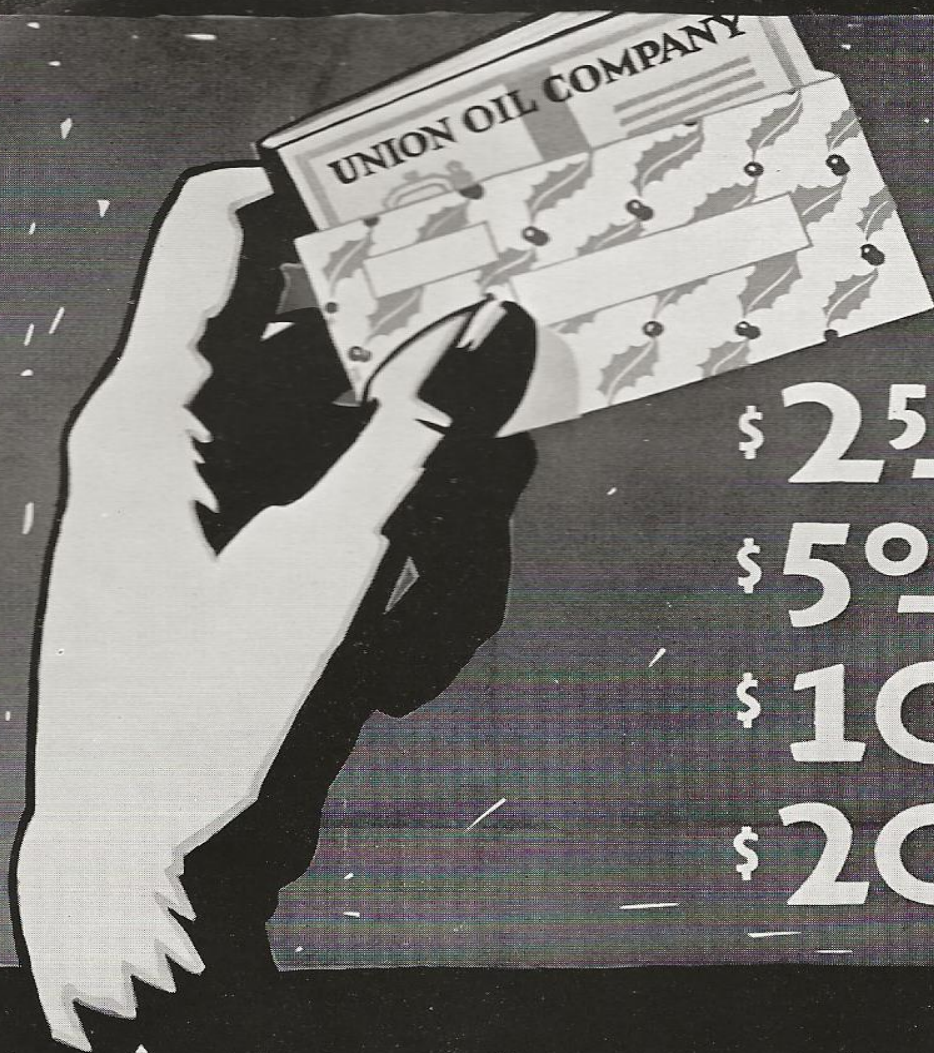


UNION
OIL
BULLETIN

DECEMBER 1930



\$ 25⁰⁰

\$ 5⁰⁰

\$ 10

\$ 20

A WISE GIFT

UNION SCRIP BOOKS

UNION OIL BULLETIN



EXECUTIVE COMMITTEE* AND OFFICIALS

*E. W. CLARKChairman, Board of Directors
*L. P. ST. CLAIRPresident
*W. W. ORCUTTVice-President
*R. D. MATTHEWSVice-President
*P. N. BOGGSVice-President
*R. J. KEOWNVice President-Treasurer
*W. L. STEWART, JR.Vice-President
JOHN McPEAKSecretary
GEORGE H. FORSTERComptroller
*CHESTER W. BROWN.....Director of Exploration & Production
*A. B. MACBETHDirector
PAUL M. GREGGGeneral Counsel

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

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

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

VOLUME XI

DECEMBER

BULLETIN No. 12

Union Completes Biggest Kerosene Plant in U. S.

By C. M. Hoag

OF THE additions to the Union Oil Company's refinery equipment during the past year probably the most outstanding is the 900-ton Edeleanu Plant at the Los Angeles Refinery. Although the process is by no means a new one, the fact that the plant is, to date, the largest of its kind in the United States should be sufficient to arouse the interest of the reader.

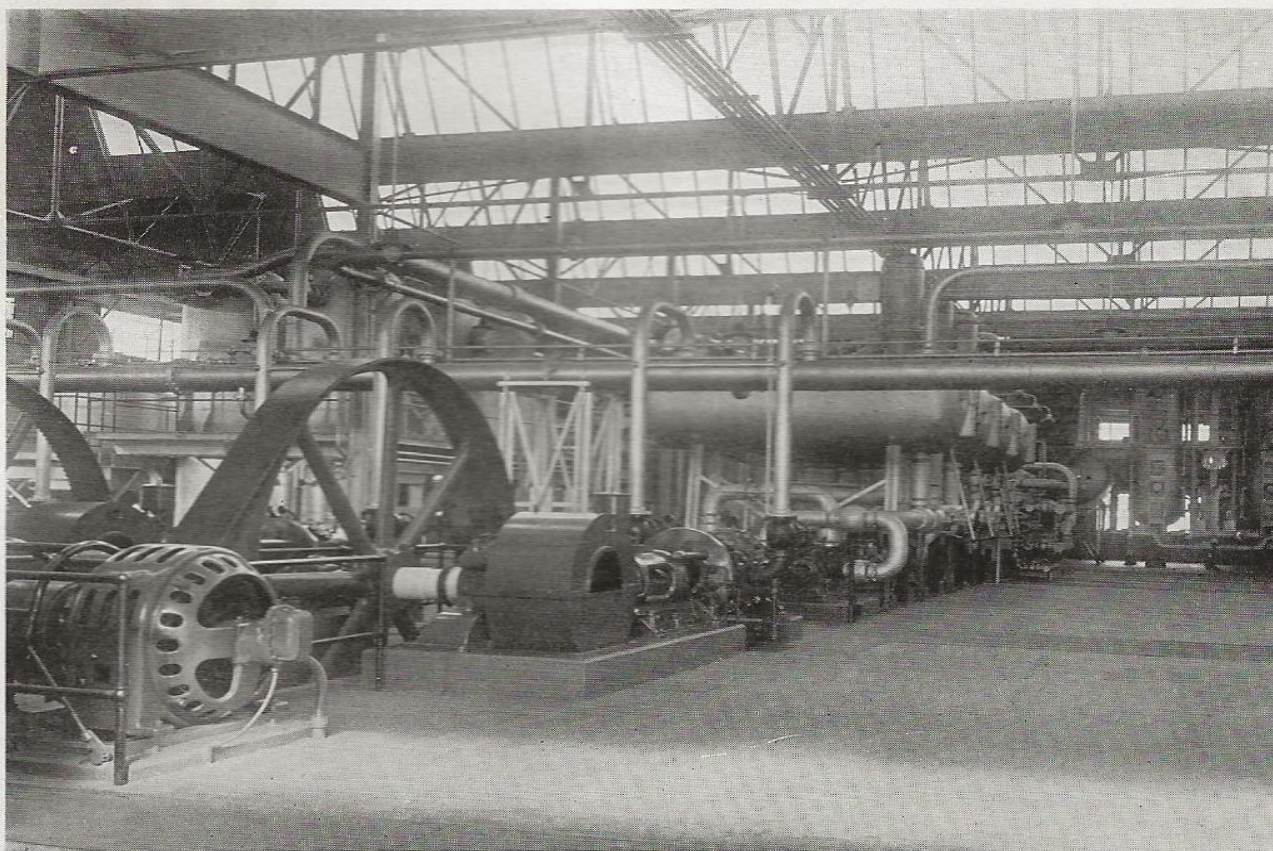
In order to meet the demand for export kerosene it was decided early in the year to install an Edeleanu Unit at Wilmington, capable of treating 7,000 barrels per day of kerosene stock. The successful operation of the 125-ton plant installed at the Oleum Refinery in 1926, and the fact that kerosene treated by this process has found favor in the export trade, warranted the decision.

The purification of kerosene stock by the Edeleanu Process is accomplished by mixing the crude kerosene with sulphur dioxide at a temperature of approximately 15 degrees Fahrenheit. The undesirable constituents, such as coloring matter and so-called aro-

matics, are dissolved by the sulphur dioxide and settle out of the mixture, while the treated kerosene stock accompanied by a small quantity of sulphur dioxide flows from the top of the mixers. The sulphur dioxide is then recovered from the oils by evaporation, after which it is compressed, condensed, and returned to the mixers for re-use.

As the kerosene stock enters the plant it is passed through salt filters which remove any moisture in the stock. It is essential that the stock be "dry" as otherwise the moisture would combine with the sulphur dioxide and produce a corrosive agent which would soon destroy the equipment. As a further step in the preparation of the stock, it is passed through a deaeration tank in which a partial vacuum is maintained, thereby removing any finely divided air particles suspended in the oil.

The plant equipment, with the exception of the building, circulating water system, structural steel supports and electrical apparatus, was fabricated



