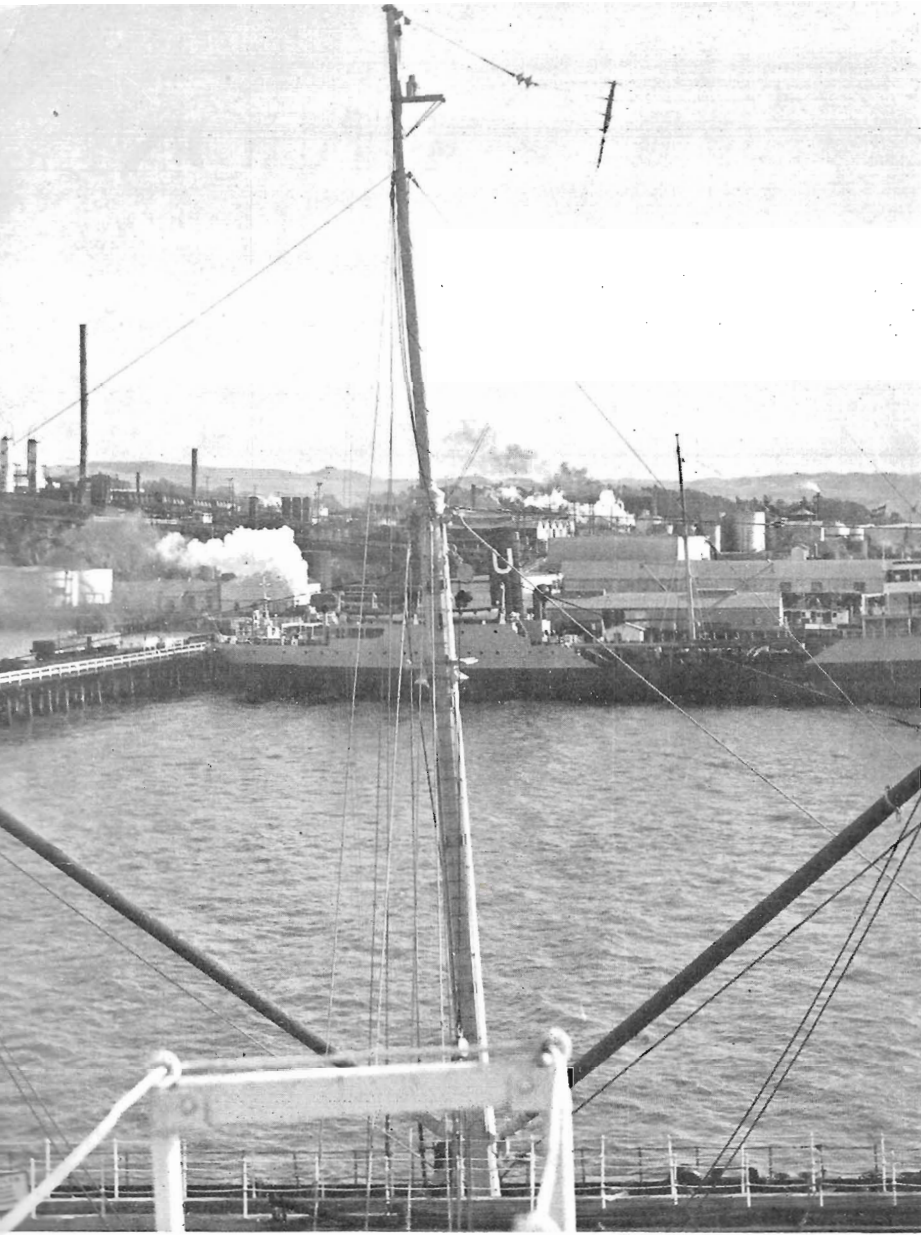




UNION OIL BULLETIN

DECEMBER 1931



**Oleum—A Busy
Domestic and
Foreign Shipping
Center**

A steady stream of crated, boxed and barreled products, and bulk cargoes, move from the Oleum refinery by rail, tanker and freighter the year 'round for domestic and foreign markets. Above is a view of the refinery taken from the deck of the tanker Cathwood. The mast of the Utacarbon, loading at the berth opposite the Cathwood, looms in the foreground, while at the berth, nearest the refinery, is the La Purisima. Below is a recent aerial view of the refinery showing the dock space which permits the simultaneous loading of five vessels.



