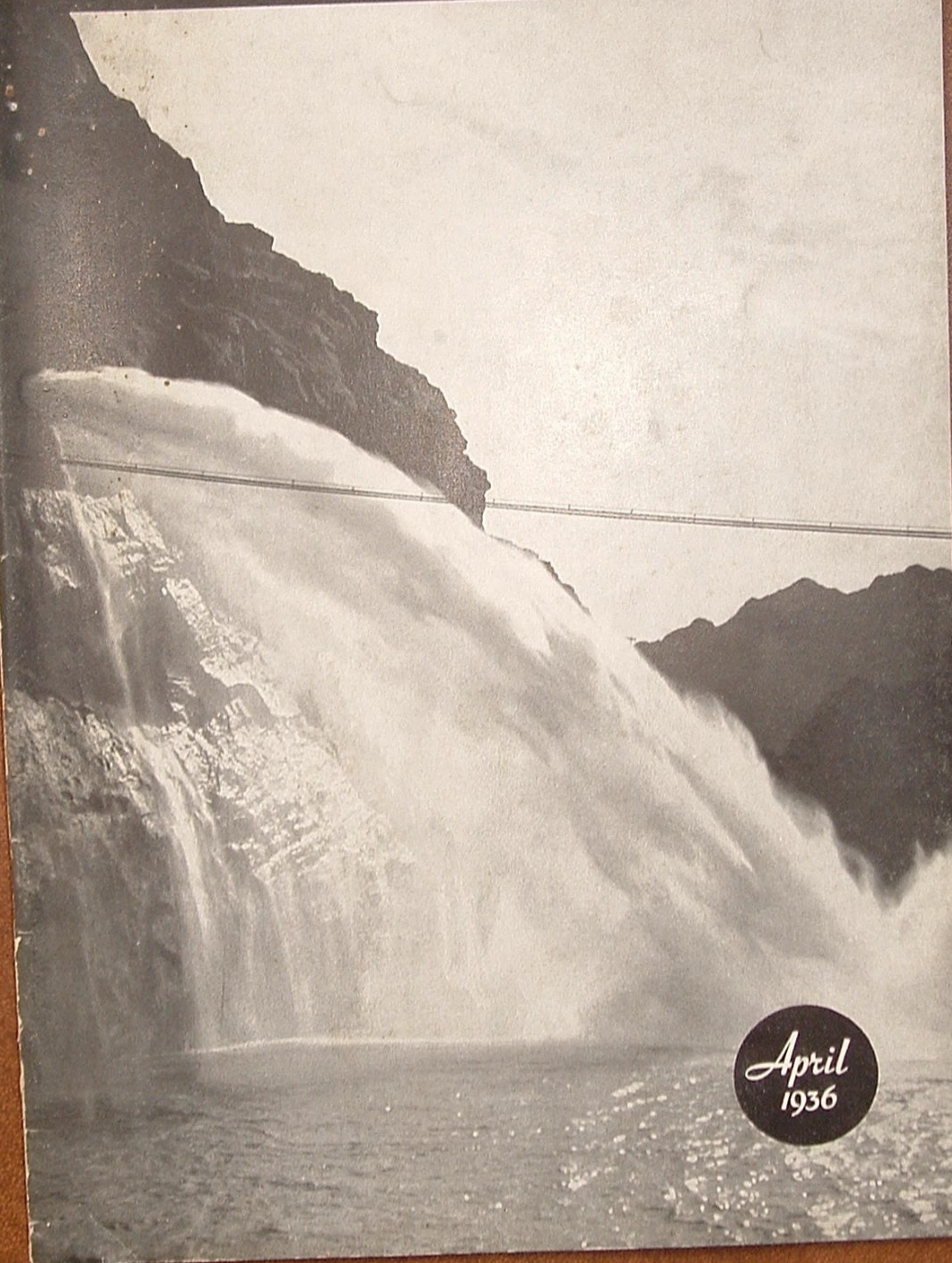
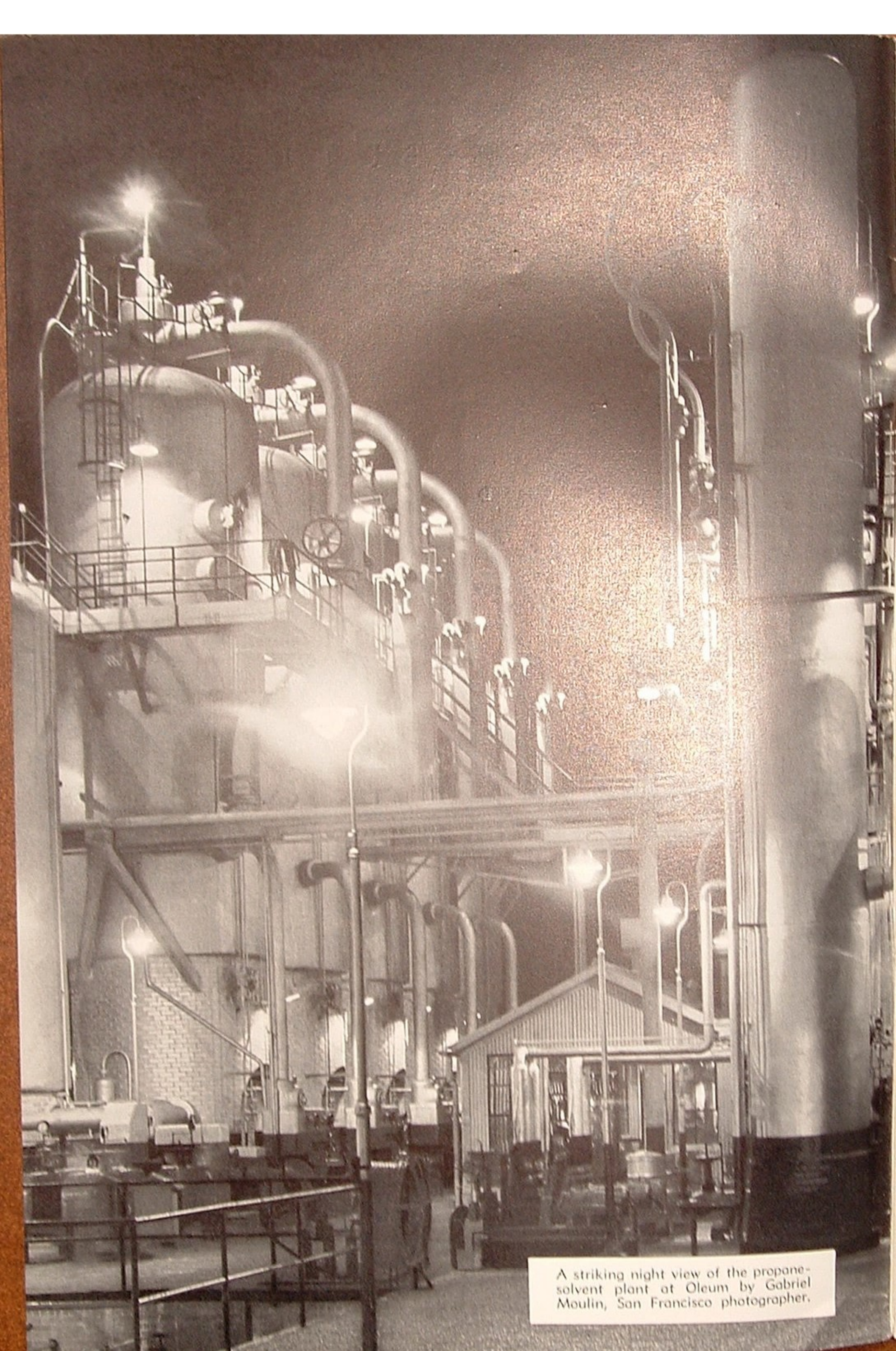


* UNION OIL BULLETIN *



April
1936



A striking night view of the propane-solvent plant at Oleum by Gabriel Moulin, San Francisco photographer.

UNION OIL BULLETIN



EXECUTIVE COMMITTEE* AND OFFICIALS

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VOLUME XVII

MARCH-APRIL

BULLETIN No. 2

Los Angeles, March 30, 1936.

To All Employees
Union Oil Company of California.

No function of management transcends in importance the establishment of satisfactory "Personal" affairs.

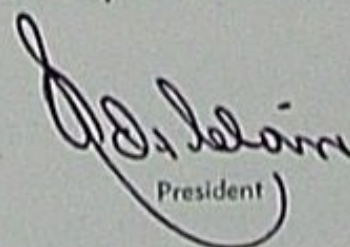
Upon this most essential element depends the success of the institution over which management presides and the accomplishment of this purpose always must be a matter of prime consideration by those charged with the responsibilities of management.

During the intervening forty-five years since Union Oil Company of California was organized, there has existed, at all times, a very pleasant relationship between employees and management. May this continue in the future.

The ever-increasing complexities of human and business endeavor, however, require that adjustments be made from time to time to perfect the organization, now numbering nearly nine thousand persons, and to this end Mr. A. C. Galbraith has been designated to supervise and regulate all matters pertaining to personnel work.

I bespeak for him your whole-hearted co-operation.

Very truly yours,


President



A. C. Galbraith Directs Industrial Relations and Personnel Work

UNION OIL COMPANY has long recognized the fact that the establishment of equitable and agreeable relationship between employees within the organization, between employees and similar workers in parallel industries, and between employees and the management, are essential factors in smooth and efficient operation.

As the organization has grown, however, and its activities have extended and expanded, it has become increasingly difficult to maintain the intimate contact from top to bottom that is necessary to the successful promotion of such a program. The company now employs almost 9,000 persons in a wide diversity of occupations and over a wide range of territory, and it is obvious that the business of weighing the qualities of every individual in such a scattered personnel, classifying the various occupations, equalizing pay rates for similar responsibilities, and generally maintaining the proper industrial relations, is a problem of considerable magnitude.

The industrial relations and personnel department has already accomplished much towards this end. Working conditions have been greatly improved. Individual employees have been assisted to divert their efforts into

channels for which they are better qualified. In fact, every effort is being made to build a strong unassailable employee morale, and to develop the mutual sympathy and understanding between employee and management, that is so essential to our continued success.

The whole question of personnel organization and relations has been the subject of constant study by Union Oil Company executives, and a recent bulletin, released by President L. P. St. Clair, indicates a desire to develop a still more intimate understanding of employee problems and to promote a closer contact between the personnel and executive departments. This bulletin, issued March 3, delegates the full responsibility for all matters pertaining to industrial and personnel relations to A. C. Galbraith, assistant vice-president, and specifies that he shall devote his entire time to these interests.

A. C. Galbraith started work for Union Oil Company, just a little over 20 years ago, as travelling auditor in the comptroller's department. From this position he was promoted, in 1922, to manager of advertising and, seven years later, in recognition of exceptional ability, was appointed assistant vice-president.

To Mr. Galbraith's host of friends his most outstanding characteristic is a profound interest in people and their problems. It has been his privilege to travel into almost every corner of the wide territory in which Union Oil Company operates, and he has thus acquired an extensive knowledge of company activities, and an extensive acquaintance with company personnel. Most important of all, in the light of his latest charge, is the fact that he possesses a personality that invites

confidence and a sympathetic understanding that should serve him well in his new duties.

Mr. Galbraith is a keen student of human nature and human relations, and his latest appointment takes him into a phase of company business in which he has always maintained a lively interest. We feel confident that employees will find in him a real friend and advisor, and that his sincerity and logic will prove a highly beneficial influence in future relations between Union Oil Company and its employees.



The New Leader

IT SEEMS futile to state at any particular time that Union Oil Company's research chemists are conducting an investigation. As a matter of fact, they are perpetually conducting an investigation. There can be no cessation of research work in a petroleum refinery. Every product that is manufactured must be constantly improved in order to keep not abreast, but ahead of the development of incidental industries.

This is especially true in the case of gasoline and its relation to the automotive industry. The continuous demand for higher speed and higher compression engines throws a great responsibility on the shoulders of the refiner. It is not only necessary that a fuel be available to run the prevailing motors satisfactorily, but it is just as essential that automotive engineers be provided with the right type of fuel for every projected advance in design. It was the realization of this fact that prompted Union Oil Company to pioneer Ethyl gasoline on the Pacific Coast; to devote years of effort to the development of "76"—the first high anti-knock, non-premium gasoline offered to western motorists; to instigate and consummate the research that gave us the propane-solvent method and "Triton"; and, now, the latest result of organized and applied research, to furnish to the automotive industry and to motorists generally an entirely revolutionary and still greater "76."