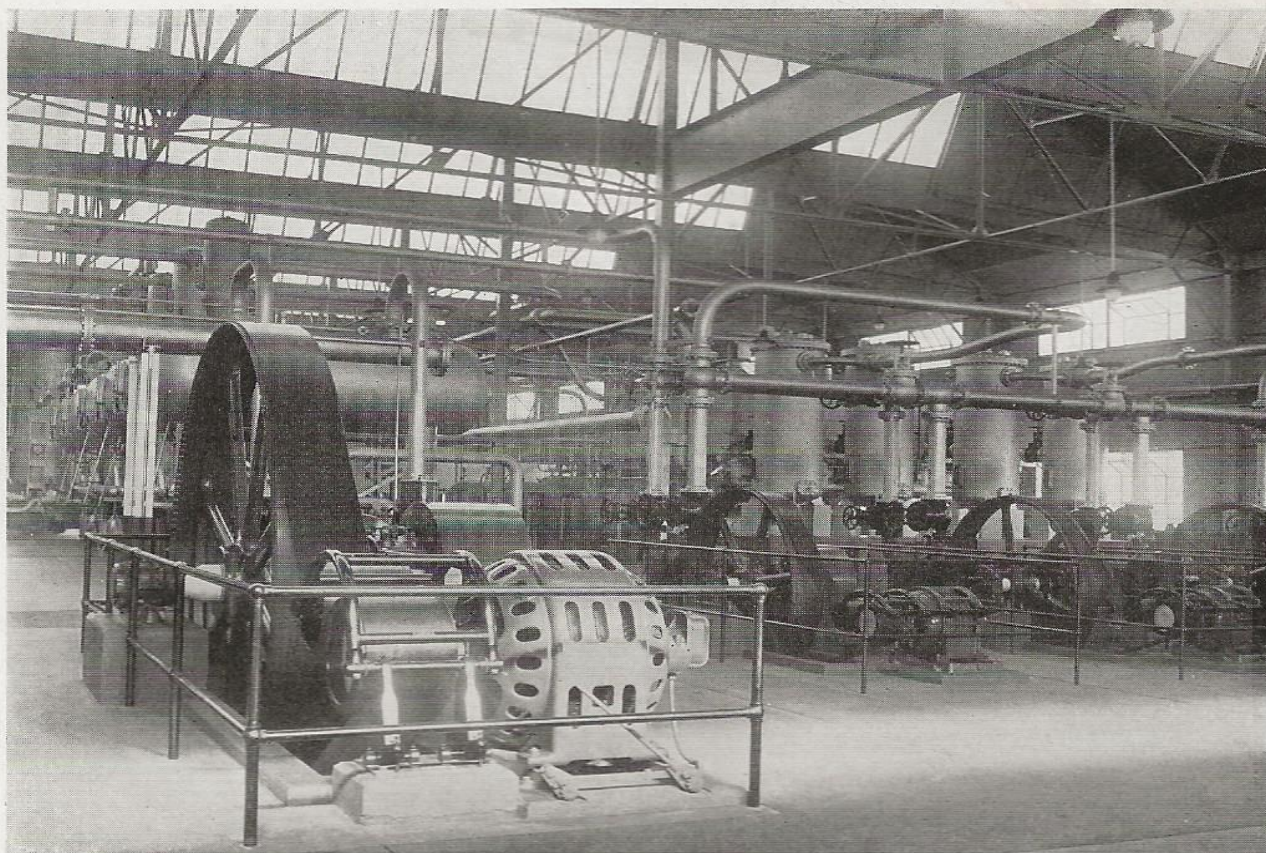
In the above picture and the one on the opposite page you are looking down the main operating aisle of the plant, which it was impossible to include in one photograph. In the left foreground of the upper photograph are to be seen two of the sulphur dioxide compressors, while in the left center is the battery of finished oil evaporators. At the extreme end of the aisle are the two mixing towers.

in Germany and shipped direct to the Los Angeles Harbor, the shipments totalling approximately 775 tons, and consisting of compressors, pumps, evaporators, condensers, heat exchangers, interconnecting piping, etc.

The building housing the equipment is of saw-tooth roof construction, 130 feet by 180 feet in nine 20-foot bays, providing excellent lighting conditions, the interior surfaces of the roof being painted white and most of the equipment finished in aluminum. The effect is pleasing to the eye and very efficient from a light reflective standpoint. Upon entering the building one is first impressed by the battery of five sulphur dioxide compressors and the four vacuum pumps, beyond which the main operating aisle, flanked on either side by a series of evaporators, leads to the opposite end of the building.

Standing at the end of the operating aisle are the two large vertical mixers, 32 feet in height and 4 feet in diameter. These mixing towers are provided with special plate glass covered liquid level gauges placed in staggered positions from bottom to top. Each gauge is protected with an outer glass, and in the space between the glasses, supported by a wire frame, sets a tiny beaker of sulphuric acid, the purpose of which is to absorb any moisture present, thus preventing its accumulation on the glass.

The fourteen centrifugal pumps in the main building are arranged in pairs, one held in reserve for standby service, each pair located near the apparatus from which they take suction in order that the lines be as short as possible. Each pump is equipped with a direct-connected motor, the only belt drives



The right half of the main operating isle is shown above. In the left foreground is one of the sulphur dioxide compressors, while to the right can be seen three of the four vacuum pumps. Immediately behind the vacuum pumps are the light oil traps which trap the light oil from the sulphur dioxide before the latter enters the vacuum pumps. Back of the compressor are the extract evaporators.

being those of the two deaeration pumps, four vacuum pumps and five sulphur dioxide compressors. All of the belt drives are short coupled, with idlers of standard design. The pumps and compressors show the usual European trend toward precision and finish, and the quiet operation of these units is noticeable upon entering the plant. This fact, in addition to the cleanliness of the process, provides almost ideal working conditions for the operators.

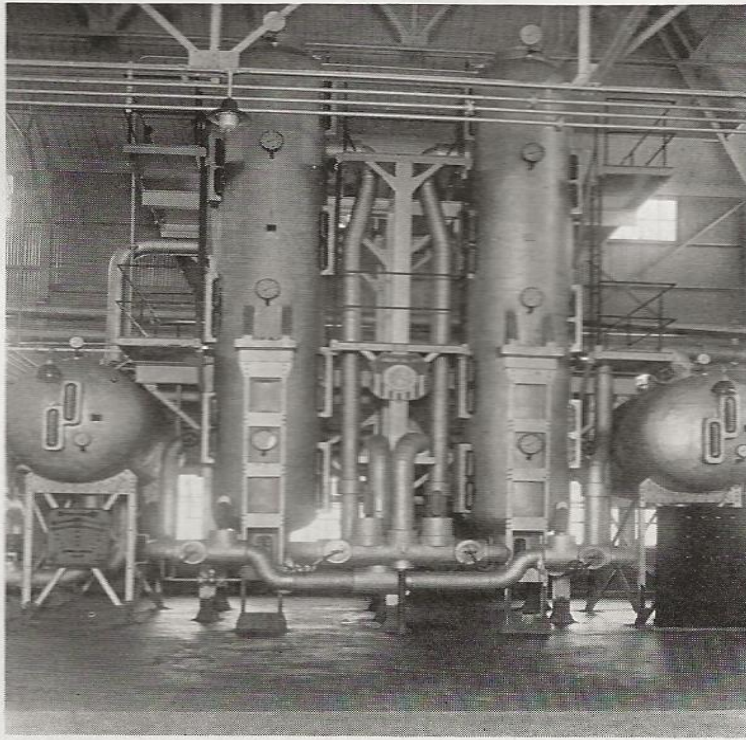
A complete system of heat conservation is carried out through the use of six double-pipe heat exchangers located at convenient points in the building. The heat lost in the process is that which is introduced in heating the refined oil and extract with steam for the purpose of vaporizing the sulphur dioxide in these oils, and the heat of compression which is added to the

sulphur dioxide as it passes through the compressors. A greater part of the lost heat is taken up by the circulating water and dissipated at the cooling tower. All apparatus and pipe lines that would absorb or radiate heat are insulated. Cork is used to insulate low temperature equipment, and magnesia is employed in the case of apparatus operating at temperatures above atmospheric.

In a separate building are located the three centrifugal circulating water pumps, each with a capacity of 4,200 gallons per minute, direct-connected to their respective motors. One pump delivers cold water from the basin of the cooling tower to the distribution troughs above the sulphur dioxide condenser coils that are located immediately west of the main building. A second pump handles the warm water

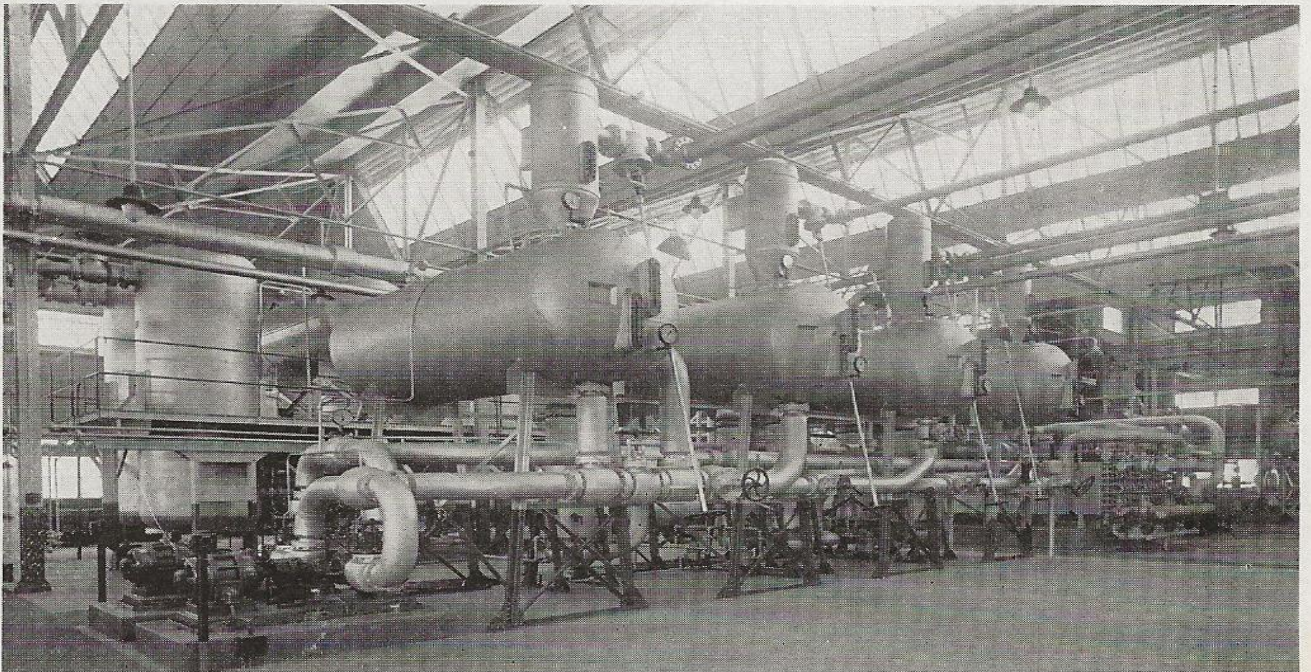
from the basin of the condensers to the top of the cooling tower, while the third pump is a spare, so manifolded that it will serve as a standby for either of the others.