UNION OIL BULLETIN



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VOLUME XII

DECEMBER

BULLETIN No. 12

New Edeleanu Treated Motorite

By C. C. Moore, Jr.

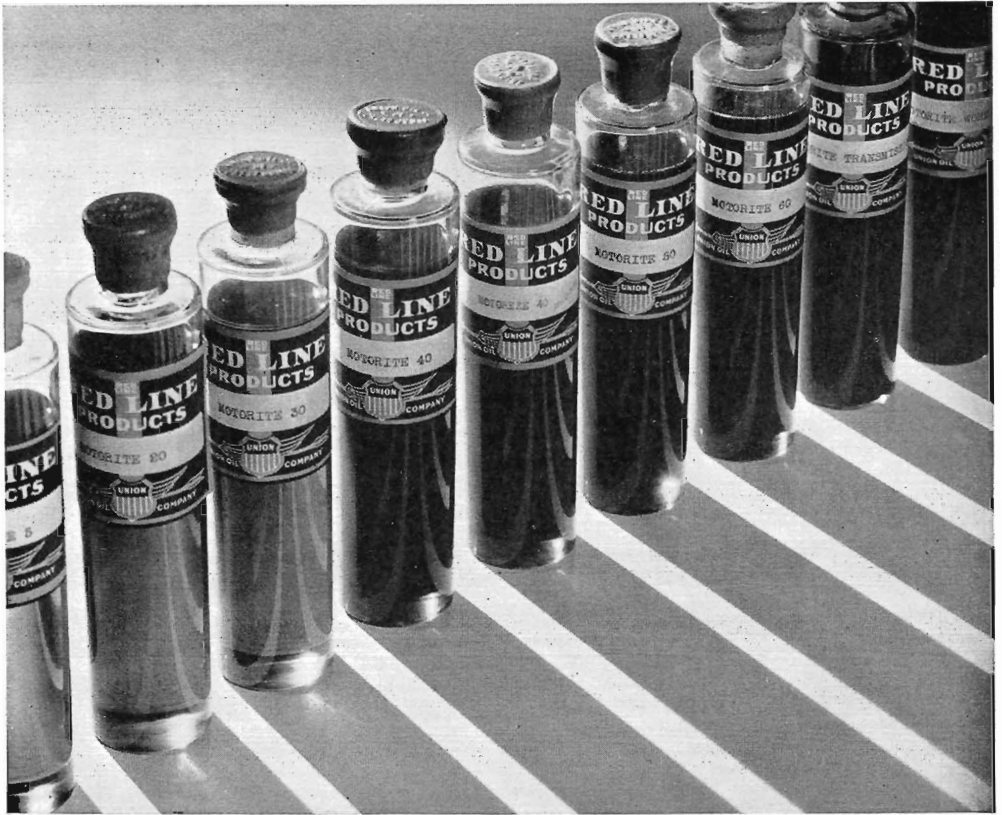
IN their continual quest for improvements in products and methods our Research and Manufacturing departments have for some time been studying the application of the Edeleanu (pronounced A-del-a-ah-noo) treating process to the refining of lubricating oils. After very careful and extensive investigations, first on a small laboratory scale and then on a large commercial scale, they have determined that this treatment, although somewhat more expensive than the usual methods, is the best known to modern science for the production of a superfine motor oil. The Union Oil Company has always endeavored to supply the motorist with the finest products possible, and in keeping with this policy we are glad to announce that all grades of Motorite will now be treated by the Edeleanu process, and that we all continue to use only selected California crudes in the manufacture of the oil.

We shall not attempt to describe the very special and expensive equipment required, or the Edeleanu process itself. The motorist is interested in how the Edeleanu process will improve the operation of his

motor, and we shall therefore attempt to outline some of the advantages resulting from this method of treatment.

"Refining" means the removal of undesirable constituents, and in this respect the Edeleanu process is, we believe, without comparison. Lubricating oil taken directly from the stills contains certain proportions of reactive chemical compounds, known as "unsaturates," which are responsible for the tendency of an oil to "gum" or "sludge" when exposed to the oxidizing conditions in a crankcase. The Edeleanu process removes these undesirable compounds completely, with the result that the new Motorite will resist crankcase oxidation as well or better than any other oil now on the market. This great stability means free circulation of oil to and in the bearings, even after several thousand miles of hard driving.

Many motorists believe that a high flash and fire test is desirable for an oil, as it indicates less tendency for the oil to evaporate. The new Motorite oils all have appreciably higher flash and fire tests than formerly.