The new gasoline represents another distinct step in the technique of refining. It is the logical outcome of a continuous investigation of crude oil quality and engine fuel

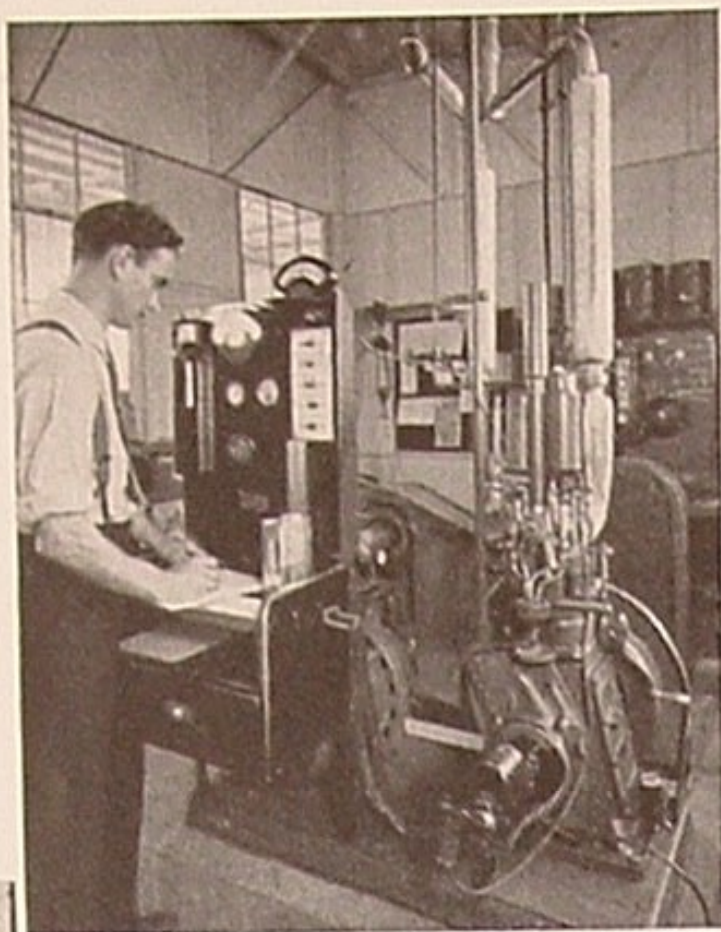
requirement. From a study of our crude oils it would almost seem that nature had divined the coming of the automobile and, in preparation for the event, had laid up a store of just the right sort of materials for its maintenance and operation. Thus, in the same crude oil we find the particular hydrocarbon compounds that are preferable for lubrication, and the constitutionally different hydrocarbons that seem to be necessary for the manufacture of the best type of gasoline.

It is no simple matter, however, to separate these two types of hydrocarbons for their respective purposes. The story of the isolation of paraffin-base material in the form of Triton by propane-solvent refining is already well known, but our present story of the segregation and reformation of the most desirable fractions for gasoline is altogether new.

It is now commonly conceded by petroleum refiners that the naphthenic hydrocarbons, as a class, have a higher anti-knock value than the paraffines, and Union Oil Company research chemists were undoubtedly among the first to discover that California crude oils were rich in naphthenic compounds and to advance this fact in explanation of the superiority of western gasoline for high compression engines. It's a long time since this company, in its advertising, started to use the term "non-detonating gasoline."

The paraffines are known to the chemist as saturated compounds, and are very stable. Actually they take their name from two latin words "parum" and "affinis," which indicate that they have little affinity for other

(Continued on Page 5)



Top left: Testing anti-knock quality of new "76" in dynamometer laboratory.

Top right: Making photographic record of valve condition.

Center: Line-up of automobiles filling up on new gasoline during road tests.

Bottom right: Portable apparatus by which driver was enabled to determine slightest tendency to knock.



(Concluded from Page 3)

compounds or chemicals of any sort. That is—they are highly resistant to change. It is for this reason that the paraffin-base constituents of petroleum make the most effective lubricants, where excessive heat and pressure are to be encountered.

The naphthenes are also saturated compounds but are not quite so resistant to change. They are as a class distinctly superior in anti-knock quality to the paraffines, and have an additional value in the fact that they may be converted by certain processes into aromatic hydrocarbons, a family of compounds that exhibits still higher anti-knock capacity.

For some years our research chemists and engineers have been studying those aromatic compounds and the manner of their formation in various refining processes, and as a result of this study, a new method of reformation has been developed, which in certain gasoline distillates, has the effect of greatly increasing the highly desirable aromatic content. Refining and blending of this enriched stock is then contrived to produce a finished "76" that has the best proportioned anti-knock value of any non-premium gasoline so far manufactured. Actually, the new gasoline contains almost twice as much aromatic material as the former "76."

With the usual display of caution, the research department has, during the past few months, subjected the new product to every sort of test imaginable in order to be fully satisfied that it comes up to specification not only in chemical and physical analyses, but in actual performance.

In a series of preliminary experiments, the new aromatic stock was tried in a wide variety of blends and combinations, and the desirable concentration and combination was thus determined. With this initial problem settled, the finished gasoline was then submitted to every pertinent test in the chemical, distillation, and dynamometer laboratories.

In addition to the laboratory tests, fifty cars of popular makes were operated under almost every conceivable condition, over a total distance in excess of 250,000 miles in order to determine the efficacy of the new "76" in actual service. These cars were not "babied" either. They went to Canada, Mexico, up in the mountains, into the desert, everywhere, in fact, that cars are normally required to go. They were carefully checked as to quantities of fuel and lubricant used during the trips and were minutely inspected before and after

the tests. Various types of lubricating oil were used, and it is interesting to note that the investigation, incidentally, again produced confirmation of the knock suppressing tendency of "Triton."

All of the engine examinations were conducted with the help of the most modern equipment, and microscopic inspection of valves, pistons, and cylinders was made for signs of abnormal pitting and wear. Valve stems and rings were minutely observed for evidence of gumming, and photographic records were compiled of the various motor parts that might be susceptible to impairment.

But the new gasoline withstood every assault. The most exacting laboratory test and the most severe driving condition merely served to establish the quality of the product. The drivers, in every instance, were highly pleased with the performance, and the engines were in excellent mechanical condition, making due allowance, of course, for the service to which they had been subjected.

As might be expected, the increased aromatic content of the new gasoline resulted in a decided increase in octane rating. The research engine, which, according to our engineers, very closely simulates actual road conditions, shows octane ratings from four to six numbers higher than the former "76," and the beneficial effect of this additional detonation suppressing capacity was clearly demonstrated in the road tests already described.

The increase in octane rating carries the new "76" well out in the forefront of non-premium fuels and markedly increases its already well-established leadership. It will be found to give decidedly smoother performance and increased power wherever late models of greater compression demand a higher anti-knock gasoline and, to the satisfied users of the former "76" will continue to provide the same efficient operation and pleasing performance on which the reputation of "76" is so well founded.



The first gasoline filling station was established about 1908, with Dallas and Houston, Texas, and Vancouver, B. C., all claiming the honor.

Filling stations provide employment for about 300,000 people.

Employees' Benefit Plan

THE Board of Administrators wish to report its activities and results for 1935.

The reserve accumulation of \$76,636.40 on January 1, 1935, has been increased by the 1935 surplus of \$10,360.84, together with interest of \$2,011.74, making a total reserve of \$89,008.98. This represents a reserve of only \$13.04 per member on January 1, 1936.

In 1934, the monthly average of cases requiring medical attention was 570; in 1935, the monthly average of cases requiring medical attention was 703. There were 6,233 members in the Employees' Benefit Plan on January 1, 1935, and there were 6,824 members in the Plan as of January 1, 1936. The average monthly medical cost per employee in 1934 was \$1.85; the average monthly medical cost in 1935 was \$1.86.

In the early part of 1935 authority was granted by the Union Oil Company to the Board to make a dental survey of the employee members of this Company to determine whether the inclusion of dental benefits in the Plan would be worthy of recommendation to the members and the Company. This survey was conducted and has now been completed.

A bulletin covering the findings of this analysis has been mailed to all employees of the Union Oil Company which in effect extends the Benefit Plan Rules and Regulations to include all necessary X-rays and extractions when the employee member is suffering from some condition for which attending Panel physician feels these services are necessary to properly diagnose and treat that member's condition.

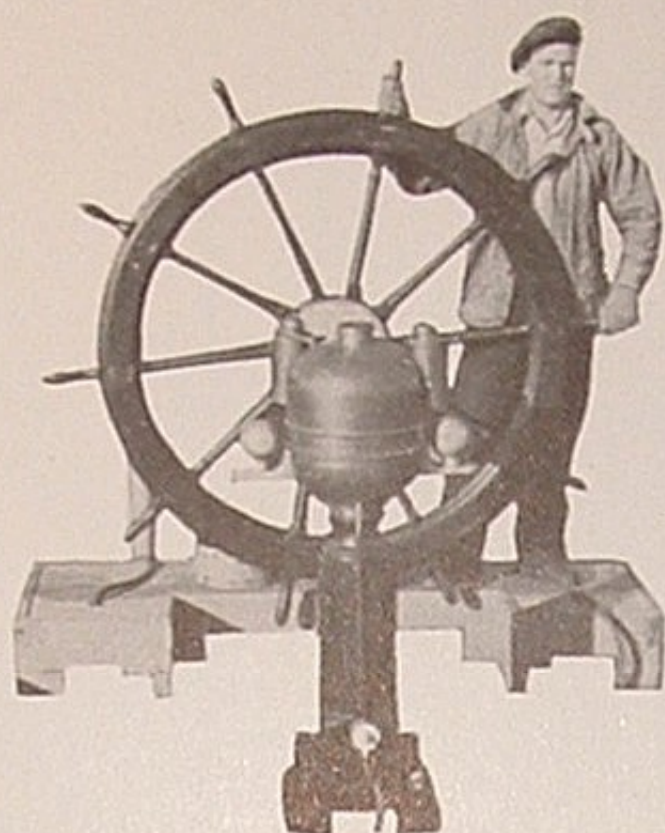
There will also be included in the Rules and Regulations the right of any member who has participated in the Plan one year to go directly to a dentist of his own selection for any necessary teeth extractions. (The Plan, however, will not be responsible for the payment for X-rays, except as outlined in previous paragraph.)

It is hoped that through the extension of these benefits the employee members of the Plan will be able to better their general health conditions. It will be extremely interesting to note the results of the inclusion of these dental benefits in our plan.

So far as we have been able to learn the Benefit Plan of the Union Oil Company is the only Benefit Plan that has inaugurated this type of service to a membership over so widespread an area. Usually the inclusion of treatment for teeth conditions in various medical plans of other companies have been limited to those whose employees are working at only one plant or location. Employees of this company, of course, are employed from Alaska to Mexico as well as in Honolulu and Panama, with the result that the Board of Administrators must, in considering the care of its members, prepare a plan which will be as fair to the employees living in a small community as for the employees living in the larger cities.

These additional benefits for dental treatment will become effective sixty days from the date the bulletin has been issued. A new issue of the Rules and Regulations of the Benefit Plan will be printed and placed in the hands of all employees within a short time. It will be noted in these new rules and regulations that several changes have been made, the principal change being that an employee member going on leave of absence shall be entitled to payment of any medical, surgical or hospital service for any illness or injury occurring during such absence, provided the employee prior to going on such leave, first pays into the Plan his monthly contribution covering the entire period. That employee shall use the services of Panel doctors while in the territory being served by these doctors, but if travelling outside of such territory will be entitled to reimbursement for necessary medical expenses incurred, upon the approval of the Board and according to fee schedule.

The results of the recent election of administrators of the Plan were: W. H. Steele to fill the expired term of G. G. Blue; V. E. Washbon to fill the expired term of G. F. Prussing; G. G. Blue to fill the unexpired one-year term of A. C. Rubel. Board of Administrators for 1936: W. W. Hay (Chairman), L. A. Metcalf (Vice-Chairman), A. C. Stewart, W. H. Steele, G. G. Blue, and V. E. Washbon. Secretary, W. K. Hopkins; Assistant Secretary, J. L. Greer; Legal Counsel, L. A. Gibbons.

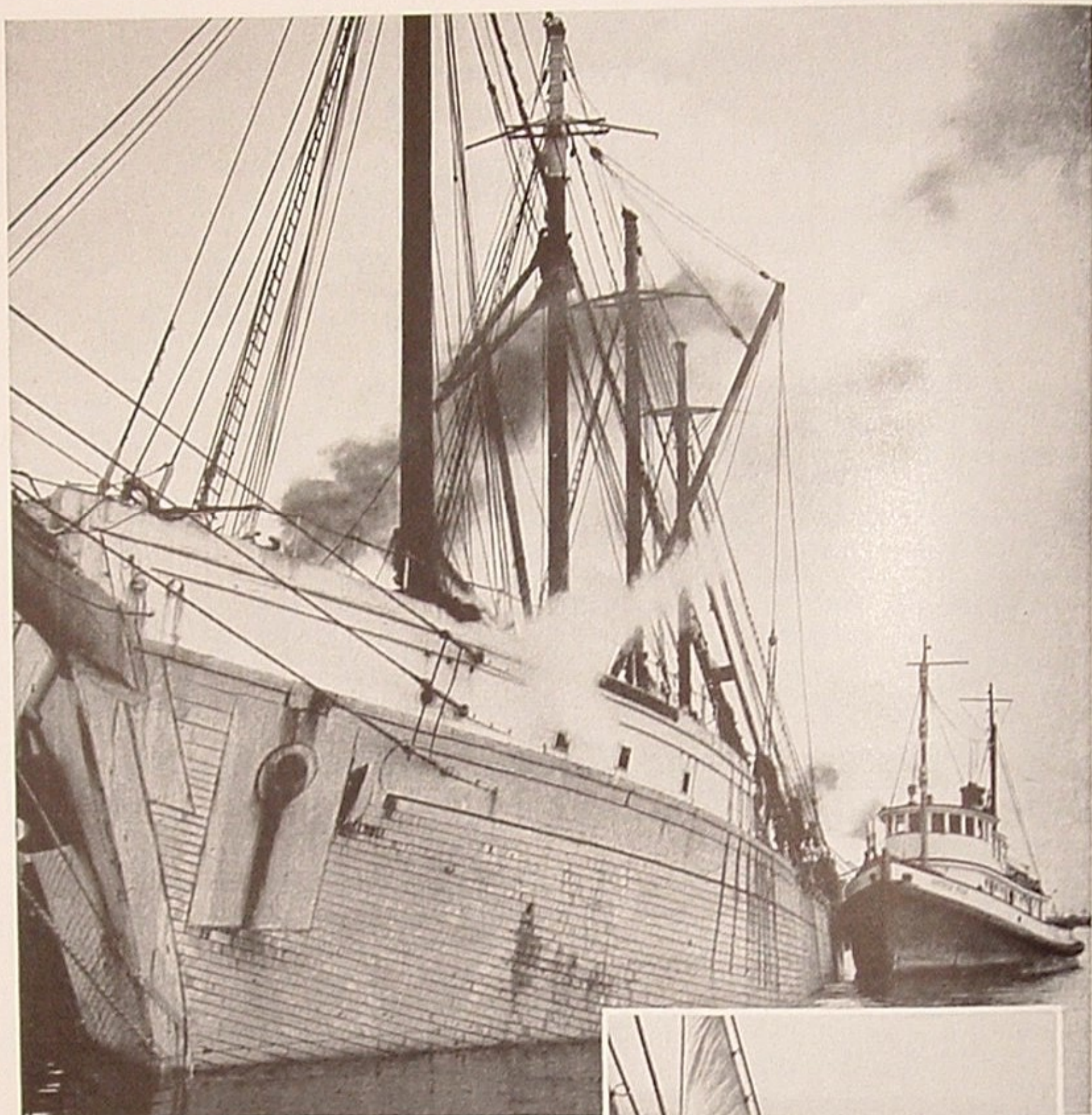


History-Making Vessels Visit Local Port

ANYONE who happened to be at Point Fermin on the morning of February 18, might have seen a peculiar looking tandem approaching the breakwater. In the lead was a small tug, and behind about half a mile or so was a large four-masted schooner. Looking closely, it might have been observed that the two were attached by means of a stout cable, and that actually the schooner was being towed. The speculative mind might have been forgiven for deducing that the four-masted vessel had been commandeered to play a role in some sort of "Mutiny on the Bounty" picture. She looked exactly that kind of a ship. But she wasn't on that sort of a mission. She was merely engaged in a commercial enterprise, and, with a million and a half board feet of lumber on her decks and in her holds, had just been brought by the tug from her home port, Tacoma, to Los Angeles. To the Union Oil Company employees who witnessed the arrival, the sight must have brought back the old days when the tankers "Fullerton," "Simla," "E. M. Phelps," and "Santa Paula," all former sailing vessels, used to be towed to Honolulu by the "Whittier."