In the south end of the building rooms are provided for office, local laboratory, lockers, and electric controls. The latter room covers an area of 18 feet by 54 feet, and contains the switching equipment, transformers, and motor-gen-

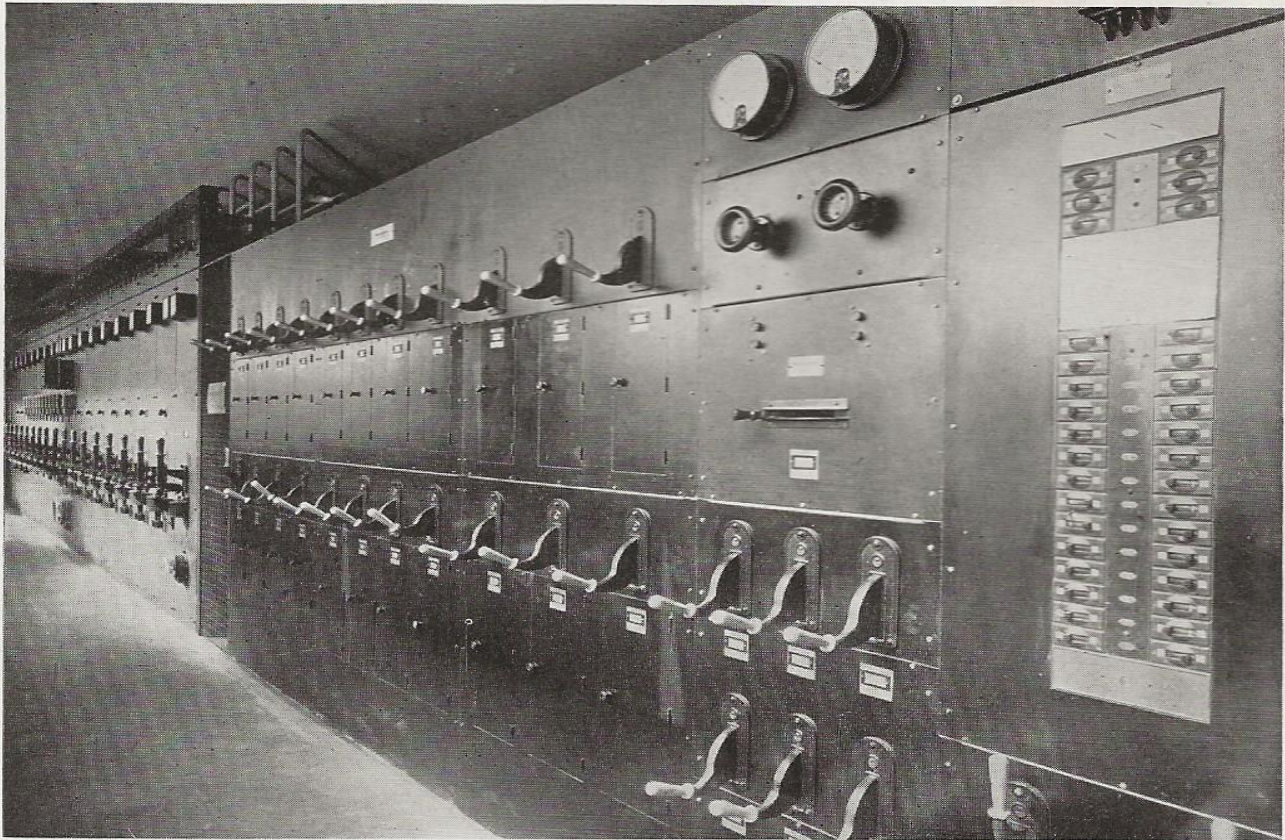


Mixing towers in which the crude kerosene stock and liquid sulphur dioxide are mixed at a temperature of 15 degrees Fahrenheit. It is the first step in the refining operation. The towers are duplicate units. The horizontal tank on the right is an extract solution collector and the one on the left a refined oil collector.

erator sets controlling the thirty - three motors in the plant, which aggregate 1,475 horsepower. All of the motors in the main buildings are controlled by push - buttons located at each unit, and a duplicate set of buttons is installed at a convenient point near the operator's desk where any of the pumps can be started or stopped. This electrical unit control is one of the factors which makes possible the operation of the



Finished oil evaporators in which sulphur dioxide is evaporated from finished kerosene. Sulphur dioxide is drawn off in a gaseous state from the top of the evaporators, while the kerosene is drawn from the bottom.

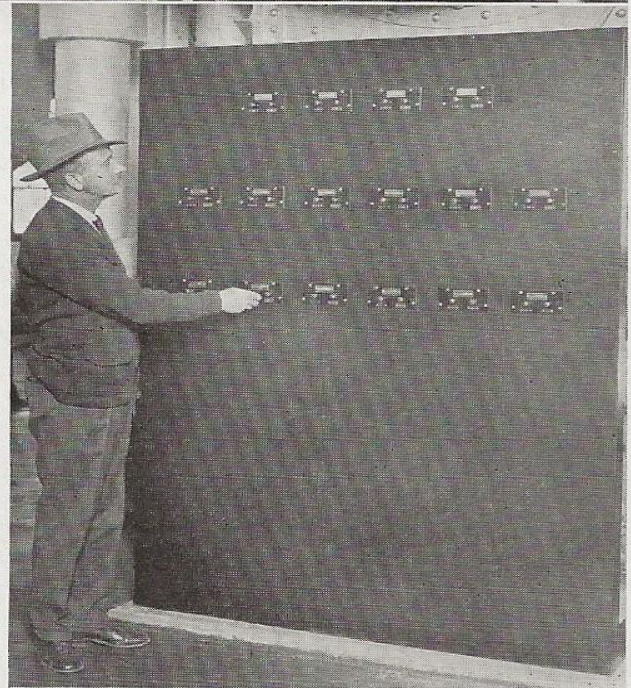


The complete electrical control of the pumps and motor equipment is one of the features of the plant. Above are shown the remote control switch boards, while on the right, A. L. "Doc" Reynolds, construction engineer, who supervised the construction of the plant, is standing beside the control board from where all motors in the building can be turned on and off. In the upper photograph the main 2200-volt switch board, with the disconnect switches and oil circuit breakers, appears on the extreme left. Next to it is the 440-volt distribution board, with the motor generator control panel in the center, and the lighting panel on the extreme right. The switches on both boards are controlled from the master control board out in the plant to which reference has already been made.

plant with only three men per shift.

As an emergency measure in the case of extreme leakage of sulphur dioxide, where operators might leave the building for safety, switches are provided outside of the building, one at each corner, by which the main power circuit breaker in the control room can be opened, thus completely shutting down the plant.

In order to take advantage of a discount clause in the power rates of the



Bureau of Power and Light, it was decided to install five 150 horsepower synchronous motors to drive the sulphur dioxide compressors, and by so doing a saving of several thousand dol-



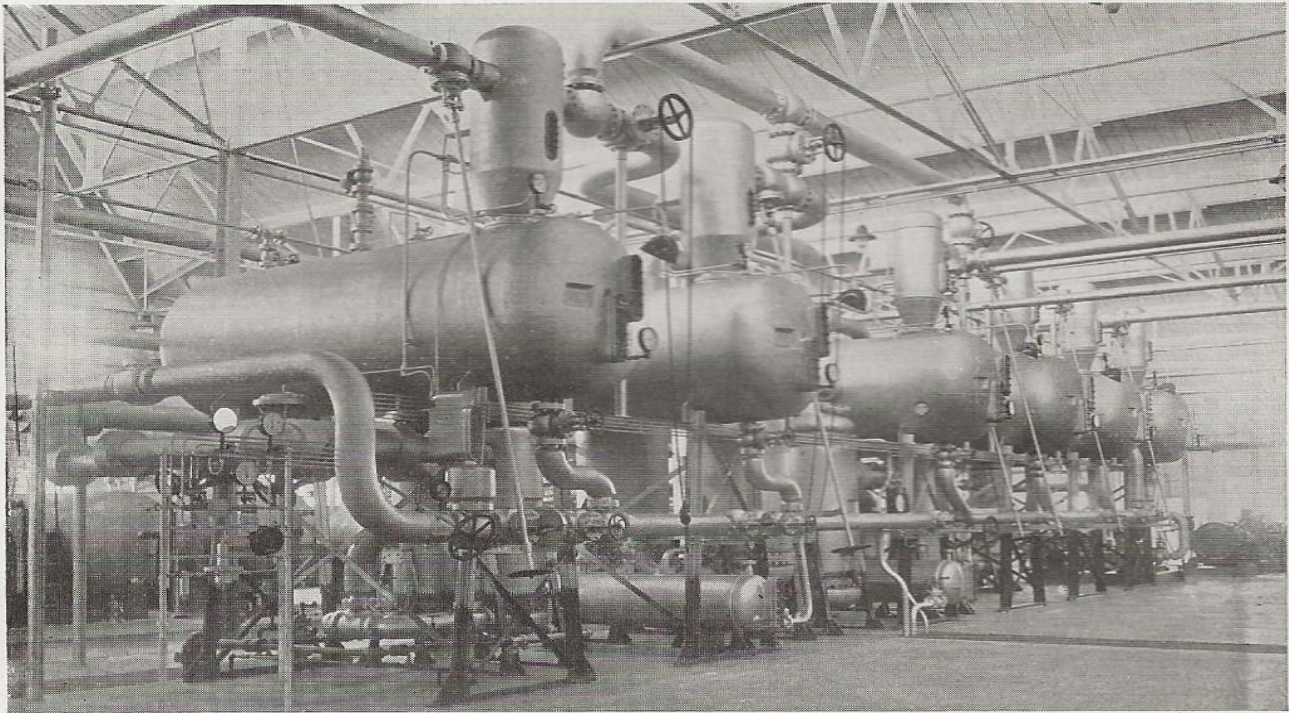
No. 1—Sulphur dioxide condensers in which the gaseous sulphur dioxide is cooled and returned to liquid state. No. 2—Exterior view of plant. No. 3—Konstantin Stolbe, (right) erecting engineer, who supervised building of plant for the German company, discussing details of condenser operation with C. M. Hoag (left) technical assistant in the Manufacturing Department in charge of electrical engineering. No. 4—Battery of vacuum pumps in foreground, and five sulphur dioxide compressor with synchronous motors in the background. No. 5—Liquid sulphur dioxide storage tanks.

lars per year in power cost will be accomplished due to the corrective effect of the motors on the power factor of the electric distribution system.

Particular attention was directed toward the design and lay-out of the lighting system, as good visibility is essential in the satisfactory operation of the process. A new type of vapor proof fixture was developed to meet the special conditions in the illumination of the gauge glasses and flow indicators.

These fixtures were equipped with a chromium plated parabolic reflector and are a marked improvement over those previously used in similar plants.

For the general illumination of the plant standard prismatic glass industrial fixtures were installed, all of which are the vapor proof type. Lighting current is supplied to the plant from two separate sources; one from the Bureau of Power and Light, and the other from the refinery generator.



Extract evaporators in which sulphur dioxide is evaporated from the extract (the undesirable portions of the kerosene crude drawn off the mixing towers).

The circuits are so arranged that should a general interruption of the Bureau's system occur, sufficient illumination would still be supplied from the generator to enable the operators to shut down the plant without hazard.

Special features were incorporated in

the plant wherever possible to reduce the labor of operation, and the engineers and workmen responsible for the design and construction of the plant are justly proud of the installation from that standpoint, as well as that of appearance and workmanship.

A Heritage of the Past

By Hugh A. Matier

“**A** CTION Urged on Landmarks. Native Sons Seek to Save State's Historic Spots.”

This alliterative headline gem appeared recently in a Los Angeles newspaper over a news item telling of recommendations of the Native Sons that the State Parks Commission purchase certain historic sites in order that they might be preserved for posterity. Similar news items, however, have appeared in the newspapers of the state during the past thirty years. Almost invariably through them someone or some society has urged that

someone else undertake this work of preserving the landmarks. The result so far has been rather negligible in spite of the few remaining historic monuments. It is remarkably easy to get orators to pour out their souls on the glories of the days of the Dons, but extraordinarily difficult to get someone to pile one adobe brick on top of another, or place a few tiles on a roof to avert utter destruction of any of these old buildings.

It may not be generally known to us that the Union Oil Company, when buying land for oil exploration pur-

poses, acquired title to one of these ancient landmarks, the La Purisima Mission, built in the northwesterly part of Santa Barbara County in the Lompoc Valley by the Franciscan Fathers in 1788.

It was, when taken over by the company, in a rather sad shape but was repairable, so the company, feeling a certain amount of responsibility to future generations, opened negotiations with the California Landmarks Club and deeded various pieces of property, the sites of the Mission, church, cemetery, reservoir, spring house, etc., to the club with the proviso that \$1500 be spent by the club in repairing the roof of the mission.

Previous to the acquisition of the property by the company, Helen Hunt Jackson had visited the ruins and describes the scene in the following words:

"Nothing is left there but one long, low adobe building, with a few arches of the corridor; the doors stand open, the roof is falling in; it has been so often used as a stable and sheepfold that even the grasses are killed around it. The painted pulpit hangs half falling on the wall, its stairs are gone, and its sounding board is slantingly awry. Inside the broken altar rail is a pile of stones, earth and rubbish thrown up by seekers after buried treasures; in another corner another pile and hole, the home of a badger; mud swallows' nests are thick on the cornice, and cobwebbed rags of the old canvas ceiling hang fluttering overhead."

George Wharton James in his book, "In and Out of the Old Missions of California," says, "Ever since its abandonment it has been desecrated and damaged by the public. Its visitors apparently did not scruple to deface it in every possible way and what could not be stolen was ruthlessly destroyed. It apparently was a pleasure to them to pry the massive roof-beams loose, in order to enjoy the crash occasioned by the breaking of the valuable tile."

The first person who had any regard or sympathy for the ruins of this old mission was F. F. Hill, who was then superintendent of the Union Oil

Company's properties at Lompoc. When the company took over the property, Mr. Hill gathered together all the loose tiles which were strewn about and housed them safely against further marauders. At points where the roof beams were bowing under the weight of the tiles and ready to fall, Mr. Hill removed the tiles and stored them for use when repair work would be begun. He also took up the question with the management as to its custody with the result that negotiations were begun with the Landmarks Club.

Time went on but no repair work was commenced, Mr. Hill in the meantime safeguarding the Mission from further damage as far as was in his power. The company called the attention of the Landmarks Club to the conditions of gift and received in reply letters outlining the proposed restoration plan and asking for more time in view of the difficulty in interesting anyone to the extent of putting up some real money. More years passed and the dilapidation grew until one day the last remaining roof timbers fell, leaving the thick adobe walls entirely unprotected to the winter rains which sweep in so turbulently from near-by Point Concepcion.

The accompanying photographs show what remains of the picturesque ruins, but soon even these crumbling walls will have disappeared.

Let us for a moment forget the present and mentally go backwards about a century. Fifteen hundred Indians were housed in buildings down the canyon to the south of the ecclesiastical building under the tutelage of the famous Padre Payeras. Some of these acted as vaqueros guarding the 20,000 cattle of the Padres from two and four footed depredators. Others did the daily household work of the mission, some of the cleverest boys and girls were taught singing by vari-colored notes on huge missals and also how to letter on parchment with the stiff quill from the wing of the mountain eagle. Those not so acute were employed in the vegetable and herb garden, while others did the weaving and



RUINS OF LA PURISSIMA MISSION

No. 1—Front wall of the Mission and the columns that formerly marked its main entrance. The wall is between four and five feet thick. No. 2—Harry Carr, special writer of *The Times* and champion of the days of Early California, left, and Maj. Frederick R. Burnham, California Parks Commission, inspecting the ruins. No. 3—General view of the Mission as it appears today. No. 4—Old spring house which formerly gathered water from three streams which flowed from the hills northeast of the Mission and diverted it to farm lands below the Mission.

made rawhide seats and beds. The decoration of the interior of the mission church was done by the Indians, who are described as being remarkably intelligent as well as diligent, the colors used being made from various vegetable substances and the designs originated by the Indians themselves. One of the old altars which recently had a covering coat of lime wash taken off disclosed a beautiful frieze of the little wild arroyo flowers painted by one of the Indian boys in the distinctive green, yellow, red and purple colors they used.

The women were kept busy with the metate and mono grinding out meal of various kinds and also with their own individual vegetable patches. The early morning would see groups of them at the washing slopes where water which came from the three

springs to the east of the canyon was supplied them from the Spring House which still stands. This was the favorite gossiping spot. The strong winds of the Lompoc Valley in the afternoon made a prolonged siesta the order of the day. The mission was a self-contained community, carpentering blacksmithing, (I almost included plumbing), house and store building, harvesting and threshing, winemaking, were done by the Indians. The care of the body and the soul were also looked after by the Fathers and a certain amount of education given. Altogether the Indians and perhaps also the Padres were as ideally happy as it was possible to be in the year 1820.

The death in 1823 of their best friend, Padre Payeras, who had been twenty years in charge of the mission, was a great loss. Had he lived, the

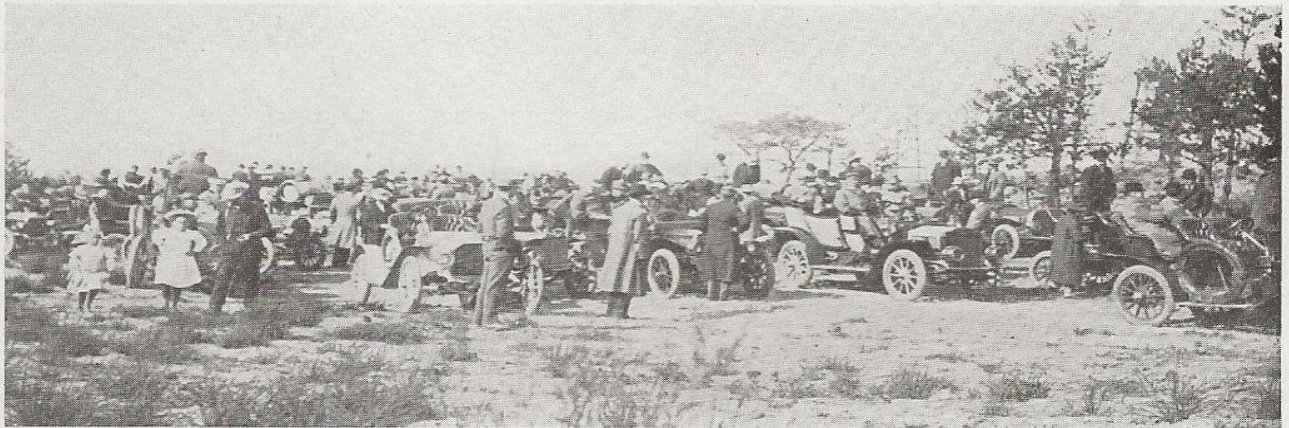
Indian revolt of 1824 would likely never have taken place. Attacks on Santa Barbara and Santa Inez were repulsed, but La Purisima was captured and held by the Indians while government forces from Monterey and Santa Barbara joined and recaptured the mission after a fight of two and one-half hours during which three Spaniards were wounded, one fatally, and sixteen Indians killed and a large number wounded. Some of the ring-leaders were executed and others sentenced to hard labor and banishment.

Civil turmoil arose in the land and soon the mission lands were sequestered, the Fathers having to depart and the Indians harrassed by enemies soon either perished by hunger or the hardier ones were driven to a fugitive life in the mountains to exist by banditry until run down by the soldiery and exterminated.

It was with a view to seeing what, if anything, could be done to restore these old buildings that Major Frederick R. Burnham, member of the State Parks Board, Harry Carr of the Los Angeles Times, and A. C. Rubel,

assistant manager of field operations of Union Oil Company, paid a visit to these ruins a short time ago. Reluctantly the conclusion was reached that it would be financially impossible, short of an immense sum, roughly about \$150,000, to put the mission buildings in habitable order and that any available funds would be better used on other missions not so far advanced in dilapidation.

The Union Oil Company, since Mr. Hill's first protective work, has done and is doing all it can in the way of covering the remains of the adobe walls with corrugated iron sheets to retard destruction. Treasure hunters have dug pits and tunnels beneath the walls searching for the mythical hoards of the padres who, in all likelihood possessed very little coin, their cattle hides being exchanged for New England goods as is so admirably described in R. H. Dana's "Two Years Before the Mast." As a result of the rains seeping into the soil, the site will soon be trodden under the foot of the rabbit and the coyote and its former glories completely forgotten.



Most of California's Automobiles Were There

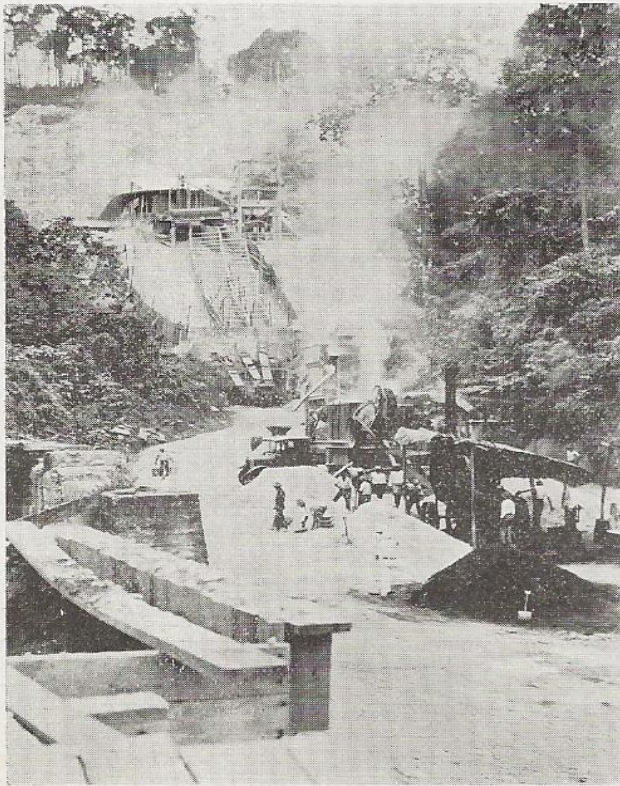
Out of an old file comes this photograph. It carries no inscription; no date. Whatever the occasion, it must have been of extreme importance, for most of the automobiles of California of the era represented by the cars pictured here must have been assembled for it. Frank Hill, manager of field operations of Union Oil Company, recalls that some twenty-five years or so ago (it must have been all of that) a delegation of Chamber of Commerce representatives from San Francisco visited the Santa Maria oil fields. He is not certain, however, that that is the occasion on which this photograph was taken. If there is any one of the Bulletin readers who remembers the place and the date the editor would be pleased to know about it.

We reproduce the picture at this time because we believe that never before or since has there been recorded on one photograph plate the diversity and number of prehistoric automotive vehicles shown here.

Union Asphalt In the Far East

IT IS now more than fifteen years since the first ton of Union asphalt was shipped to the Far East. For some years, due to the relatively small activity in roadbuilding coupled with a very natural hesitancy on the part of the purchasing departments of the various governments to accept a foreign product that to them was unknown and untried, the company's entrance into this new field was gradual. Today in practically every country spoken of collectively as the Far Eastern group, Union asphalt is not only accepted without question but highly favored over many competitive brands.