These two ships formed a highly interesting combination. The tug, "Arthur Foss," is owned by the Foss Launch and Tug Company, Inc., of Tacoma, and is the same vessel that masqueraded as the "Narcissus" in Marie Dressler's last and greatest characterization, "Tugboat Annie."

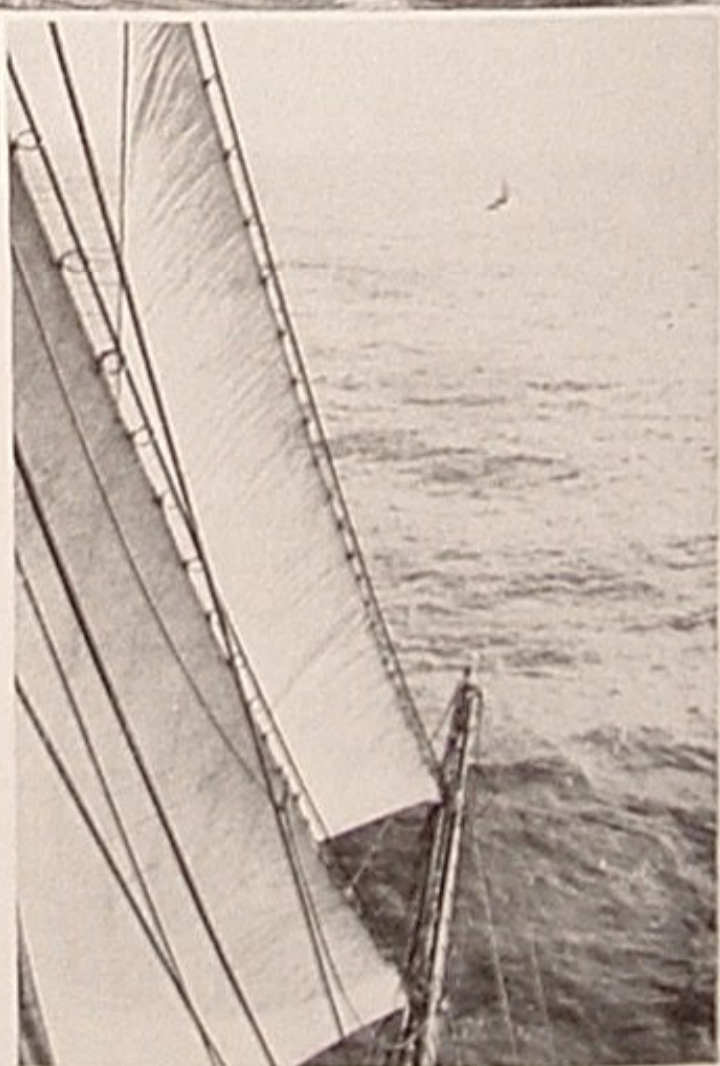
The schooner, "Commodore," owned by the Defiance and Dickman Lumber Companies of Tacoma, was involved some years ago in a news story that excited the interest of the entire nation. She was then sailing regularly, or as nearly regularly as a sailing vessel can operate, between Seattle and Honolulu. On the same route was the five-masted schooner, "Vigilant." It happened that on December 7, 1927, these two vessels weighed anchor at almost the same moment in Honolulu, and started for home, and while no open challenge had been issued, both captains had openly declared their hope of reaching Seattle by Christmas Day, so that the affair developed all the earmarks of a contest. In any case, the race ended on Christmas morning when the "Vigilant" sailed around Cape Flattery just thirty nautical miles ahead of her competitor. It is interesting to note that

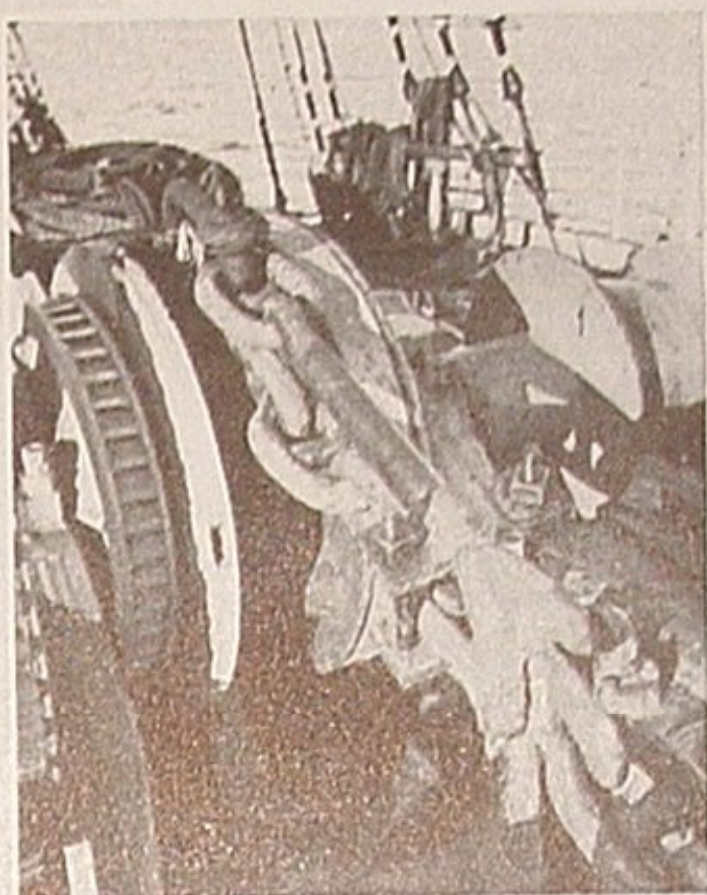
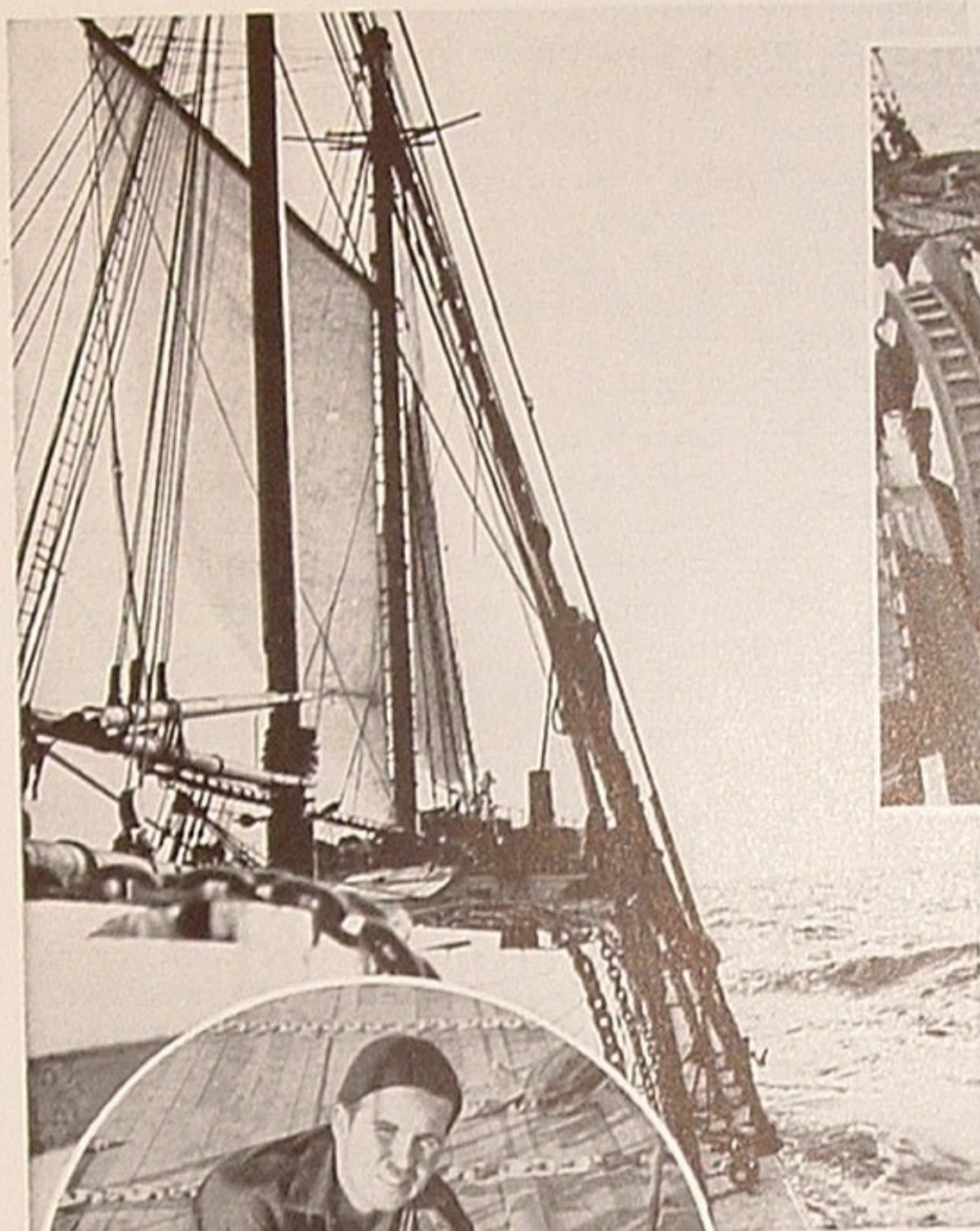


Above: The schooner "Commodore" and the tug "Arthur Foss" taken just after their arrival at Wilmington. Right: This picture gives some idea of the length of cable separating the two vessels. The small speck in the distance is the tug.

the master of the "Vigilant" was no other than the redoubtable Captain Matt Peasley, who has since been immortalized in the Cappy Ricks stories of Peter B. Kyne.

A little over a year ago, the "Commodore" was taken out of the Honolulu service, and just recently was recommissioned to engage in coastwise transportation. Under the command of Captain John Wahlborg, she started her first trip by towline from Tacoma on February 10, with a million and a half board feet of lumber consigned for delivery





Above: The end of the towline.

Left: The "Commodore" with sail partly set to ease the drag on the tug. Note how the deck load is fastened down with chains. Center (circle): Rope splicing.



Bottom left: Finishing off a grommet to make the sail fast to the boom.



Above, left to right: Captain W. F. Sporman, "Arthur Foss"; A. C. Penberthy, Tacoma Lumber Sales Agency; Captain John Wahlborg, "Commodore"; and Al Carl- sen, Chief Officer "Arthur Foss."

to the Chas. R. McCormick Company at Wilmington. To the tug, "Arthur Foss," in charge of Captain W. F. Sporman, was delegated the task of hauling her big sister safely to her destination. This tug, although small by comparison with the sailing ship, is probably the largest diesel equipped vessel of its type on the Pacific Coast. Like all Foss Company tugs, she is operated exclusively on Union Oil Company products, principally "Diesol" and "Triton," and the fact that her engines never missed a beat on this trip of about 1,300 miles, with the "Commodore" and her lumber cargo in tow, is all that need be said to establish the quality of these products.

Sea-faring men, as a rule, are regarded as great yarn spinners and maybe they are, but it is no easy task to get them started. Thus in trying to unearth the story material that developed during the trip, the response to all enquiry for a time was: "Oh, it was a nice smooth journey—no excitement." By persistent effort, however, a few facts were gradually learned here and there that may perhaps have been unexciting to an old sea dog, but were certainly interesting enough to a landlubber of a reporter.

There was no means of communication, for instance, between the tug and the sailing vessel, and there was no radio and no illumination other than running lights on the latter, so that the boys on the "Commodore" were cut off completely from all information concerning the outside world. Burton Thurber, Seattle motion-picture cameraman, who sailed aboard the "Commodore" to "shoot" the trip, gave concrete evidence of the effect of this isolation in his first query as he walked ashore at Wilmington. "Is Roosevelt still President?" he asked.