Contemporary with the proving of

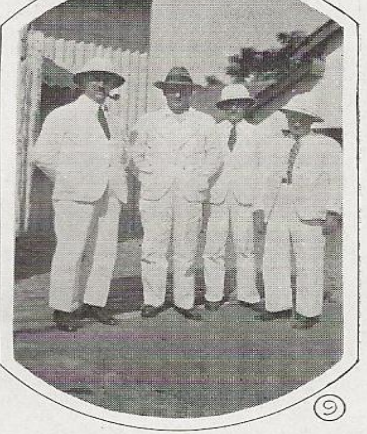
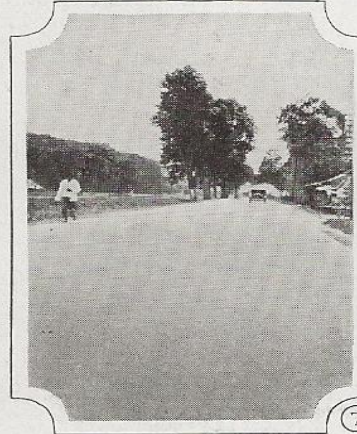
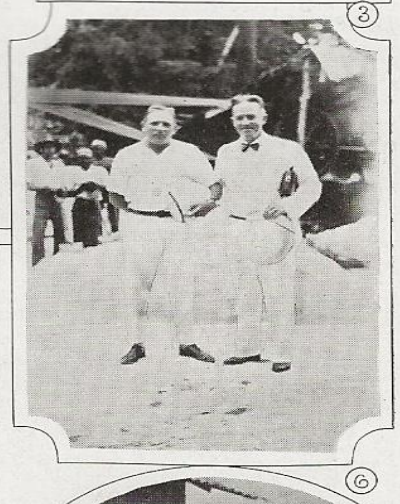
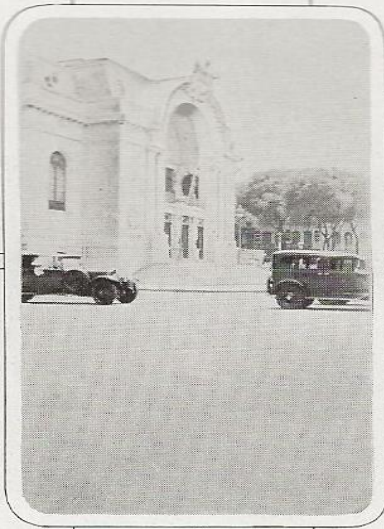
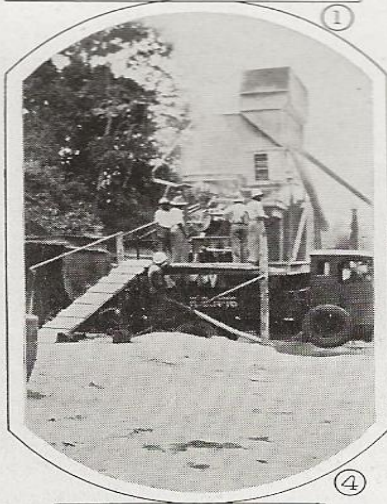
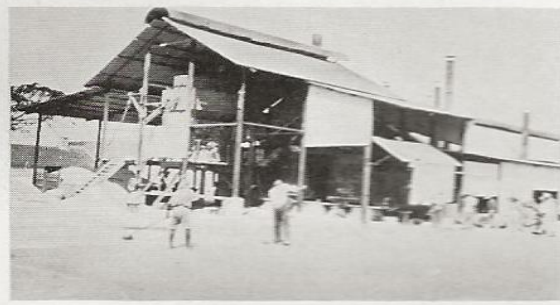


Asphalt plant and stone quarry of the Public Works Department of Singapore where Union asphalt is used

the product, there has been a rapidly increasing demand for good roads with its accompanying programs of development and consequent tendering for large quantities of asphalt. We have supplied a very substantial portion of this market, having exported over the past three years, in increasing quantities yearly, more than 60,000 tons of Union paving asphalt to the Dutch East Indies, French Indo-China, Federated Malay States, Burma, British India, China, Japan, Siam and the Philippines.

The experience of some of these countries with asphalt as a road material dates back many years prior to the time when these materials were first imported from the west coast of America. Their present road developments are under the direction of highly trained and experienced engineers who have studied the methods and materials of all countries, some among them having visited their foreign neighbors in search of a more intimate knowledge. In view of their long experience and expert training, it is significant that asphalt has been chosen as the road binder for their highways to the practical exclusion of all other materials. Economy, resiliency and durability, together with the ability to withstand the most torrid temperature or severest weather conditions have established the superiority of asphalt roads.

It is not without a feeling of enthusiasm that the company looks forward to future dealings with its Far Eastern neighbors. Aside from being a valuable business venture, the export activities of the Company are looked upon as a definite contribution to greater road development in the Far East.



With Union Asphalt at Singapore and Saigon, Indo-China. No. 1. The asphaltic concrete Bokit Timal road built by Public Works Department of Singapore using Union D grade asphalt. No. 2. Paving in front of Singapore municipal asphalt plant with Union asphalt. No. 3. Robinson Road, Singapore, recently paved with Union asphalt. No. 4. Another Singapore Public Works Department asphalt plant. No. 5. Municipal theatre, Saigon, Indo-China, the street in front of which is laid with Union asphalt. No. 6. C. H. Talbot, right, Union Oil Company Far Eastern representative, and F. D. Ward, Engineer for Public Works Department, Singapore. No. 7. Another view of Bokit Timal road. No. 8. Municipal storage go-downs at Singapore where Union asphalt is stored. No. 9. Left to right—B. C. Baker and W. L. Kerr, assistant municipal engineers, Singapore; C. A. Carey, Sime Darby representative; C. C. Taylor, Union Oil Company lubrication engineer in the Far East. The photograph was taken September, 1930, while Mr. Taylor was making survey of lubrication of municipal asphalt plant.

Manila From the Air



From W. S. Grant, special representative of Union Oil Company in the Philippines, come these interesting aerial photographs of Manila, which is proving a substantial market for Union products. At the top is a general view of the downtown section of Manila, showing the Jones and Santa Cruz bridges. Between the two, on the right hand side, is the new postoffice. In the upper left area can be seen the Bilibid prison. Lower, left—A view of the harbor, showing U. S. Shipping Board tanks, and in the upper left hand corner, the pier at which the Union tanker Santa Maria recently discharged her first cargo of fuel oil for the Navy in Philippine waters. Lower, right—In the foreground can be seen the new Manila pier, one of the finest in the world, and also the Manila hotel. On the right are the Army and Navy clubs, the Elks club and University club.

Service Emblem Awards



THE number of men within the ranks of the company whose service pins are studded with three rubies in indication of twenty-five years of constant employment was increased two during the past three months when W. J. Kassel, worker in the Southern Division field, and W. J. Hanna, member of the Comptroller's division, head-office force, each completed a quarter-century as Union Oil employees.

During the same period twelve names were added to the list of twenty-year employees, sixteen completed their first fifteen years with the company, and sixty-four were awarded the torch and shield pin emblematic of ten years' service.

W. J. Kassel, whose employment dates from October 15, 1905, has spent the entire period in the Southern Division field, during which he assisted in the building of a large portion of the company's pipe lines.



W. J. Kassel

Mr. Kassel recalls that in 1906 the company's marketing activity had expanded so rapidly that for a time it was faced with the possibility of being unable to meet contracts, so great was the demand for oil. When the present Sixth and Mateo street plant was constructed, Kassel assisted in fitting virtually all of the pipes coincident with the job, and is the man who shellacked the inside of the gasoline tanks still in service in that main station. For a time he worked at Terminal Island and

performed much of the pipe line work done in conjunction with the building of the company's marine terminal at Wilmington. He pumped the first oil into the tanks at the Montebello property,



W. J. Hanna

after having assisted in building the station, and for the past fourteen years has played a part in the operation of the Montebello pumping plant.

Employed at the head office in the accounting department in 1905, W. J. Hanna recalls the

time when the general offices of the company were peopled by not more than a score of employees, including the officials. At that time the company's offices were housed in the H. W. Hellman building, occupying only a portion of one floor. C. F. Irdell was then head of the accounting department. Mr. Hanna witnessed the growth of the company until new quarters, taken in the old Security building in 1907, also became



F. P. Doughty

too small and it was necessary to again move, this time to the old Union Oil building, now the Bartlett building. With the establishment in 1910 of the Comptroller's department, the accounting department was placed under its jurisdiction, with W. L. Soleau at

its head. In 1914 the Comptroller's division was taken over by R. D. Matthews. Mr. Hanna has spent his entire period in the Comptroller's division and is at present working on controlled company accounts.

While the period of F. P. Doughty's continuous employment with the company dates from October 11, 1910, he first saw service with the company in construction of the Oleum refinery in 1895. Twenty years ago he returned to the site where he had worked fifteen years before and was given employment in the asphalt shed where he



Nels Jensen

worked for several years. In 1913 he was transferred to the water white agitators and the following year was promoted to head treater in the lubrication oil division, the position which he now holds.

A native of Denmark, where he was born in 1881, Nels Jensen came to the United States when he was nineteen years of age, settled in Minnesota, and came to California in 1903. After having been employed in various types of work he joined forces with the company in 1910, at Avila, as pipe fitter's helper, during the construction of the refinery. Subsequently he was made stillman on the Dyer steam stills and



P. R. Kendrick

has been associated with that type of work for a number of years.

Perhaps an interview by the late W. L. Stewart, after which he was hired by F. F. Hill, at present manager of field operations of the company, and told to report to A. H. Brown, had something to do with Peter R. Kendrick going to work

on Christmas day in 1910 for the company. At any rate, that is the day on which he reported for duty at the Stearns lease. He has since held various field drilling department jobs in Orange and Santa Fe Springs districts. He built the first house on the G. and L. lease and lived in it for eighteen years, moving recently when the company quit-claimed the lease. He is now employed in the



F. L. Rouse

southern division field.

F. L. Rouse has been with the company since 1910, at which time he went to work as boilermaker helper at Oleum refinery and later worked in the asphalt package department. Since his transfer to the distillation department he has operated as stillman on every type of still at the refinery. Mr. Rouse is a veteran of the World War,

H. P. Kinghorn came into the employ of the company in 1910 in the Maricopa field, remaining there until the Brea refinery was constructed, at which time he was transferred to Fullerton. He worked at various jobs in the Manufacturing Department from 1912 to 1918 when he was appointed foreman of the company's first absorption plant at Olinda. When the Los Angeles refinery was started in 1919



H. P. Kinghorn

Kinghorn was moved there, where he has remained for the past eleven years. He is director of the Los Angeles refinery welfare board and takes an active part in first aid work.