For about four days the ships were entirely beyond sight of land, beyond sight of anything in fact but sea and sky, and curiously enough the only incident that dissipated the monotony of this vision was the sight of a lone five-quart Triton can floating serenely out in the middle of the Pacific Ocean and demonstrating in a novel manner the fact that one can of Triton goes a long way.

Of the really exciting episodes that took place, the first was when a coastguard cutter brought a sailor out to the tug to make up a crew shortage and tried to get him aboard in a young hurricane. The newcomer, after a number of ineffectual attempts, finally

managed to catch the rope ladder and hung on, sometimes suspended in mid-air and sometimes smacking against the hull as the ship rolled. Meantime the waters were breaking over him and, for a time, it seemed that another victim must go to Davy Jones' locker, but eventually he was landed on deck somewhat soggy and disgruntled but happily whole and alive.

Another rather disturbing experience that fortunately ended without mishap was a near-collision with an oil tanker. The sailing vessel, with its oil lamps, does not loom up in the dark like a neon sign, and we can imagine that the crew of the tanker, having passed the tug, were peering anxiously into the night, when the "Commodore" suddenly hove in sight. It was just by the margin of a few feet that a crash was averted, and the relieved sighs of the "Commodore" sailors, when the tanker passed, were distinctly heard in several Washington ports.

About a day out from Tacoma, an airplane was sighted flying in the same direction as the ships, but some way behind. Presently it caught up and, instead of proceeding on its way as was expected, it circled around, crossing and recrossing over the deck of the tug, obviously trying to attract attention. Finally, getting down real close, the pilot of the plane dropped a wooden bottle right square on the deck, and after another turn or two took off in the direction whence he had come. The bottle contained a message for one of the sailor boys advising him that his mother was seriously ill and asking him to get back home as quickly as possible. Late in the evening a coastguard cutter came out and, after another hectic struggle, finally managed to take the young man aboard and speed him on his homeward way.

All of these events were merely casual happenings in the lives of the rugged seamen and were only dragged out of them by a system of cross-questioning that would have done honor to a district attorney. There are more real-life stories on one sailing vessel than you would find in the city library. For instance, there's Barney, a sailor on the "Commodore," who is a survivor of a famous mystery ship that was lost off the coast of Washington for many months. Barney knows why she was so long at sea and can tell you all the sordid details of how the cook went crazy and killed the captain with a butcher knife, how the crew for their own

protection callously killed the cook and threw him overboard, how the ship was then left floundering helplessly in charge of a mate who knew nothing of navigation, and how eventually they landed on an obscure point on the California coast just in time to escape death from thirst and starvation. It's a true story, too, with names and places filled in, if you want them.

There is nothing delicate about the life of men aboard a sailing vessel, or a tug for the matter of that. The young chief engineer of the "Arthur Foss," J. W. Stitt, posed for the photograph of the ship's crew, and actually looked pleasant despite the fact that he had just been at sea for four days with a hole drilled clean through one leg by a spike.

Immediately after the picture was taken he was whisked off to the marine hospital.

These are the kind of men that are needed to fight the sea. It's no life for a weakling. But it seems to have an irresistible fascination for the boys who have learned to withstand the rigors of the existence. And as the men must be rugged and strong, so also must be the ships. It takes real power and real endurance to complete such a task as that assigned to the little "Arthur Foss," but with a good wholesome diet of Union Oil Company products, her engines performed in perfect order, and no sooner had she landed her charge safely in port, than she turned around and churned her chunky way back up the coast to take on some new test of her bulldog strength and tenacity.



A recent fire which destroyed a part of Tacoma's famous wheat warehouse and threatened to develop into a general conflagration was held in check by the prompt action of four Foss tugs. The Foss boats were first on the scene, and their preliminary efforts are credited with saving many blocks of docks and warehouses and preventing the spread to nearby industrial plants. The fire was caused by an explosion of wood dust in an adjacent mill and, for a time, threatened Union Oil Company's marine plant. It was finally brought under control, after causing damage estimated at \$250,000.00.

Uncle Sam's Floating Hospital

THE Battle Force steams west. Off her beam, 150 miles farther south and thus safely outside the range of "enemy" activity, the U. S. S. Relief rolls through a heavy sea. In number two turret on a battleship the crew proceeds with machine-like precision to load and make the 16-inch rifles ready for firing. Suddenly a gunner collapses in pain.

Ship's doctors diagnose the trouble. Radio crackles. The flagship gives permission for the dreadnaught to leave the column. Soon the two ships are racing toward each other at forced draft. They meet at any unmarked rendezvous. Skilled hands lift the patient into a small boat, which bounces across the waves to the Relief. There he is hoisted aboard and carried to the surgery, where doctors, gowned and scrubbed, stand ready to perform an emergency operation. Five hours after the trouble first developed, the gunner lies in a white-walled ward, now out of danger.

Aboard the Relief, the navy's only hospital ship, daring feats of surgery are performed every week. Commissioned in 1920, the Relief is the first hospital ship to be built from the keel up for that purpose. Smaller than the average hospital, her staff of ten medical officers, three dentists, three pharmacists and eleven nurses can take care of the surgical and medical needs of 360 patients—or more if necessity demands.

The Relief has a length over all of 484 feet and embraces eight decks, four within the hull and four above the hull. Her function is to treat the sick and wounded members of the fleet and return them to their ships, thus conserving the manpower of the fleet. To accomplish this, she has the staff, equipment and facilities of a complete general hospital. She also carries a complete field hospital capable of receiving 50 patients. This portable hospital can be broken out of the hold and set up ashore in less than four hours, to serve the sick and wounded of a

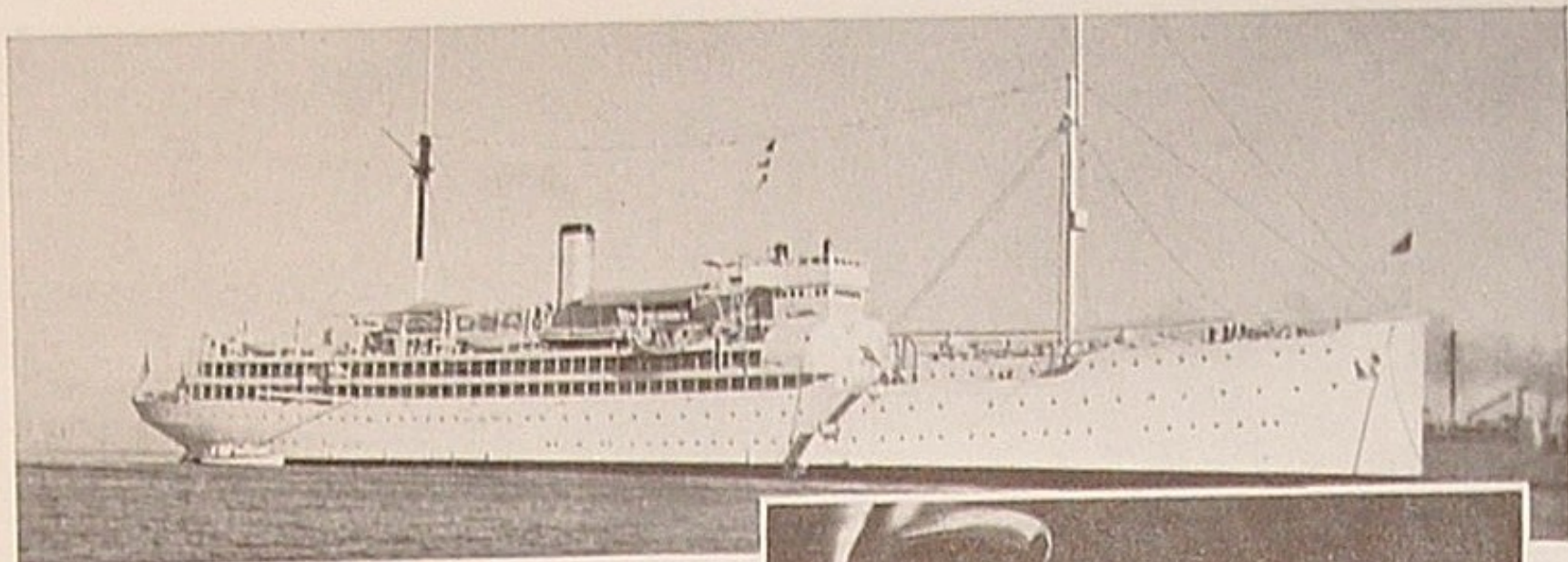
military expedition or a civil disaster. On two occasions the field hospital has served stricken civilian populations, at Managua, Nicaragua in 1931, and Long Beach in 1933.

The Relief does a large business during the year, providing the best possible medical attention for officers and men of the fleet. During one of the navy's annual cruises, 1,298 men boarded the Relief for treatment, each remaining an average of 21 days. Eighty per cent were returned to their ships, cured. Here the surgeons, under direction of Capt. Lucius W. Johnson, senior medical officer, preserved enough personnel to operate one battleship.

Usually riding at anchor immediately inside the breakwater in Los Angeles harbor, the Relief accompanies the fleet during longer exercises. Aboard her are performed all the services one would find in a metropolitan hospital, from major surgery to internal medicine, neuropsychiatry, roentgenology, electrocardiography and dietetics.

During peace time, the work of her doctors may be compared to that of one practicing in a small town, excepting that the patients are men, mostly between 20 and 30 years of age. They stand constant guard over the health of the fleet, ever ready to battle contagious disease or minister to the injured.

"The crowded conditions on board ship," explains Capt. Johnson, "favor the spread of contagious diseases. The intricate machinery among which the men work and live carries its own hazards of injury. Powerful explosives which they handle and the tremendous forces which are harnessed on a modern ship of war add their dangers to those which usually threaten men who follow the sea. Add to these the frequent and extreme changes in climate to which crews are exposed, and you will realize that doctors must be able to handle any problem in medicine, surgery, sanitation or any of the specialties."



Above: U.S.S. Relief, Naval Hospital Ship.



Above: Surgeon examining culture in pathological laboratory.



Above: Technician cuts tissue with microtome for microscopic examination.



Circle: Carrying patient to surgery.
Directly above: Dentist X-raying patient at sea.



Above: Surgeons preparing bandages during progress of a major operation.



Above: View of dental laboratory.

Right: The surgical ward. The "Relief" can care for 360 cases without crowding.



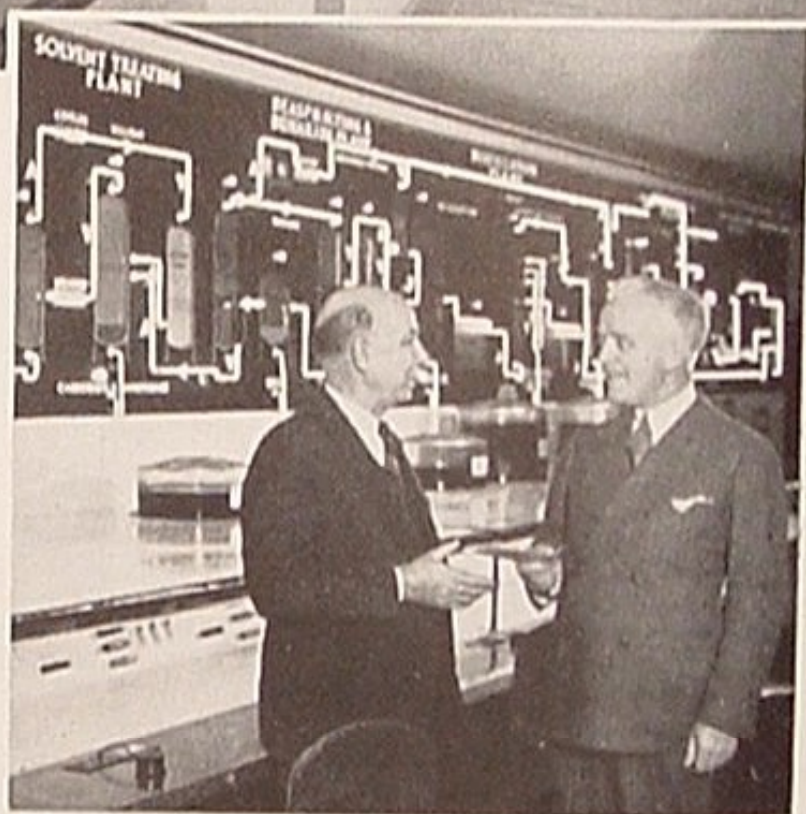


Above: The animated flow chart, formerly used at San Diego Exposition, now tells its story to patrons of the Los Angeles Museum.

Union Exhibit Goes to Los Angeles Museum

THE Union Oil Company animated flow chart that taught hundreds of thousands of San Diego Exposition visitors the fundamentals of petroleum refining was officially installed in the Los Angeles Museum on Friday, February 14. A. C. Galbraith, assistant vice-president, formally presented the exhibit, with deed of gift, to Dr. Wm. A. Bryan, director of the Museum.

The flow chart is ingeniously equipped with a system of neon lights, by which patrons are enabled to follow the course of the crude oil, step by step, through the various refining processes to the manufacture of the finished products. Meantime, each stage is explained by a synchronized sound system, either through a loud speaker, or over ear-phones, as desired. At the base of the chart are shown the various by-products just where, and as, they are produced. This graphic delineation



A. C. Galbraith, Asst. Vice-President, Union Oil Company, presents exhibit with deed of gift to Dr. Wm. A. Bryan, director of Los Angeles Museum.

simplifies the whole procedure greatly and enables anyone to learn in a few minutes what would ordinarily require hours of study.



THE beautiful snow scenes that adorned the cover of the February Bulletin, and occasioned so much favorable comment from our readers, were the work of Gabriel Moulin, San Francisco photographer.



Left: Group of marine officials inspect "Unacana" on marine ways at Vancouver for periodical overhaul. At extreme left is Wm. Groundwater, director of transportation, Union Oil Company.

Right: Union Oil Company's Canadian tanker "Unacana" at Burrard Dock.

Unacana to the Rescue

DURING an especially cold spell of weather in the early part of February, the little settlement of Granite Falls, on the North Arm of Burrard Inlet, Vancouver, B. C., was completely frozen in. Small gasoline boats could make no headway through the ice that covered the Inlet waters, and the inhabitants were in urgent need of supplies. W. A. Bickell, of Coast Quarries Ltd., indicated the seriousness of the situation to R. J. Kenmuir and, through the efforts of James Adam, northern division superintending engineer, stores were promptly loaded aboard Union Oil Company's Canadian tanker, "Unacana," and the vessel started for the marooned region. Under the capable command of Captain Powers, she ploughed her way through more than two miles of ice and successfully



landed her cargo with no ill effects to herself and to the obvious relief of the Granite Falls residents, and the employees of Coast Quarries Ltd.

Modernizing Union Tanker Fleet

THE FOLLOWING story is taken from the Los Angeles Times of March 11, 1936:

"Reputation of the American-flag tankers of the Pacific Coast as being the world's safest oil carriers is being further enhanced by action of the Union Oil Company in installing newest radio equipment aboard its eleven-ship fleet.

Old-model spark-type transmitters have been replaced with new long-range vacuum tube equipment aboard the tankers Cathwood, Deroche and Utacarbon, thus bringing them up to equipment standard of the other Union carriers.

Emergency radio power supply, as stipu-

lated by the international convention for the safety of life at sea, has also just been installed on the Union tankers Santa Maria, La Placencia and Warwick and will be immediately installed on the Montebello and then on other vessels of the fleet as they complete voyages here.

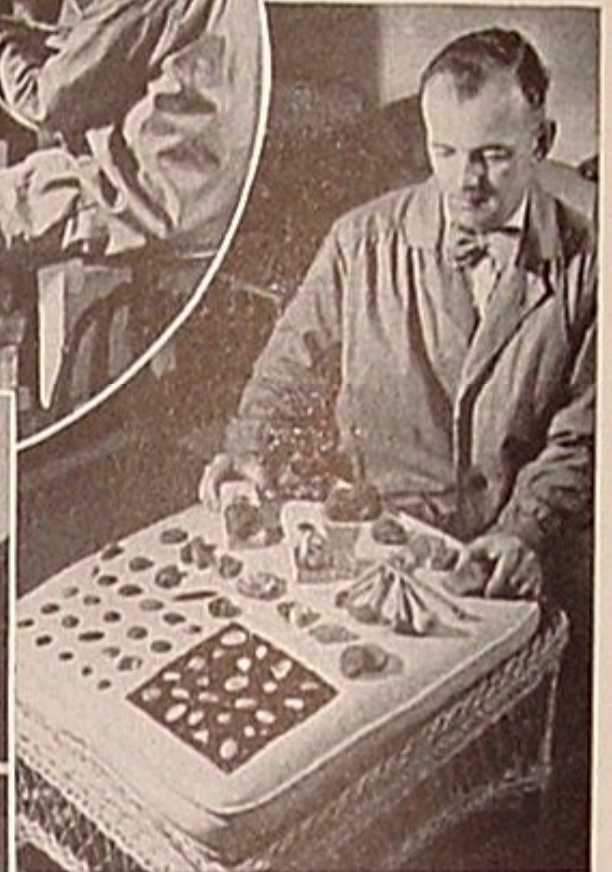
The modernization program, effected by Linley Winsor, station manager of the Mackay Radio and Telegraph Company, follows two visits to Washington by Albert O. Pegg, Union Oil Company superintending engineer, as Pacific Coast member of the Department of Commerce conference on safety doctrine for petroleum carriers and terminals."

Right: M. L. Boxell of Oleum Refinery at work in his home laboratory, where he cuts, grinds and polishes precious stones.

Below: W. J. Haswell, L. A. Traffic Dept., sewing the leaves of a Union Oil Bulletin, one of a complete set which he has bound.



Below: M. L. Boxell displays some of the finished gems, and others in various stages of the finishing process.



Left: A. C. Rubel, manager of field operations, has become a real expert on the musical saw, and his artistic renditions are popular in the most elite salons of Los Angeles.

Employee Hobbies

THIS MONTH we were fortunate in catching at his home work-bench M. L. Boxell of Oleum, who is described as an amateur lapidary, which to save you looking up the dictionary is "an artificer who cuts, polishes, and engraves precious stones." Just how he first came to take up this unusual avocation is a mystery at the moment, but that he is an enthusiastic and proficient performer in the ancient art is evident from the illustrations accompanying the account.

Prospecting for gem materials, such as agate, moss opal, jasper, petrified wood, chalcidony, and obsidian, and cutting and polish-

ing them into semi-precious stones of various shapes and sizes, is fascinating work, according to Mr. Boxell, and there is no way of becoming familiar with the process other than doing it.

The stone is first selected, examined carefully for flaws, and then sawed into pieces, the dimensions of which depend, of course, on the desired size of the finished article. The sawing is contrived with a small revolving disk and an abrasive paste, and the pieces are subsequently roughed into shape on a coarse carborundum wheel. This roughing into shape, usually cabochon (meaning flat on one side

and rounded on the other), is done by holding the stone in the fingers and working it against the periphery of the wheel, keeping it constantly in motion in order to avoid "burning." For final shaping, the same procedure is followed excepting that a finer wheel is used.

The shaped stone is then mounted with sealing wax on a species of holder known as a lapidary stick and is subjected to a series of grinding and polishing operations, in which successively finer abrasives are applied. The holder permits the stone to be worked freely on the polishing wheels, and finer carborundum and pumice powder are the agents through which the final polishing stage is reached. Different types of wheels are also employed in the various steps of the process, and the last polishing, which gives the gem its beautiful sheen, is done on a felt wheel with tin oxide.

It requires a considerable quantity of apparatus to equip the laboratory of a lapidary, as may be seen, but Mr. Boxell believes it merely adds to the interest when one has to utilize a meat skewer for a lapidary stick, and in the end the joy of turning out a nice piece of work is ample reward for any sacrifice that the adoption of the hobby might have entailed.

W. J. Haswell, of the traffic department, has found profitable and enjoyable occupation for his leisure time in another unusual hobby—bookbinding, and his bookshelves, as a result, would do credit to any literary institution, not omitting the Huntington Library.

Up to the present time, along with Mrs. Haswell who incidentally started the whole business, he has bound, among other works, a complete set of Union Oil Company Bulletins and a thirty-year collection of the National Geographic. Mrs. Haswell originally took some instruction and practice in this art at the Pasadena schools, and "W. J." acquired his interest later by absorption.

Amateur bookbinding, we are told by these experts, is a process that almost immediately intrigues the beginner, since the rudiments are quickly learned, and even first attempts normally produce fairly respectable results. The real skill, however, that accomplishes first-class workmanship only comes with patience and application.

The equipment required is quite simple, and the workshop can readily be confined to a spare corner of the house or garage, although, like most hobbies, it has a tendency

to spread out and monopolize all the time and space available. The actual steps in the procedure are sufficiently varied to obviate the possibility of monotony, and the fact that most of the steps require but a few minutes for each volume gives the operator the satisfactory feeling that he is really making progress. The disassembling, mending, and reassembling of old magazines, however, takes lots of time if it is to be done properly, so also does the sewing process if the volumes are very large, and it consequently requires patience as well as aptitude to turn out a good job.

The most important item in the stock-in-trade of the bookbinder is a press, which comes into play at almost every stage of the game. Otherwise, the equipment is quite simple and can mostly be made at home. It is interesting to note, incidentally, that even in this machine age, the finer books are still bound by hand, and the operations employed remain much the same as those that were used in binding the earliest printed volumes. Along with bookbinding goes the associated pleasure of searching for worthy material to bind. The two together constitute an elevating and entertaining hobby.

Third on our list is A. C. Rubel, manager of field operations, a man of many hobbies, the most unusual of which, however, is the musical saw. On this instrument Mr. Rubel is really a virtuoso and the dulcet strains that have been produced by his facile bow have thrilled music lovers in some of the most elite music salons of Los Angeles. Only recently he was unanimously elected to represent the American Petroleum Institute in a saw playing contest in which was entered the pick of the California Natural Gasoline Association and the Geologic Institute. He was defeated in a close contest, not by superior sawyers, but by a scandalously biased audience.

Here is a hobby, according to Mr. Rubel, that is open to any music lover who has an old saw out in the garage. No special instrument is needed, and the technique is simple. Merely duplicate the posture shown in the illustration, use a well-rosined violin bow, and it won't be long till Major Bowes is begging you to come to New York. The peculiar tonal quality of the saw is not duplicated in any other instrument, we are told by Mr. Rubel, it is soft, wailing, and soulful, and creates an atmosphere that is ideal for a man making out his income tax return.

Pipe Line Employees Welfare Association

ABOUT SIX years ago, the employees of Los Angeles Pipe Line banded themselves together into a welfare association for the humanitarian purpose of relieving distress in the families of sick employees. The details of financing and management of the association, while in themselves an interesting indication of the capacity of employees to conduct a business in a business-like way, are omitted here to permit a recital of the fine results achieved.

The payroll of the Los Angeles Pipe Line numbers about 130 employees, a small percentage of whom are more or less transient and, therefore, not eligible for membership; but, out of this total, nevertheless, 120 are bona fide active members of the association. The dues are 75 cents per person per month and, since 1930, the organization has received in cash over \$6,000 and has disbursed in benefits of a widely ramified nature about \$5,000. At the present time, the fund has liquid assets amounting to more than \$2,000. All of which is far from being an accurate statistical report, but is quite sufficient to convey the fact that the association is sound and solvent.

The interesting thing about this association is the type of service it performs. Initially and fundamentally, its function is to provide cash to any ailing employee whose family might be discommoded or distressed by the loss of his wages. Benefits begin after eight days' sickness and continue, if necessary, for 39 weeks at the following rates: \$15 per week for the first 13 weeks, \$12 per week for the next 13 weeks, and \$9 per week for the last 13 weeks. Thirty-nine weeks is about the

time that normally elapses in chronic cases before the victim is pronounced totally disabled and becomes eligible for permanent benefits from other funds.

The constitution of the association is so elastic as to permit the use of funds for almost any worthy purpose, and the \$5,000 that has been expended so far, although of course mostly distributed in straight benefits, includes a considerable amount of money that has gone into simple little acts of kindness and thoughtfulness that make the association something more than a mere mechanical agency. Christmas presents have been bought from the funds of the association for the children of the sick—children who otherwise would have missed the biggest annual event in any kid's life. Money has been appropriated to build a sunhouse for a patient whose case demanded sun baths, but who could never himself have secured this essential. Flowers, groceries, magazines, and all sorts of home essentials have been purchased by the fund to carry at least temporary brightness into darkened homes. Every step, in fact, is taken to assure the inflicted employee that though he may be absent from work, he is not forgotten and, if the association accomplished nothing more than that, it would be worth while.

This fund is performing a genuine service to the employees of Los Angeles Pipe Line, and it is interesting to note that although it has been maintained in a highly satisfactory state financially on the basis of a 75-cent monthly contribution, the cheapest rate available for the same type of protection on the outside is about \$1.25 per person.

Page Ripley!

IT IS NOT uncommon to find two men of the same name working for the same concern, but it almost becomes a Ripley affair when two men of the same name work for the same company, occupy the same kind of positions, drive the same kind of car—the same year model and the same color, use the

same kind of "76," and the same kind of "Triton." Earl Ward is Union Oil Company agent at Riverside, and Earl Ward is, also, Union Oil Company agent at Oroville. Beyond the few facts mentioned there is no further resemblance between the two, but that's enough to go on with.

Employees Federal Credit Unions

A JOINT meeting of officers of the several Union Oil Company employee credit unions in the southern division was held in Recreation Hall at Santa Fe Springs, March 5, for the purpose of debating the advisability of forming an association of credit unions.

Eleven persons were present, representing the Brea, Dominguez, Los Angeles Refinery, Los Angeles Main Station, Santa Fe Springs, and Union Oil Building units. After electing M. S. Hand, of Los Angeles Main Station, temporary chairman, the group forthwith launched into a discussion of the subject for which the meeting was called.

It seemed to be the consensus of opinion that an association composed of representatives from all individual units would provide a much-needed medium for the exchange of ideas and would eliminate unnecessary duplication of contacts with company officials on

matters of mutual interest. It was also held that such an organization would constitute a common channel for the dissemination of pertinent information acquired from federal, state, municipal, or other sources, and that centralization of such purchases as might be necessary would undoubtedly redound to the benefit of all units. Finally, it seemed obvious that some sort of a clearing house should be established to ratify transfers, caused by change of employment, from one unit to another, this, of course, being particularly essential in the case of employees with loans outstanding.

The temporary chairman, M. S. Hand, was requested to explain the proposal to the officers of all Union Oil Company units and obtain an expression of opinion from each, which would be considered at the next meeting to be held April 9.



Sales Department Organization

THE FOLLOWING changes in northern division sales organization were made effective March 1, 1936, in accordance with a bulletin issued by V. H. Kelly, director of sales: O. H. Jameson, formerly district sales manager at Colfax, Washington, was moved to Yakima, Washington, in the same ca-

capacity; S. E. Atkins, formerly district sales manager at Yakima, was transferred to the same position at The Dalles, Oregon; and C. W. Endicott, former district sales manager at The Dalles, assumed the district sales manager's post vacated by O. H. Jameson at Colfax.