S. S. Kramer is another whose initial employment with the company antedates the time

from which his continuous service was begun. He first worked at the Oleum refinery from 1908 to 1909 and then resigned, returning in 1910 and obtaining employment in the asphalt barreling shed. A short time later he was promoted to cooper's



S. S. Kramer

helper and in May, 1912, was advanced to the position of cooper. In January, 1926, he was transferred to the Los Angeles refinery where he is now working as still-man's helper. October 23, 1910, was the day on which C. E. Reid went to work for the company on the Torrey lease in the Ventura district, remaining there until he was transferred to Fullerton eight years later. Reid, in reminiscing about his early employment with the company, recalls that the Torrey lease wells in 1910 were pumped with wooden sucker rods with steel couplings riveted on. "We always carried a hammer and chisel, a drill and some rivets, to repair or shorten a sucker rod when necessary," he said. In those days at Smith Canyon



C. E. Reid

the pipe line was connected to the wells with a long swing to allow for land slides which frequently shifted the lines. Known among head office employees as a capable baseball player and remembered among old-timers at Oleum for his prowess in pursuing the same pastime, H. B. Kueny is one of the youngest 20-year men in the employ of the company, having entered its service at the

age of 19. He was first engaged as general utility man in the production office at Oleum in 1910, and later in the same year was made production clerk. For five years he retained this position, having charge of production records. In 1915 he came to the head office to take charge of refinery costs under R. D. Matthews, who a few months before had become head of the



H. B. Kueny

Comptroller's division. He is at present concerned with refinery costs. A glass partition and an open door separate the offices of A. E. Fowks and Chester Brown, director of exploration and production. For thirty-five years these two men have worked together, the last twenty of which have been with the Union Oil Company. Today, as in the years past, Mr. Fowks is serving as Mr. Brown's assistant.

The story of their service together starts in Peru, where Mr. Fowks joined the Inca Mining Company, then under the general managership of Chester Brown, who had just arrived from California after several years with the Hardison and Stewart Oil Company and the Union Oil Company. While in Peru they joined with others in building a 150-mile road in an undeveloped hostile Indian region and were



A. E. Fowks

awarded a rubber concession from the Peruvian government amounting to about 1,000,000 acres. In carrying out the project they hauled a small steamer, a section at a time, by pack train to Lake Titicaca, the high-

est body of navigable water in the world. There they put the steamer together. The steamer operated on the lake and up the headwaters in the Amazon.

While on this venture they discovered a high gravity oil field in the Titicaca region, but because there was no demand for high gravity oil at the time did not develop the property.

In 1909, Mr. Brown returned to California as assistant to the manager of field operations for Union Oil Company and prevailed upon Mr. Fowks



S. M. Glover

to join him about a year later. Mr. Fowks' first work with the company was in the Sespe district where the company was doing considerable development work on its oil claims. At the conclusion of the work he was brought into the head office by Mr. Brown and has

served as an assistant to him since that time.

Eighteen years' experience in the oil fields of Indiana, the last eleven of which were spent as construction foreman for the Manhattan Oil Company, prepared S. M. Glover for his service with the company, which he began December 18, 1910. His first position was that of tank farm foreman at San Luis Obispo. During the twenty years



S. R. Tatum

of his service he has filled virtually every position connected with pipe line work and at the present time is firing boilers at the San Luis tank farm pumping station.

Drawing asphalt into slack barrels was the first job S. R. Tatum had at the

Maltha refinery, Bakersfield. He saw service in the cooperage shop for six years, and during the rebuilding period following the fire in 1917 was placed in charge of construction crews. When the refinery was completely rebuilt he went to work in the boiler house, later learning the operation of crude and rerun stills. He is at present operating the new tubular stills installed in 1928.

FIFTEEN YEARS

Boyd, Thomas F. G.	So. Div. Gas
Doty, Sherman	H. O. Manufacturing
Hancock, Irving J.	Comptroller's Dept.
Hartman, Arthur G.	Fresno Sales
Karge, Fritz W.	H. O. Transportation
Koors, Fred A.	Traffic Dept.
Lieb, Charles W.	H. O. Safety Board
Lithgow, George E.	So. Div. Field
Martin, William H.	H. O. Sales
McElhaney, Benjamin F.	So. Div. Field
Olsen, William	Oleum Refinery
Quellette, Alice Belle.	San Diego Sales
Raines, Meade D.	L. A. Sales
Roberts, Joseph E.	L. A. Sales
Shelton, William M.	Seattle Sales
Weien, Thornwald	L. A. Refinery

TEN YEARS

Ainey, Walter J.	Fresno Sales
Anderson, Thelma M.	Fresno Sales
Arriola, Alejandro	L. A. Refinery
Atwood, Charles G.	San Francisco Sales
Bacon, Malcom	Stationery Warehouse
Barnett, Alman	L. A. Refinery
Baughman, Herbert E.	Stationery Warehouse
Brockman, Carl W.	So. Div. Field
Cordiner, Alex.	So. Div. Field
Curran, Helen N.	Insurance & Personnel
Davis, Virgil W.	Spokane Sales
De Lano, Harold A.	H. O. Sales
Dewar, Matthew B.	H. O. Sales
Ellis, Luther R.	So. Div. Field
Faulkner, David A.	So. Div. Field
Fiske, Marvin L.	H. O. Sales
Gonzales, David	L. A. Refinery
Green, William H.	So. Div. Field
Haswell, Wallace J.	Traffic Dept.
Henderlong, Ralph W.	Sacramento Sales
Hiatt, Charles R.	No. Div. (Pipe Line)
Hopper, Robert F.	L. A. Refinery
Irwin, Guy K.	So. Div. Field
Ivy, Jack C.	L. A. Refinery
Kelsey, Lewis	L. A. Refinery
Kusnik, Joseph	San Francisco Sales

Leech, James	San Francisco Sales	Philbrick, Fred	No. Div. Pipe Line
Lockard, Clyde	L. A. Refinery	Pineau, Charles	H. O. Telephone
Loos, Olive	H. O. Manufacturing	Price, Erwin	So. Div. Field
Loose, August	San Francisco Sales	Riley, Wm. C.	Oleum Refinery
MacLean, George H.	H. O. Manufacturing	Rinehart, S. L., Mrs.	Fresno Sales
McKelvie, Wm. Gordon ..	Comptroller's Dept.	Ritter, Willis A.	So. Div. Field
McMaster, Charles E.	So. Div. Field	Rubio, Andrew F.	San Diego Sales
Martin, Roy Allen	So. Div. Field	Sewright, George E.	Purchasing Warehouse
Meals, George A.	So. Div. Field	Stroschein, Frank	So. Div. Field
Miller, Thomas G.	So. Div. Field	Sullivan, Frank	Seattle Sales
Murray, Tom	L. A. Pipe Line	Underwood, Arthur G.	So. Div. Field
Newland, John D.	So. Div. Field	Upchurch, Harold J.	No. Div. Pipe Line
Olmsted, Franklin O.	L. A. Refinery	Vance, David Wm.	So. Div. Field
Ormsby, Hazel, Mrs. ..	Insurance & Personnel	Waiters, Silas W.	No. Div. Gas
Palmer, Elmer	L. A. Refinery	Walker, Chas. M.	So. Div. Field
Patton, Edmond E.	H. O. Mail	Warne, Robert L.	So. Div. Field
Pearcy, Chas. H.	So. Div. Field	Westfall, J. Wm.	Portland Sales
Pepper, George W.	So. Div. Field	Wheeler, Sam A.	So. Div. Field
Peterman, W. H.	Marine Dept.	Wilkinson, Lawrence R.	Portland Sales

Gets Drilling Data for Burma Oil Fields

Arthur Beeby Thompson, England's foremost oil geologist and advisor to the British-Burma Petroleum Company, operating in the Yenangyaung district, Burma, one of the oldest oil producing areas in the world, paid a visit to California oil fields last month to investigate the deep drilling methods developed here in the past two years. He spent considerable time at Kettleman Hills and Santa Fe Springs, and was particularly impressed by the advanced drilling methods employed by the Union Oil Company, especially in the drilling of straight holes, and the straightening of crooked holes.

Historical records reveal that as early as 1759 foreign travelers in Burma found the natives were getting "earth-oil" from pits. In 1795, a Major Symes spent a few hours at Yenangyaung on the return journey from his embassy to the Court of Ava and noted the "earth-oil" recovery operations. Two years later Cox in writing the "Journal of a Voyage from Rangoon up the River Erawaddy to Amara-pura," included "an account of the petroleum wells in the Burmese Dominions." It was not until 1889, how-



Arthur Beeby Thompson, noted English geologist, right, and F. W. Lake, general superintendent at Santa Fe Springs, looking over the new hole straightening tool recently invented by F. F. Hill, manager of field operations.

ever, that the oil business was started in Burma on a modern basis.

Burma's principal field is in the Yenangyaung district which lies about midway between Rangoon and Mandalay. Up to the present time it has been productive only of shallow wells. However, it is anticipated that deep drilling will uncover high pressure production such as has been discovered in California.



W. C. Maxfield

To assist in the introduction of deep drilling methods in the Yenangyaung district, Mr. Thompson is selecting a few men from Southern California fields, among them is W. C. "Pete" Maxfield, drilling foreman of the Union Oil Company in the Southern Division, who has been a member of the company's field force for the past eleven years. Maxfield will go with the British-Burma Petroleum Company as assistant drilling superintendent at Yenangyaung.

AGAIN HONORED BY A. P. I.

President L. P. St. Clair, who served last year as vice president at large of the American Petroleum Institute, was re-elected to that office at the annual meeting of the Institute held at Chicago, November 10, 11 and 12, which automatically placed him on the Executive Committee. He was also elected one of twelve directors of the Production Group. E. B. Reeser, president of the Barnsdall Corp., Tulsa, Okla., was re-elected to the presidency. E. W. Clark, Chairman of the Board of Directors of Union Oil Company, was elected a member of the Executive Committee and also a director of the Manufacturing Group.

DECEMBER COVER BY SYMONS

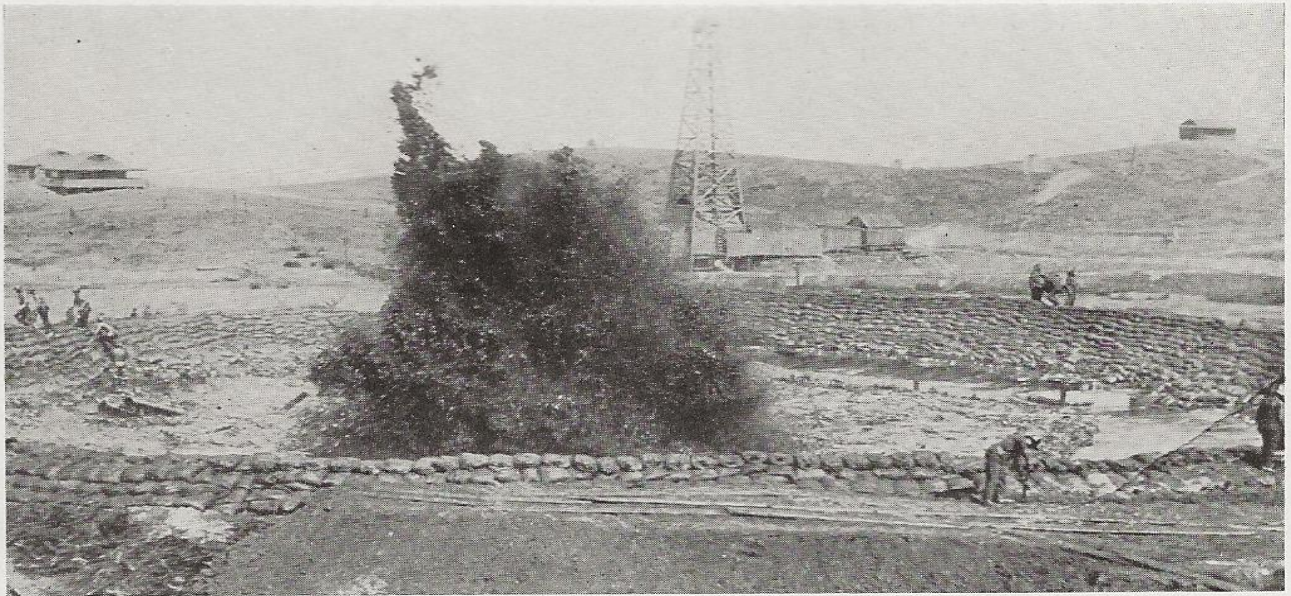
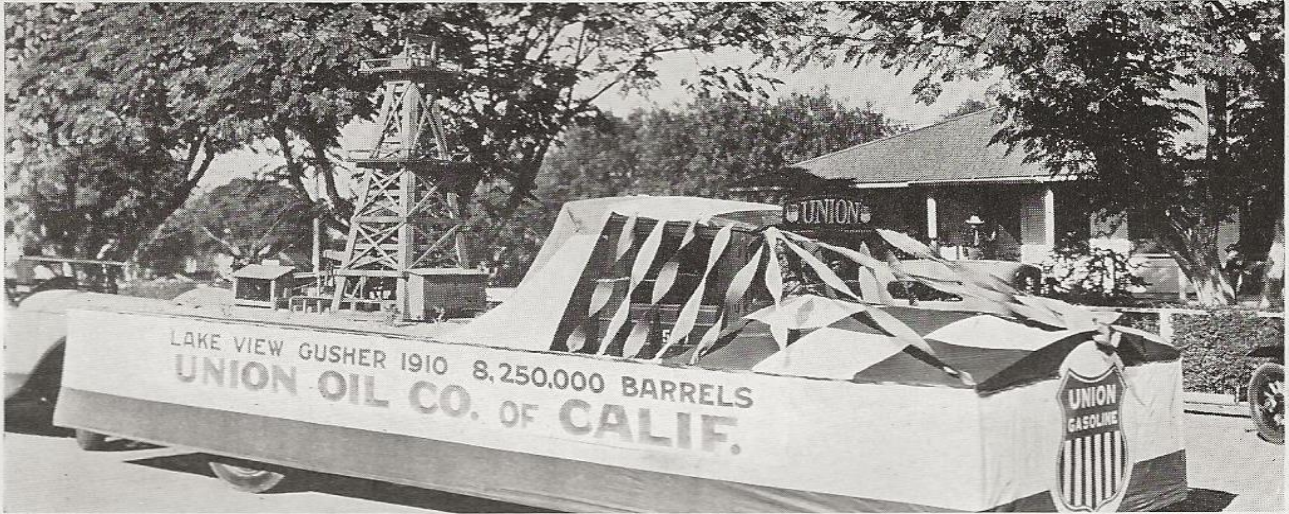
Nearly a year ago, George Gardner Symons, one of whose paintings is reproduced on this month's cover of The Bulletin, passed away, but although he is dead, his painting is his earthly immortalization. He was known as the greatest American painter of snow and one of the ten best painters in this country. He was as much loved as an individual as he was admired as an artist.

Born in Chicago in 1863, he was a pupil at the Art Institute there and later studied in Paris, Munich and London. Curiously enough, he began his professional career—at the age of twenty—as a portrait painter in London. Although he was unusually successful, and always maintained that it was not the subject that counts but the handling of it, he soon found he was happiest doing landscapes. And how superbly he painted them is attested on the walls of every important American museum and many abroad.

Here in Southern California many private collections include paintings by Mr. Symons, and five examples of his work may be seen at the Stendahl Art Galleries, Ambassador Hotel, Los Angeles (including the painting reproduced on our cover). Mr. Symons was the founder of Laguna Beach as an art colony. He was the first painter to build and occupy a studio on the edge of the Pacific, and was friend and mentor to many subsequently successful artists who made Laguna their home.

With William Wendt, Symons painted up and down the coast of California doing marines. With Wendt, too, he conquered the Sierras afoot and in paint. With Wendt and Elmer Schofield, Symons spent many autumns painting the Cornish coast of England. Winters, he loved to paint the New England country around Shelburne Falls, Massachusetts, where he had a studio. And these winters in New England justly won him his fame. For to Symons, winter had a much more beautiful message and greater meaning than any other season of the year.

Taft Celebrates Twentieth Anniversary



The bringing in of the Union Oil Company's Lake View gusher in the Maricopa field was made the subject of a float (shown above) in the parade celebrating the twentieth anniversary of the founding of the city of Taft. Below is a photograph of the gusher during the period when it was flowing 60,000 barrels a day.

November 7, the twentieth anniversary of the birth of the city of Taft, was made the occasion of a two-day celebration that was remindful of the New Orleans Mardi Gras, and crowded the city with representatives of the oil fraternity who came from far and near to renew old acquaintances.

On the first day of the celebration places of business were closed and all joined in staging a parade of cars, trucks, floats and bands nearly two miles in length. Among

the floats was one designed by Union Oil Company representatives in Taft. They took for their subject the famous Lake View No. 1 brought in in 1910 shortly before the City of Taft made its initial bow among California's municipalities. Lake View No. 1 was California's greatest gusher. It produced more than eight million barrels of oil.

The derrick shown on the float is a model standard rig. An electric motor operated the pump in regular A.P.I. fashion.

In His Dad's Footsteps



Partly responsible for the fine record made by the Los Angeles District in the sale of Union auto polish and Union furniture polish is the vigorous neighborhood sales campaign carried on by Hart Dasteel, live-wire 12-year-old son of J. H. Dasteel, manager of the district. In the space of a few days he sold a case of each of the company's new products. Here he is shown clinching a sale of furniture polish to a Beverly Hills housewife in the neighborhood in which he lives.

UNION GAS PULLS BIG GUNS

The following letter received by G. W. Schattner, district manager of the Portland District, from Lt. Col. T. Walter Gillard, chairman of the Armistice Day Committee of the City of Portland, reveals the high regard the National Guardsmen have for Winter Super Union gasoline:

"On behalf of the Mayor's Armistice Day Committee, representing the war veterans of this city," writes Col. Gillard, "I wish to express our sincere appreciation for your donation of gasoline.

"This gasoline was used in the heavy duty

tractors of the National Guard Artillery regiment, which hauled the heavy guns and caissons in the parade.

"The tractors had a haul of more than eleven miles to the starting point of the parade, and were forced to stop and start frequently and operate at various speeds throughout the route of the parade, and we are pleased to advise you that your gasoline gave every satisfaction."

AWARDED A.A.P.G. POST

Louis N. Waterfall, a member of the Geological Department of the Union Oil Company since his graduation from the University of California in 1923, except for a short



L. N. Waterfall

period during which he returned to the university for post graduate work, last month was elected secretary - treasurer of the Pacific Coast section of the American Association of Petroleum Geologists. Mr. Waterfall first joined the company in Colorado as assistant geologist in the Rocky Mountain division. After serving for a time in Colorado he returned to the University of California and rejoined the company in 1926. He has engaged in geological work for the company in Canada and Venezuela, and during the past year has done considerable field work in the Kettleman Hills area.

E. LYON MAKES GOLF KILLING

E. Lyon proved a lion on the golf course recently in winning the City of Sacramento

Amateur Golf Championship. He putted his opponents right and left in the preliminary matches and displayed superior golfing ability when he drove the other finalist to the showers in the play-off before a large gallery. Mr. Lyon is employed in Union Oil Company's district office and the assortment of trophies displayed in the accompanying photograph indicates that this is not the first time he has made a killing on the greensward.



E. Lyon

SAFETY IN THE UNION



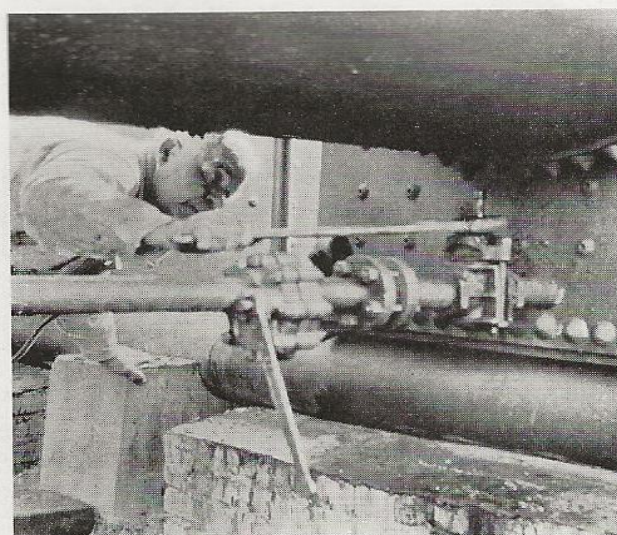
Boiler Firing as a Fine Art

CHANGES in oil field equipment have been radical and sudden in the past few years. Men of fifty still active today in drilling and production can recall the series of steps that led from the early light-weight cable tool equipment to the heavy deep well rotary layouts of today. Their recollections start with the immediate successors to Col. Drake. Two men made up a drilling crew in the early days and those men were big men. They had to be able to handle the hand tools with which bits were laboriously dressed. The hours were long, for the twelve hour day was standard practice, as it still is in many fields today.

Steam power for drilling was the order of that earlier day and ingenious were the home made alarms and regulators by which the two-man drilling crews sought to relieve themselves of constant attendance on the "kettles." One of Si Delaney's earliest (and unpatented) inventions was a high and low water alarm perfected in his tool-dressing days in West Virginia some thirty years ago.

Steam is still the principal motive force for drilling oil wells but many and strange are the changes that have been made in the steam boiler and the engine that served the first driller. Natural gas in most cases has replaced every other fuel. Lending itself readily to automatic control, this fuel has made it possible to produce steam at practically uniform pressure regardless of the tremendous variations in demand.

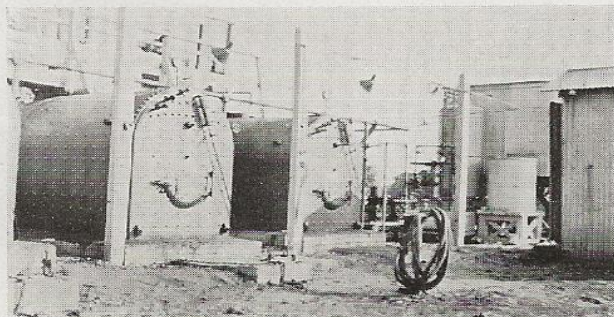
The next obvious attack was on the quan-



Blow down valves are now accessible.

tity and quality of feed water and here science and invention are still striving to eliminate the difficulties of former years. Feed water regulators are on the market that are said to maintain the water level in a boiler under any and all conditions; but if you ask the men who operate the boilers, they say "yes, most of the time." Yet there seems to be little doubt even in the minds of the most skeptical, that the problem of feed water quality has been licked. Chemical analysis points the way to the particular solution for almost every feed water difficulty. As a result, modern boiler plants, even in wild cat territory, are being equipped with water treating devices that take out or neutralize the corrosive or scale-forming ingredients of the local water supply.