O. H. JAMESON



S. E. ATKINS



C. W. ENDICOTT



The Panama Carnival

DURING the month of February, Panama staged its first official carnival in five years, and for four days the entire populace turned out en masse in one of the most jubilant celebrations the city has ever known. An important feature of the occasion was the "paradeon" held on the afternoon of Tuesday, February 25, in which were entered beautiful floats and decorated cars of every

description. Not the least spectacular of the commercial entries was Union Oil Company's Triton float, shown in the accompanying illustration, and, judging from the group photo, we would say that the exhibit not only advertised the quality of Triton, but very effectively drew attention to the beauty of the girls in the Canal Zone.

U. S. S. Organization Changes

IN A BULLETIN recently released by J. H. Dasteel, general manager of Union Service Stations, announcement is made of the appointment of L. V. Shepherd to the position of southern regional manager of Union Ser-

vice Stations, succeeding H. Sklute, resigned. The change was effective on the date of issue, March 26, 1936. L. V. Shepherd was formerly merchandise representative of the general office.

Annual Golf Tournament

ANNOUNCEMENT has just been made of the date and place for the employees annual divot-lofting contest. The scene of the affair this year is to be the Altadena Golf Club, and the date Saturday, April 18. The big event will, as usual, be the individual company championship, which decides on whose mantel-shelf the President's Cup will rest for the next year and, of course, there is the Vice-President's Trophy for the runner-up.

An interesting fact about this tournament is that it is not only designed for the entertainment of proficient performers, but caters in quite a large way to the devotees of slicing, topping, and all other forms of foozling. In fact, the list of events is usually almost as long as the entry list, so that anybody who has a golf stick has a chance to capture some kind of a trophy.

The price of admission is two dollars per person and covers green fees, club privileges, and dinner at the club house in the evening. The closing date for entries is April 9, and applications should be forwarded to J. P. Rockfellow, secretary of the golf committee, as soon as possible. The committee in charge is headed by R. D. Gibbs, who is assisted by the following: J. T. Howell, T. R. Laidlaw, W. K. Hopkins, R. Sneddon, Chance Hoag, Chas. Perkins, and J. P. Rockfellow, secretary.



Treble Clef Club to Give Concert

A real treat for music lovers is promised in the first public appearance of the Union Oil Treble Clef Club at the Wilshire Ebell Theatre on the evening of May 28, at 8:30 p.m. The fifty girls composing this fine choral group have been practicing assiduously under the direction of A. C. Marshall, assistant treasurer of the company, and a fine program has been arranged for the occasion.

The numbers will comprise a variety of vocal interpretation that should appeal to the most diversified tastes and will include some fine arrangements from the Beethoven symphony, colorful folk songs of various countries, and the spontaneous and fervent negro spirituals that have become so popular in late years. The club octet will render some interesting numbers especially rehearsed for this concert and, by way of further variety, two of Southern California's outstanding male artists have been engaged to render a group of piano numbers.

The accompanist for the evening is Daisy Sinclair, whose sympathetic and artistic efforts as pianist and vocal coach are well known and greatly admired in Los Angeles musical circles.

The proceeds of the concert will, as usual, be devoted to charitable purposes, and it is hoped that employees will take advantage of this opportunity to enjoy a fine musical entertainment and, at the same time, contribute to a worthy cause.

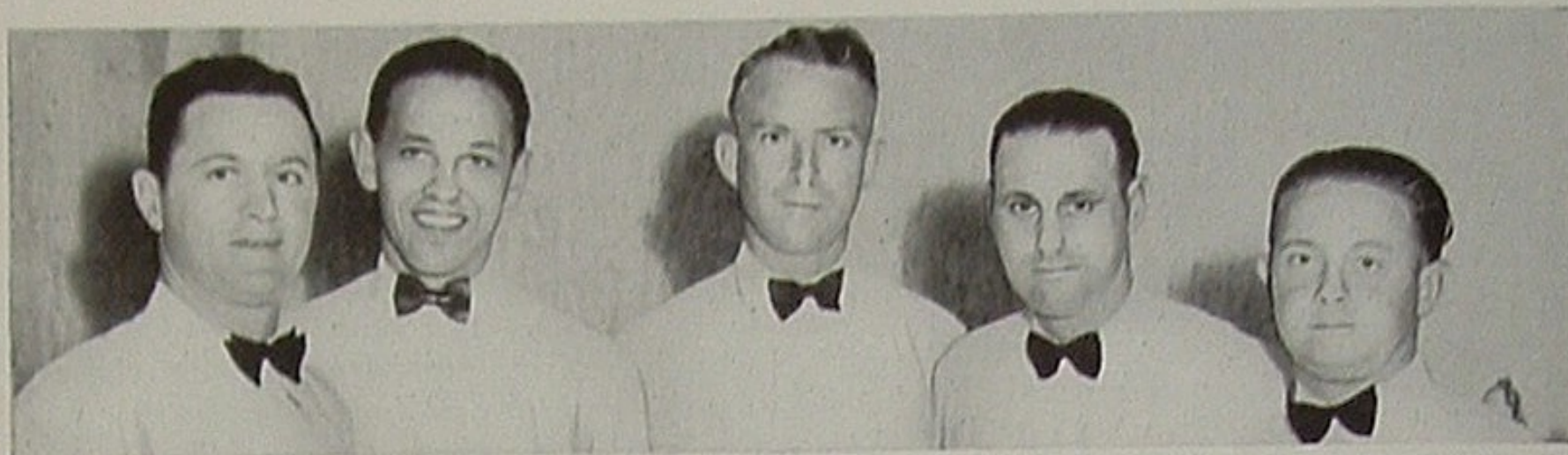


Gun Club Meeting

The Union Oil Gun Club on March 9 held a triangle shooting match on the new range at Dominguez, in which three teams representing the field department, head office, and refinery, respectively, engaged in a contest to settle in action a debate that has long been waged in words—which could produce the best team of sharp shooters.

When the smoke had cleared away, the refinery team, under the command of Jim Hill, had emerged victorious, but the margin was none too great, and it is feared that the final answer still remains in abeyance. Henry Grinnell captained the field squad, and George Kaye led the head office, and the final scores were: 761 for refinery, 737 for head office, and 729 for the field. The outstanding performance of the evening was Ken Kingman's 174 out of a possible 200 in the slow fire pistol shoot at 20 yards.

During the evening, Sewell Griggers, an erstwhile Union Oil Company employee and now a member of the Sheriff Biscailuz Pistol Team, showed the assembly what an expert can really do with a pistol.



Meet the winners, left to right: L. Dampier, N. Malstrom, H. Williard, W. Rebella, L. E. Keahy, captain.

San Jose Again Wins Burnham Trophy

ON MONDAY evening, March 23, the pin-shattering quintette from San Jose crashed through with the tidy total of 2,884 pins to win the Burnham Trophy and the Union Oil Company bowling championship for the second year in succession. Oleum Refinery representatives were runners-up with an aggregate of 2,862, and Los Angeles Refinery third with 2,753. The San Jose team was composed of the same five bowlers who won the trophy last year, and just how well these boys rolled may be gleaned from the fact that a total of 2,884 represents an average of 192 per game for every man on the team. But they had to roll to beat Oleum, who were right close behind with an average of 191.

The W. L. Stewart, Jr., trophy for high series went to H. A. Schact of the Santa Fe Springs team for a three-game total of 634, an average of 211 per game. With one game at 247, Schact also shared the honors for high game score. A. A. Smith of the Oleum

Refinery team turned in another individual score of 247, and made it necessary for Mr. Galbraith to present two pairs of bowling shoes instead of one.

The participating teams and their scores are shown in the following tabulation:

1. San Jose	940	953	991	2884
2. Oleum Refinery	867	999	996	2862
3. L. A. Refinery	882	954	917	2753
4. Head Office	949	864	858	2671
5. Santa Fe Spgs.	888	916	823	2627
6. Seattle	768	837	900	2505
7. Portland	742	874	859	2475
8. Dominguez	822	827	824	2473
9. Los Angeles	804	883	745	2432
10. San Francisco	752	797	826	2375
11. Orange	757	808	696	2261

Telegraphed scores came right in on schedule, and there was lots of excitement in the Compton bowling alleys among the players and a large gallery of spectators, as the returns were chalked up.

Employees Form Speaker Club

About twenty of the southern division office employees recently met together and formed a Speakers' Club, for the simple purpose of improving its members in the ancient art of oratory. The following officers were elected: J. J. Gordon, sales promotion department, president; G. F. Sanders, credit department, vice-president; and C. S. Parker, Jr., sales promotion department, secretary. The club is limited to a membership of

thirty, and it now has about twenty-three, so that there are still openings for seven more budding after-dinner speakers. Regular meetings are held on the fourth Wednesday of each month at 5:15 p.m. in the Y.M.C.A., and the total expense is the cost of the dinner. The affairs are conducted along the lines of a regular toastmasters' club, and we are expecting momentarily to hear of the discovery of a new Chauncey Depew.



Sinclair Gets A. P. I. Post

ACCORDING to a bulletin issued February 4 by Wm. R. Boyd, Jr., executive vice-president of the American Petroleum Institute, J. W. Sinclair of Union Oil Company was appointed vice-chairman of the Institute's Central Committee on Automotive Transportation for the year 1936.

Girls' Club Dances

DESPITE the perversity of the weather, a goodly gathering of Union Oil Company employees and friends assembled at the Riviera Country Club on the evening of February 14 and danced until the milkman arrived. This affair was sponsored by the Union Oil Girls' Club and, of course, was staged in the usual attractive manner. Billy Reith had charge of the program, and the fact that flood conditions failed to keep away the patrons or even mildly damp their ardor is a fine recommendation of her persuasive power.

The same sort of weather prevailed on the anniversary of Washington's birthday, Saturday, February 22, when the Los Angeles Refinery Girls chose to throw a leap year dance. The attendance, however, was all that the Long Beach Recreation Park Clubhouse would hold, and a grand evening of cavorting and entertainment resulted. The girls were very liberal with their prizes, and, this being leap year, were correspondingly liberal with their proposals, so there were no wallflowers among the men folks. The hall was nicely decorated with flags and George

Washington hatchets, and the entire occasion was productive of so much clean fun that tentative arrangements have already been made to do it all over again—this time in the form of a hard time barn dance.

Oleum Employees Celebrate

The Oleum Refinery Foremen's Association have also been smitten with the festive spirit and, on February 29, this group sponsored a card party and dance at the Crockett Community Playhouse. Approximately 500 employees and friends attended the function, and with Mr. and Mrs. L. G. Metcalf as honor guests and a fine representation from the San Francisco office, it turned out to be a real Union Oil Company get-together. Lou Boss' orchestra kept the dancers coming back for more and, during intermissions, the Bennett sisters, Marion and Peggy, and Betty Harcourt, gave a fine exposition of tap dancing as it should be done. Whist and bridge commanded a large following and, when it was all over, Miss Pauline Turcanik, Mr. H. M. Swaney, and Mrs. Harold Prior were awarded prizes for high scores in the whist drive, while Mrs. Calhoun, Mr. Calhoun, and Mrs. Murray were tops among the bridge players. Mr. and Mrs. C. H. Bower proved the champion waltzers, and John B. McKean was lucky enough to win a case of Triton as a door prize. The entire affair was a huge success from an entertainment standpoint, and H. E. Bierce, Jr., in charge of the treasury, reports that it was equally successful financially.

Cover Design

THE IMMENSITY of Boulder Dam, and the spectacular ruggedness of the surrounding terrain, offer a diversity of scene that has unlimited possibilities for Bulletin cover designs. The two photographs that constitute the cover of this issue were taken by Dick Whittington, Los Angeles photographer, and the artist has succeeded in depicting the beauty of the effect that results, as the river waters, escaping through the by-pass tunnels, are disintegrated in their fall to the river, hundreds of feet below. The front cover view is looking downstream; the back view is looking upstream.



Service Emblem Awards

WHEN THE family grows up, it is foolish for the parents to attempt to conceal their age and, in the face of a rapidly-growing roster of old-timers, Union Oil Company can no longer pretend to be young. Come 1940, as the poets say, she will be fifty years old but, shucks, for a progressive oil company life is merely beginning at fifty.

During the past two months, no less than 155 employees walked up to the platform to have service emblems pinned on their chests, and right out in front of Division I, the twenty-five-year group, was the redoubtable Charlie O'Neill, wharfinger at Oleum, whose splendid physique is attributed to eighteen years of association with ships' captains and other marine personnel, including cooks. Charlie's joviality and good nature are remarked by all who come in contact with him, but who wouldn't be happy if they got a chicken dinner every time a ship came into the Oleum dock?

Number two in the parade is Milton Varner of the southern division field department, who is one of the youngest old men in the company. Despite the fact that he is not quite forty years of age, he has already contributed twenty-five good years to Union Oil Company field development. In his spare moments (no pun intended) he is a big time bowler, and has captained two championship teams in the annual Burnham trophy play-off. He also swings a mean niblick and is an active worker in American Legion affairs.

Next in line is Homer Ambrosier, superintendent of Maltha refinery since January, 1927. He entered the employment of the company at Oleum twenty-five years ago and was moved to Maltha in 1926. His favorite pastime is the automobile, which he uses not merely for joy riding but rather as a sort of mobile laboratory to test the various products of Maltha refinery. He is intensely

interested in every development of the automobile motor and, when not occupied in checking up engine performance, he may be found out on the rifle range studying detonation.