It was the advent of the rotary method of drilling that gave the greatest single impetus toward bigger and better oil field boilers and engines. The old single cylinder "mail-pouch" engine is already an anachronism. In place of it one finds not one but actually two twin engines placed opposite each other, each one connected to a draw works spool-

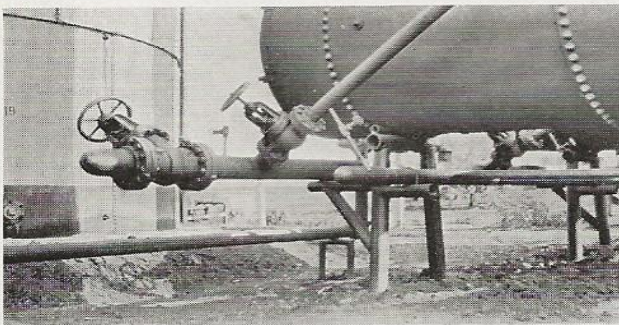


Good lighting is cheap insurance.

ing one end of the drilling cable. These engines are equipped with modern roller bearings and are totally enclosed against dirt, which makes for better lubrication. Even this vast improvement is apparently only a transitional step, for vertical three cylinder steam engines of the marine type are being shaft-connected to mine-type draw works and hydraulic lift rotary tables.

Necessarily, boiler design has had to keep pace with the increased demand for steam. Pressures are already up to 300 pounds per square inch and steam quality has been correspondingly improved by the use of superheaters, proved by locomotive and power plant use during the past decade or two. Boilers and steam lines are being lagged with asbestos and other heat insulators, not merely to conserve fuel but largely to maintain steam quality.

Yet with all the mechanical changes there have also been changes in the method of handling boilers that are no less interesting. The early tool dressers were not only firemen and boiler makers, they were all-round mechanics, wood butchers, teamsters, and were called on occasionally to take a turn at drilling. When the rotary made necessary a five man crew it was only natural that the care of the boilers should be left to the least

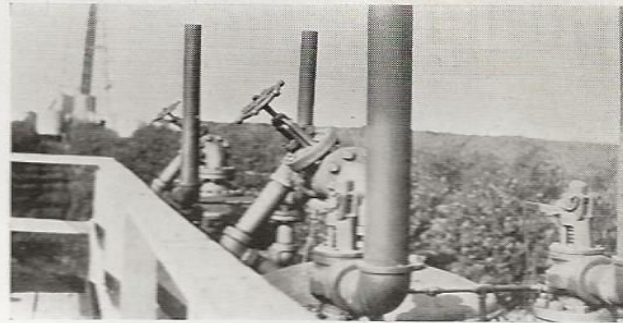


The main steam header lies on steel brackets in front of the boilers.

experienced man. Boiler failures in the sense of explosions have never been common in the oil fields, due to the safety devices built into the boilers by the manufacturers, but burned and blistered boilers became more and more frequent.

In California as in many other States, the accident prevention code of the Industrial Accident Commission requires regular inspection of boilers by licensed men. As long as ten years ago it was suggested by these inspectors, in one of their annual conventions, that the men who fired oil field boilers should be taught the rudiments of steam engineering and perhaps examined and licensed as were power plant operators in other industries.

The idea smacked of labor union propaganda and was dismissed. Even more recently, the same idea in another form was advanced by the safety engineers, employed



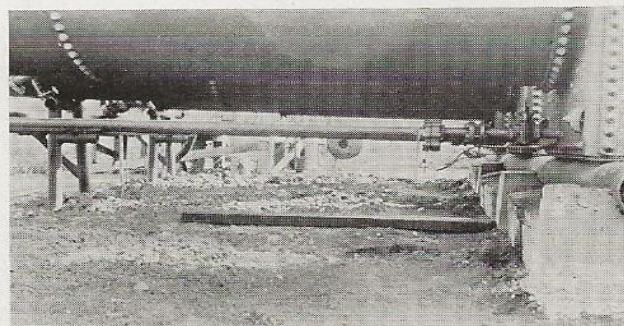
Safety and control valves are reached by means of a walkway.

by the oil operators in their effort to reduce the ever increasing accident toll in the drilling fields. But the psychology of the oil fields is peculiar in that it precludes acceptance of any idea coming from without the charmed circle of those who started in life on the end of a jack handle. Again the idea of teaching men their job of tending boilers was laughed down.

In the first eight months of the year 1929 in one California oil field, Union Oil Company took twenty-eight boilers out of service because of damage due to bad firing. In the next fourteen months in the same area not a single boiler was bagged or burned and during the last twelve of those fourteen months not a boiler has required any repairs.

Many factors have gone to make up that complete reversal of conditions. Two are outstanding. Chemical analysis of feed water and the consequent use of adequate water treating devices has already been mentioned. The cleanout interval for fire box boilers has been increased from 12 days to 45-60 days. At the end of the latter period the boilers are opened for inspection whether they show signs of needing it or not, just as a matter of routine. The major factor has been the education and technical supervision of firemen.

In the Southern Division that supervision and training has been under the direction of Tommy Knowles, who prior to his transfer to the Field Department served as assistant to C. W. Lieb, Chief Boiler Inspector of the



Even the underside of the boiler shells are flood-lighted.



Gauge glass guards are standard equipment.

Company's Safety Board. In his new position, Tommy is charged with the responsibility of providing the drilling rigs with steam in such quantities and of such quality as operations indicate. The boilers and their appurtenances, and the men who operate them, are his responsibility as are the boiler repair crews.

Almost the first move under this new dispensation was to call in the firemen, now completely detached from the drilling force, and examine them as to their knowledge of boiler operations. Then followed instruction of those who needed it and the elimination of those who could not absorb it. Very shortly the boiler shops were shut down and

dismantled for lack of work, and the boiler repair crews were put at the task of rebuilding the existing boiler plants. A standard layout was made and approved and all new plants are built to this standard. Blow down lines were dug up and exposed to sight, so that they might be watched for incipient signs of failure. Boilers themselves were raised, to provide deeper firing pits and to make the blow down valves easier and safer to operate.

Safety and control valves were made readily accessible by railed walkways built over the boilers. Gauge glasses were guarded, shaded lights were installed over water and steam gauges and even under the boiler shells. No attempt was made to "pretty-up" but the natural result of standard layout and stricter discipline has made the boiler plants the show places of the Southern fields. Instead of the fireman being the youngest and greenest man in the drilling crew, the average age of the fireman today must be close to sixty years, for the job is one that requires integrity and mature judgment rather than speed or great physical strength.

One year has thus brought about a change in the operation and maintenance of boilers commensurate with the mechanical changes of the past several decades. In the field, everyone from the superintendent down to the firemen, is sold on the system. Even the pipe liners and the refinery men who once were scornful of the extravagance of field operations, have had to admit that something has happened.

New Operating Hazard

Either California will have to improve the quality of its license plates or the hardy goats in the vicinity of Marysville will have to be kept corralled, for these long-whiskered, "tinivorous" creatures are reported to be making forays on rear license plates on automotive equipment in the vicinity of the

Northern California city. One of the company's tank truck trailers is credited with being the latest victim of these highway marauders. The casualty of the license plate was made known to J. W. Sinclair, supervisor of automotive equipment, in an official report from the Sacramento District office.

The Best Memory System

*Forget each kindness that you do as soon as you have done it;
 Forget the praise that falls to you the moment you have won it;
 Forget the slander that you hear before you can repeat it;
 Forget each slight, each spite, each sneer, wherever you may meet it.
 Remember every kindness done to you whate'er its measure;
 Remember praise by others won and pass it on with pleasure;
 Remember every promise made and keep it to the letter;
 Remember those who lend you aid and be a grateful debtor.
 Remember all the happiness that comes your way in living;
 Forget each worry and distress, be hopeful and forgiving;
 Remember good, remember truth, remember heaven's above you,
 And you will find, through age and youth, that many hearts will love you.*

REFINED AND CRUDE



By R. SNEDDON

It won't be long now—a few more hectic days of shopping for the grown ups, and a few more days of suspense for the kiddies, then comes the big event.

* * *

As our hair gets scarcer, and we grow more and more sophisticated, we find the old idols are one by one being razed to the ground. One miniature playing golf, and the next miniature not, but that venerable institution—Santa Claus—merely smiles in his whiskers and becomes the more popular.

* * *

Nevertheless, usually just before Christmas rolls around each year, it is customary for all adults (adults are people who have stopped growing at the ends, and have commenced growing in the middle) to swear a mighty resolve that this year come what may, they are positively going to give to the children only.

* * *

"This business of buying expensive gifts for people who are better off than we are is ridiculous", they thunder, and they roundly denounce the practice in those deep, reverberating tones that are supposed to denote determination.

* * *

Then, thoroughly convinced of the foolishness of it all they forthwith proceed to take out a second mortgage on their respective homesteads, in order to buy a pedigreed beagle pup for a forty-second cousin in Oshkosh, and a fur-lined radio scarf for the wife's great aunt in Oskaloosa.

* * *

Speaking of radio, by the way, there is no question that the radio is an excellent broadcasting medium, but it can never fully take the place of the newspaper. It is simply impossible to sweat a fly with a radio.

* * *

And now, an announcement: Climaxing another great year of achievement, Union Oil Company is out with a fine new furniture polish. Loud chairs!

* * *

That isn't all either. The gift problem, as far as dad is concerned, has been solved by the introduction of Union Auto Polish.

In the words of the well known song "Happy glaze are here again."

* * *

The development of these two products is a shining example of the fine work done by our research chemists.

* * *

And their continued use assures us all of a bright future.

* * *

To return to this Christmas business, however, we must confess it is rather discouraging to get fully disguised in a red coat, long white whiskers, and shiny top boots, and then have your three-year-old daughter remark unconcernedly, "Dad, you're wanted on the phone."

* * *

We have always held, too, that the choice of gifts is a matter in which there is not nearly enough discrimination exercised. We know one poor fellow, for instance, who received a cigar lighter, and one night shortly after, he lit a match to see if it was burning, and the thing exploded in his face.

* * *

Then there was the chap who received an Austin and was just about to park it when it flew out of his hand.

* * *

A Los Angeles newspaper, incidentally, reports that during a recent wind storm, seventeen Austins were counted passing over a Hollywood hotel.

* * *

And have you ever noticed that a duck walks as if he had just stepped out of an Austin.

* * *

"What do you suppose my score was today?"

"Double."

"Double! What do you mean?"

"Well, double what you're going to tell me."

* * *

We are sorry to have to confess that our precocious offshoot got into hot water again last week—by turning the wrong tap in the shower.

* * *

In conclusion we have never quite been able to understand why Santa Claus should get all the glory, when it really belongs to his wife—Mary Christmas.



Gardner Symons