Johnny Beck also comes up for his twenty-five year pin, having started in with the Union Oil Company March 17, 1911. As terminal superintendent at the Wilmington dock, he is well and favorably known to thousands of marine men on the Pacific Coast, and many millions of barrels of Union Oil Company products have been successfully loaded and unloaded under his supervision. Johnny was cited for a meritorious award in 1926, when his efficient mobilization of fire fighting forces and his daring conduct averted what might have been a very serious conflagration. Away from work he enjoys nothing so much as a fishing trip, unless perhaps it is telling about it afterwards.

Jim Stives is assistant production foreman on the Stearns lease near Brea, on which property he performed his first day's work for Union Oil Company back in 1911. He has been very active in the Union Employees Association and, in fact, served as president of the Brea unit last year. Outside of working hours he devotes his time to bee culture and maintains a small apiary at his home. Between the bees and an aquarium of tropical fish, his leisure moments are thoroughly and enjoyably occupied.

Walter Straley, assistant superintendent of the Producers Pipe Line, is a familiar figure in the San Joaquin Valley where he has worked throughout the entire twenty-five years of his employment. As a matter of fact, excepting for two months, he has been more than twenty-seven years with the company and participated in the laying of lines as early as 1909. He has occupied many positions and has worked in every section of the Valley,

Twenty-five Years



P. R. KENDRICK
Field So. Div.



M. L. VARNER
Field So. Div.



C. J. O'NEILL
Oleum Refy.



H. AMBROSIER
Maltha Refy.



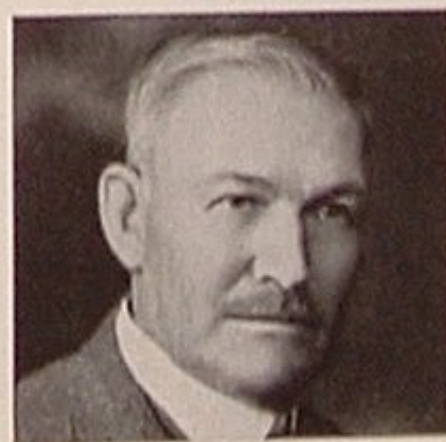
J. C. BECK
Los Angeles Refy.



J. W. STIVES
Field So. Div.



W. K. STRALEY
Producers P. L.



G. WEIR
Producers P. L.

Twenty Years



J. P. BARRON
Maltha Refy.



W. W. COBB
Field No. Div.



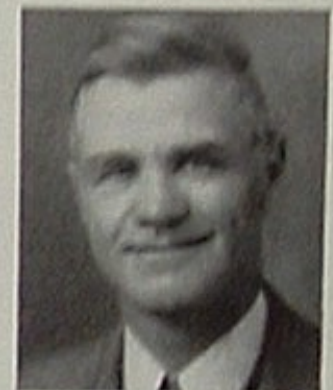
R. E. HAYLETT
Director of Mfg.



W. A. HOLBROOK
Sales Cent. Div.



C. O. WILLETTS
Traffic Dept.



B. R. WILLIAMS
Automotive Cent. Div.



J. S. CLIFTON
Sales Cent. Div.



O. R. DUNHAM
Field So. Div.



E. W. FRANCK
Sales Cent. Div.

laying lines, building stations, and otherwise contributing to the upbuilding of the Producers Pipe Line. Walter finds his diversion in fishing and hunting and, as a nimrod, has few equals.

George Weir, another Producers Pipe Line

employee, now foreman at the San Luis Obispo tank farm, has also completed his twenty-five years in the San Joaquin Valley, having been engineer at Antelope, Creston and Santa Margarita prior to assuming his present post. George is a fine physical speci-

Twenty Years

(Continued)



L. L. GOSS
Field No. Div.



F. H. JONES
Field So. Div.



G. B. SEATON
Field So. Div.



P. H. YOUNGQUIST
Field So. Div.

men of manhood, with a pleasant, good-natured manner, and he likes nothing better in his spare moments than to sit in with his old Valley associates and talk over the trials and vicissitudes of early days "on the line."

Peter Kendricks came to work for Union Oil Company on Christmas day, 1910, starting his employment with the field department on the Stearns lease. He built the first house that was erected on the G & L property and lived in it for eighteen years, only leaving when the company quitclaimed a few years ago. Pete says he has devoted so much of his time to the oil business that he has had none left to develop a hobby, and his principal amusement is driving around looking at the oil wells.

During the same two months' period, thirteen employees became eligible for twenty-year pins. Leading this group is John P. Barron of Maltha refinery, who came to California from the State of Georgia. John is a popular individual in the Bakersfield district, and he is widely respected for his ever ready willingness to lend a helping hand wherever it may be needed. Like all true Georgians, he longs to return to his native state some day and listen once more to the bay of the fox hounds.

Wilbur Cobb, Orcutt driller, started in on the Hole lease as a roustabout twenty years ago. He has remained in the drilling department throughout the entire term of his employment and takes considerable pride in the fact that he has drilled producing wells on almost every lease in which Union Oil Company has been interested. He became a fully-

qualified driller in 1919 and is now drilling with cable tools in the Orcutt district.

R. E. Haylett, director of manufacturing, is a graduate of Beloit College and Massachusetts Institute of Technology. He came to Union Oil Company as a chemist in February, 1916, and almost from that time has played an important part in the technical progress of the institution. From 1922 to 1926, he served as manager of research and development, and was appointed director of manufacturing in March, 1931. The research laboratory at Wilmington, one of the finest in the country, was built under his personal supervision, and the development of "76" and Triton are fine evidence of his capacity to instigate and direct research. In his leisure moments, Mr. Haylett is most likely to be found swinging a driver or a niblick, in which occupation he is quite a competent performer.

William Holbrook, of the San Francisco sales department, first entered the employ of Union Oil Company at Stockton and was later moved to Oakland and San Francisco. His entire twenty years have been spent in the sales department around the Bay district and, when he can possibly tear himself away, his favorite diversion is the great outdoors. Camping, fishing and hunting trips have a lure that he seems to be unable to resist, and the weekend usually finds him in the mountains or on the bank of a good trout stream.

Charles Willetts of the traffic department, San Francisco, was engaged in railroad work in various capacities in the middle west

before he came to California to throw in his lot with Union Oil Company. He started in at San Francisco and is still in that region, where he is responsible for all export shipments and for traffic work generally. His particular diversion is painting, and it doesn't make much difference whether he is doing an artistic landscape or merely putting a winter coat on the family automobile, he is supremely happy with a paint brush in his hand.

Benjamin Williams, regional automobile mechanic, has followed automotive development intimately for at least the twenty years that he has been with Union Oil Company, and there are few men who know more about the eccentricities of the motor. He started in as a machinist at San Francisco, and as foreman of the company garage there for many years has become known to almost every employee in the central division. Like a great many other employees, he gets a lot of fun out of the bowling league and never misses a chance to scatter the pins.

Jack Clifton, central division accountant in the sales department, was first employed in the crude oil division, was later made traveling auditor, and has since occupied many important positions in the various sales divisions. When the European war broke out, he was one of the first men in Union Oil Company to enlist, and he was sent over to France almost immediately, where he spent about four years in active service. He will play golf if provoked, and when in the northwest openly claimed the high scoring championship.

Orlie Dunham, of the southern division field department, started work for Union Oil Company on the G & L lease out in the Orange district and remained there until 1929, when he was transferred to the production department at Santa Fe Springs. Orlie would rather fish than eat and, on his days off, is usually to be found at one of the local beaches angling for mackerel, barracuda, and rock cod.

Ebert Franck, central division sales department, is agent at Clovis substation in the Fresno district. He entered the employ of Union Oil Company in the good old days when the four-horse tank wagon was the popular type of transportation unit, and his first job was as a tank truck salesman. He, also, went over to Europe as a member of the U. S. army and, on his return home, was welcomed back into the Union Oil Company

family. Ebert's spare moments are devoted to the cultivation of flowers and small trees, and he has developed some very fine specimens of ornamental shrubbery at his own home.

Leo Goss began his career with Union Oil Company as well puller on the G. & L. lease, and after eight years in the production department transferred to drilling. He is at the present time drilling on the history-making N. K. O. & G. well at Kettleman Hills, and has contributed largely to the records that have been established in this project.

Fred Jones started on the old Hole lease at Brea, and has since drilled many important wells for Union Oil Company. He is now a very active member of the production department at Santa Fe Springs, and when his days off come around he may regularly be found working in his little home plot, where the garden plants furnish at least a temporary relief from the pumping plants.

Granville Seaton is a former employee of the Pinal Dome Oil Company at Orcutt, and when that organization was taken over by Union Oil Company, he was transferred with the other valuables. He is now in the southern division field department. In his favorite sport—deer hunting—Granville is almost in a class by himself, being one of the few remaining addicts of this sport who has never shot another hunter by mistake.

Paul Youngquist also started in at the G. & L. lease, and remained there until the Orange district was consolidated with other southern division territories in 1929, at which time he was adopted by the Santa Fe Springs production department. Paul's greatest joy is a mountain cabin at Lake Arrowhead, which he and his wife use as headquarters for frequent hiking expeditions. He says that he simply has to indulge in these mountain hikes, in order to keep fit for more mountain hikes.

The complete list of service awards for the two months is as follows:

Twenty-five Years—February

O'Neill, C. J., Mfg., Oleum Refy.
Varner, M. L., Field, So. Div.

Twenty Years—February

Barron, J. P., Mfg., Maltha Refy.
Cobb, W. W., Field, No. Div.
Haylett, R. E., Mfg., Head Office.
Holbrook, W. A., Sales, Cent. Div.
Willets, C. O., Traffic, Cent. Div.
Williams, B. R., Automotive, Cent. Div.

Fifteen Years—February

Brayton, F., Field, No. Div.
 Carlile, C. W., Mfg., Oleum Refy.
 Craddock, A. R., Sales, Cent. Div.
 Farnsworth, R. E., Transp., Producers P. L.
 Ford, R. G., Gas, So. Div.
 Frazier, J. B., Transp., Producers P. L.
 Gain, S. L., Sales, No. Div.
 Johnston, A. L., Pur., Head Office.
 Kelley, I. L., Field, So. Div.
 Kennedy, J. J., Mfg., Oleum Refy.
 Law, R. W., Field, So. Div.
 McKinley, W. H., Field, So. Div.
 Mitcheson, B. M., Transp., So. Div., L.A.P.L.
 Monteith, W. A., Sales, Head Office.
 Perry, H. J., Mfg., Oleum Refy.
 Weaver, A. R., Transp., Producers P. L.
 Wilson, W. M., Field, So. Div.
 Winter, H. E., Field, So. Div.
 Witherow, H. N., Mfg., Oleum Refy.

Ten Years—February

Anderson, G. B., Mfg., L. A. Refy.
 Ball, W. A., Sales, No. Div.
 Blake, J. L., Field, So. Div.
 Booth, Y., Compt., Head Office.
 Bradley, J. L., Mfg., Oleum Refy.
 Bradeen, W. P., Mfg., L. A. Refy.
 Bunnell, L. V., Mfg., Oleum Refy.
 Clark, C. R., Gas, So. Div.
 Donnelly, L. J., Mfg., Oleum Refy.
 Glendenning, L. C., Compt., Head Office.
 Harris, R. J., Mfg., Oleum Refy.
 Horstman, H. H., USS, So. Region.
 Loosemore, J. G., Transp., Producers P. L.
 McNeil, W. R., Mfg., Oleum Refy.
 Martin, A., Mfg., L. A. Refy.
 Poulton, S., Field, No. Div.
 Rader, J. H., Mfg., L. A. Refy.
 Sullivan, C. T., Sales-Const., Head Office.
 Tough, G. F., Sales, Vancouver.
 Winfrey, L. T., Transp., So. Div., L.A.P.L.
 Wood, N. A., Mfg., Research.

Twenty-five Years—March

Ambrosier, H., Mfg., Maltha Refy.
 Beck, J. C., Mfg., L. A. Refy.
 Stives, J. W., Field, So. Div.
 Straley, W. K., Transp., Producers P. L.
 Weir, G., Transp., Producers P. L.

Twenty Years—March

Clifton, J. S., Sales, Cent. Div.
 Dunham, O. R., Field, So. Div.
 Franck, E. W., Sales, Cent. Div.
 Goss, L. L., Field, No. Div.
 Jones, F. H., Field, So. Div.
 Seaton, G. B., Field, So. Div.
 Youngquist, P. H., Field, So. Div.

Fifteen Years—March

Alsip, H. T., Field, So. Div.
 Carey, W. E., Sales, Head Office.
 Chester, W. L., Field, So. Div.
 Clark, J. H., Jr., Sales, Cent. Div.
 Critchlow, R. E., Field, So. Div.
 Cruise, W. H., Field, So. Div.
 Dowdy, H. L., Field, So. Div.
 Evans, T. J., Field, So. Div.
 Fenton, R. R., Purch., Head Office.
 Frembling, L. H., Mfg., Oleum Refy.
 Hovey, A., Mfg., L. A. Refy.
 Kinney, W. E., Field, No. Div.
 Lewis, T. B., Mfg., Oleum Refy.
 Lohrberg, A., Transp., Producers P. L.
 McBride, J. C., Field, So. Div.
 Merrill, D. R., Mfg., Research.
 Morgan, C. S., Mfg., L. A. Refy.
 Myracle, C. C., Field, So. Div.
 Sallade, H. E., Field, So. Div.
 Shaffer, H. I., Field, So. Div.
 Talley, R. L., Field, No. Div.
 Terry, W. T., Mfg., Oleum Refy.
 Tessner, N. H., Field, So. Div.
 Williams, D. P., Auto., So. Div.
 Yap, M. A., Sales, Honolulu.

Ten Years—March

Adams, F. B., Field, So. Div.
 Allen, K., Field, No. Div.
 Anderson, A. E., Mfg., L. A. Refy.
 Andrews, A. W., Sales, Cent. Div.
 Armfield, J. V., Sales, So. Div.
 Aronson, A., Mfg., L. A. Refy.
 Avila, A., Mfg., Oleum Refy.
 Bernsten, A., Mfg., L. A. Refy.
 Brent, C. V., Sales, So. Div.
 Burge, G. J., Mfg., Oleum Refy.
 Clark, E. E., Field So. Div.
 Clem, D. D., Sales, No. Div.
 Condit, D. P., Sales, So. Div.
 Conkling, W. S., Transp., Producers P. L.
 Cubicciotti, R., Sales, Head Office.
 Culp, G. J., Sales, So. Div.
 Erickson, A., Sales, Cent. Div.
 Estcourt, W. S., Sales, Vancouver.
 Garofalo, R. J., Patent, Head Office.
 Germscheid, W. J., Sales, So. Div.
 Gordon, F. L., Field, So. Div.
 Graham, F. I., Field, So. Div.
 Grisham, R. R., Mfg., Oleum Refy.
 Guynn, C. A., Sales, Cent. Div.
 Hall, R. W., Mfg., L. A. Refy.
 Hansen, H., Treas., Head Office.
 Hill, K. B., Transp., Producers P. L.
 Hinnen, W. A., Sales, So. Div.
 Hommel, S., Mfg., Oleum Refy.
 Hughes, L. D., Sales, Cent. Div.

Johnson, C. F., Mfg., L. A. Refy.
 Johnson, G., Field, So. Div.
 Johnston, F. L., Mfg., L. A. Refy.
 Johnston, G., Sales, Vancouver.
 Kearney, M. G., Credit, Head Office.
 Jones, P. E., Sales, Cent. Div.
 Kern, L. W., Sales, So. Div.
 Kilgore, F. L., Field, So. Div.
 Klewin, C. W., Transp., Producers P. L.
 Lawrence, L. C., Mfg., L. A. Refy.
 McCreery, W. J., Sales, Cent. Div.
 McMillin, E. F., Mfg., Oleum Refy.
 Neukom, O. W., Mfg., Oleum Refy.
 Nulph, A. R., Mfg., L. A. Refy.
 Olsen, L. W., Mfg., Oleum Refy.
 Osborne, E. L., Field, So. Div.
 Owens, A. J., Mfg., Oleum Refy.
 Powers, F., Sales, Vancouver.
 Rose, R. F., Sales, No. Div.
 Scheel, L. F., Gas, So. Div.

Schmidt, L. M., Traffic, Head Office.
 Shipley, J. C., Field, So. Div.
 Shrader, A. R., Sales, Cent. Div.
 Shrader, J. E., Field, So. Div.
 Simpson, D. T., Field, So. Div.
 Sloan, W. A., Sales, Vancouver.
 Stone, G. B., Mfg., Oleum Refy.
 Thayer, H. P., Auto., No. Div.
 Timm, E. L., Credit, Head Office.
 Torrance, A., Sales, So. Div.
 Tower, K. W., Sales, So. Div.
 Valerro, V. F., Mfg., Oleum Refy.
 Walker, C. S., Mfg., L. A. Refy.
 Ward, J. E., Sales, Vancouver.
 Ward, J. H., Jr., Sales, Cent. Div.
 Warden, H. L., Field, So. Div.
 Wetmore, W. L., Mfg., Oleum Refy.
 Yinger, M. L., Mfg., L. A. Refy.
 Zenger, A., Sales, No. Div.
 Phillips, H. I., Mfg., L. A. Refy.



Yarns of Yesterday

IT'S A LONG time since this thing happened, how long we don't know, but the event is still vivid in the memories of the two principal actors—Walter Straley and Bob Gilliam, both still employees of the Producers Pine Line: There had been a number of dry cells, new and used, lying in the warehouse at McKittrick for several months, and Bob Gilliam, then station gauger at this point, had developed an unusual interest in them although they played no part in a gauger's routine. In these days it seemed that nearly all pipe-liners were gamblers, and the boys used to sit up nights trying to evolve schemes to reduce the financial rating of their associates. Thus it was that continued concentration on the aforesaid dry cells finally developed in Gilliam's mind a deep and dark scheme.

Borrowing a galvanometer he carefully tested every dry battery in the group, and put a tiny identification mark on all the good ones, being sure, of course, to leave them in a profound state of disarrangement. Then, like the spider of story and song, he sat quietly

by waiting for the fly to walk into the trap. It didn't take long. Presently in came the fly, very obligingly, in the person of Walter Straley, district foreman. Having looked things over thoroughly, his eagle eye finally rested on the dry cells. "Are these batteries any good?" he asked. "I guess so—some of them," innocently replied Bob. "Well, you'd better pick out the good ones and throw the rest away," suggested Walter. "Okay," said Bob, and without further parley he chose one from the bunch, smelled it and threw it roughly over in the corner. "Hey, whatcha doin'?" Walter demanded with some heat. "Picking out the good ones," says Bob undisturbed. "You can't do it that way, crazy," Walter came back, and Bob challenged, "Oh, no? Do you want to bet?" Witnesses were brought in, the bets were turned over to the official stakeholder, and Bob smelled each battery in turn, laying the good ones on the right and the bad ones on the left. A galvanometer was then brought in and it checked the smelling system one hundred per cent, whereupon Walter con-

ceded the win and Bob pocketed the cash.

The Los Angeles Derrick of Jan. 25, 1895, says: "The first persons to engage in the oil business in California on anything like a systematic business plan were Messrs. Hardison and Stewart of Pennsylvania. Early in the seventies they commenced operations, first on what was known as the Hancock ranch west of this city; this not proving a success they removed to the Newhall district, where, after disposing of their interest to the Pacific Coast Oil Company, they removed to Ventura County, with headquarters at Santa Paula. At present the company is known as the Union Oil Company, being the largest concern of the kind in the West, estimating their plant at three million dollars. They have at present about fifty-seven thousand acres of land leased, their operation extending over the greater part of the county. At

Santa Paula they have a complete refinery where all grades of lubricating oils are refined, besides a superior grade of printing inks. For some time a good grade of illuminating oil was refined, but the increased demand for fuel oil led them to abandon it. At present their output is estimated at about seven hundred barrels per day."

It is not generally known that Union Oil Company was once a potent factor in the printing ink business, but it is a fact that in November, 1894, the California Ink Company of Santa Paula, a subsidiary of Union Oil Company, was awarded a gold medal for the excellence of its printing inks, lamp blacks, and linolith varnishes at the California Mid-winter International Exposition held in San Francisco. The development of these products was controlled and supervised by Union Oil Company's chemist, Dr. Salatha, and they were used quite extensively on the coast in the early nineties.



Slams and Salaams

THERE ARE only certain months when one can eat oysters, and game hunting is only permitted between specified dates, but it's always open season on gophers and editors. From the research laboratory at Wilmington comes the following typical example of the ammunition used to bring down the latter:

Dear Sir:

I have always thought the cat was the only animal with multiple lives, but after reading the introduction to your "Safety" story in the November-December issue of the Bulletin, I am not so sure. The first sentence reads as follows: "Sixteen thousand persons meet their death annually in industrial accidents in the United States." It must be tough to have to die every year!

Yours in amazement,
C. D. BARNES.

As we shrink into total insignificance, we vaguely remember having read somewhere that the victims of the Spanish Inquisition "died a thousand deaths."

Then comes this heartening epistle from far-off Java:

Dear Sir:

As reader for about two years of your monthly Bulletin, who regularly comes in my possession, I therefore wish no longer to be in hesitation to bid you my appreciation for this. The contents of the issues are very interesting as a geographic magazine of Southern California, even as the Union Oil Company's wonderful organizations in all respects.

To reciprocate I am quite willingly to give the company any information if they need, so you will give your intermediation to this. I wonder if there is not in this country in consequence of the distributing of the Bulletin, which undoubtedly will be partial for their products. To enjoy myself the Union Oil Bulletin in the future.

Sincerely yours,
F. A. E. _____.

Coming from such a remote part of the

world as Java and carrying such an encouraging message, the above was a decided aid in alleviating the sting of the succeeding missive which recently arrived from San Francisco:

Gentlemen:

Notice in your January-February, 1936, Bulletin an item (page 2) that seems to me rather severe. In this you suggest that every time a motorist becomes involved in an accident

"he would be required to prove his innocence of the cause or forfeit his driver's license."

Although I am a strong believer in careful driving, nevertheless, this method of procedure seems to be very un-American, and I believe that you will find a great many others will feel the same as I do about it.

Very truly yours,

F———S———.

The statement in question might perhaps be more just if it were swung over to the positive side, something like this: "A motorist should be required to forfeit the driving privilege when it is conclusively proved that his or her recklessness, negligence, or incompetence was a contributing cause in a traffic accident." How about it, Mr. S———? It is understood, of course, that the period of forfeiture would be determined by the degree of culpability.

An employee from the field department at Brea now adds his little contribution in the following language:

Dear Sir:

It has often occurred to me that employees and readers of the Bulletin in general would enjoy a series of articles on the present organization of Union Oil Company. We get sporadic stories about isolated departments, but so far as I can remember nobody has ever attempted to explain the complete company set-up from land prospecting to sales accounting, showing the relationship of one department to another, and naming the officers and their responsibilities.

Yours truly,

VIC SMALL.

That's what we call a real constructive suggestion, and we are already laying plans to put it into effect.

We really thought we were quite the little

scientist until another employee, from the pipe line department at Rosecrans, knocked our technical masterpiece for a row with this chill blast:

Dear Sir:

In the November-December Bulletin you used up four pages of the issue in a futile attempt to interest the readers in cosmic rays. Personally, I feel that employees and Union Oil Company, too, would have derived greater profit if the space had been devoted to something more substantial, such as centrifugal pumps or gasoline engines.

Yours sincerely,

TOM WICKHAM.

Which merely shows that Pike's Peak is not the only spot where cosmic disturbances take place.

And we conclude with a cheering note from Hawaii.

Dear Sir:

I wish to express appreciation and thanks for the "Bulletin" received these two or three years. Its artistic format and contents keep us informed regarding your great industry, including business technique, scientific achievement, art value, welfare activities and personnel. It is one of the best trade bulletins that come our way; we anticipate its coming with keen interest and pleasure.

Our aloha for your continued success.

Yours very truly,

C. S. D——— (Honolulu).

Camera Club Formed

With Paul Michels as president, Bob Byrne, vice-president, and Leonard Anderson, secretary-treasurer, a Union Oil Company camera club has just been organized in the Los Angeles district. The membership numbers fifteen at the moment, but the project has stirred up considerable interest among camera enthusiasts, and there is every indication of a considerable growth in the very near future. The club is meeting once a month for the purpose of discussing photography in all its phases, and it is proposed, among other things, to institute monthly contests and periodical exhibitions of the work of the members.

REFINED AND CRUDE

By Richard Sneddon

The man who sings at the top of his voice while shaving at least won't be troubled by chest complaints in his old age. In fact he probably won't even be troubled by old age.

And our friend the fruit hawker thinks business is rotten, with which we are inclined to agree after examining the bananas on his wagon.

A newspaper report says, "In the last few minutes the Harvard College basketball quintette came from behind to eke out a sterling 48 to 0 victory."

In the local league, however, the chain-store groceries can still claim the highest number of baskets.

It is authoritatively stated that a well-known oil man recently engaged a taxi and, before he realized what was going on, the register had run up to two dollars. He had just paid his income tax, so the driver was obliged to back up to fifty cents before he could collect.

But after all it's worth the fare not to have to worry about the fenders.

And the insomniac who said he turned and twisted all night really slept like a top.

Junior picked up his savings bank the other night and shook it vigorously, but it never emitted a sound, whereupon with his usual precocity he turned around and enquired, "When did dad come home?"

Incidentally, the boy has been all over town looking for the fair, since he read in the evening paper, "Fair here today and tomorrow."

Which for no reason at all reminds us of the boy who defined a widow as "a woman who lived so long with her husband that he died."

Many college girls are working their way through school by doing housework after class hours, and we know one who has been employed by the same family through four semesters and three sets of dinner dishes.

Now to diverge, we assert that labor of any sort is dignified. It's all a matter of the attitude of the worker. The boy who has been proudly proclaiming that he puts on floor shows is actually demonstrating vacuum cleaners.

According to another type of expert, automobile traffic in the United States is having a serious effect on the nerves and temperament of the people, and it sounds quite logical. On the Sahara desert where there are no automobiles, there are nomad tribes.

Speaking of automobiles, one of the big moments in the life of a mere man is when the little lady, who has been telling him for ten years how to drive, finally comes home with her first traffic ticket.

A sailor who was wrecked in the middle of the Catalina channel managed to swim almost to Wilmington where he was found almost exhausted clinging to a buoy. Headline: "Local buoy makes good."

And a swell place to study the law of diminishing returns is Santa Anita.

We know one fellow who backed the first six winners on the last day of the meet, and declares he would have been on the last one, too, if he'd had any money left.

By the way, archeologists recently dug up a kitchen sink that is believed to be over 3,000 years old. It was probably buried under a pile of dirty dishes.

Also, the motorist who started using "76" at our suggestion declares himself everlastingly tankful.

And Triton will keep the knock out of your engine, but nothing has yet been invented to stop the knocking in the back seat.

Falling on troublous times, a neighbor has taken to painting in order to keep the wolf away from the door. The picture he showed us the other night was a dandy for the purpose, but it would have been more effective hanging on the door knob.

You know, of course, that most artists only close one eye when they paint although the results would indicate that both eyes were closed.

A recent news item states that the will of a rich easterner left all of his money to his lawyer. That's a smart idea. The lawyer gets it sooner that way.

And, in conclusion, remember it's a soft answer that turneth away wrath—not a soft tire.