A correct grade of Motorite is provided for every automotive lubrication need. Samples of each grade, from Motorite 5, manufactured for use in automobile crankcases in sub-zero weather, to the heaviest motor oils, are shown above.

Motorite oils have, in the past, had a low carbon residue, that is, they left only a very small amount of carbon behind on heating to a very high temperature in the absence of air. The new Edeleanu-processed Motorites have an even lower carbon residue than before, and are especially suitable for use in the modern high compression engines, where carbon is very undesirable because of its tendency to cause detonation. In this respect, the new Motorite oil is greatly superior to oils marketed at a much higher price.

One of the features of the new Motorite oils, that will be readily appreciated by the motorist, is their flatter viscosity curve, which, expressed less technically, means that the "body" of the oil does not change with changing temperature as rapidly as in the past. As a result of this improve-

ment the new Motorite will continue to have the proper viscosity at normal engine temperature, and yet will have only a moderately heavy body at starting temperatures. This, of course, means easier starting, less drain on the storage battery, and better distribution of the cold oil to the bearings, cylinder walls, etc., resulting in less wear of metal parts. The body at low temperatures, however, is not so light that the oil will not properly cushion the pistons, crankshaft, etc., during the warm-up period, at which time the clearance between the bearing surfaces is large, in order to allow for the expansion of the metal when hot.

The combination of these characteristics in the oil, together with its great stability, assures the ultimate in automotive lubrication performance.

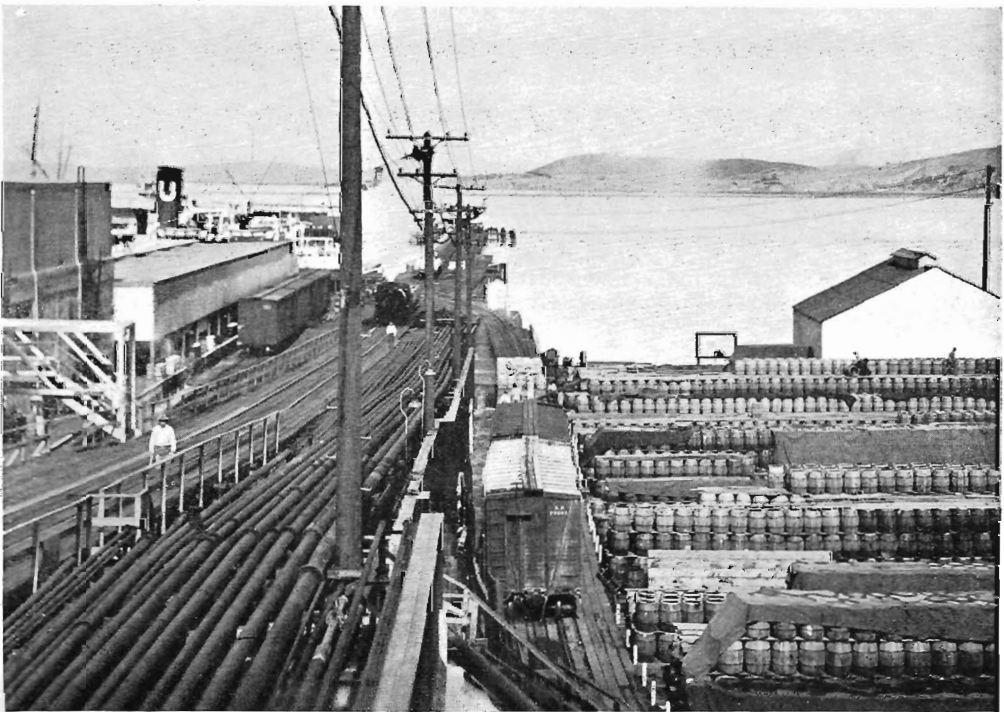
Shipping from Oleum

IN the thirty-five years that Union Oil Company products have been manufactured at Oleum, the variety of the output of the refinery has grown from a few staple commodities until it today includes a wide variety of household specialties, in addition to more than 300 individual items, chief among which are automotive and industrial lubricants, kerosenes, gasolines, diesel and other fuels and numerous grades of asphalt. Each group of products must be given special attention in making it presentable for public consumption. As a result of the widening of the scope of the plant's activities, a like expansion has been observed in the shipping department, under which the work of canning, labeling, packing, and barreling the myriad products, as well as supervision of the delivery to carrier, is carried on.

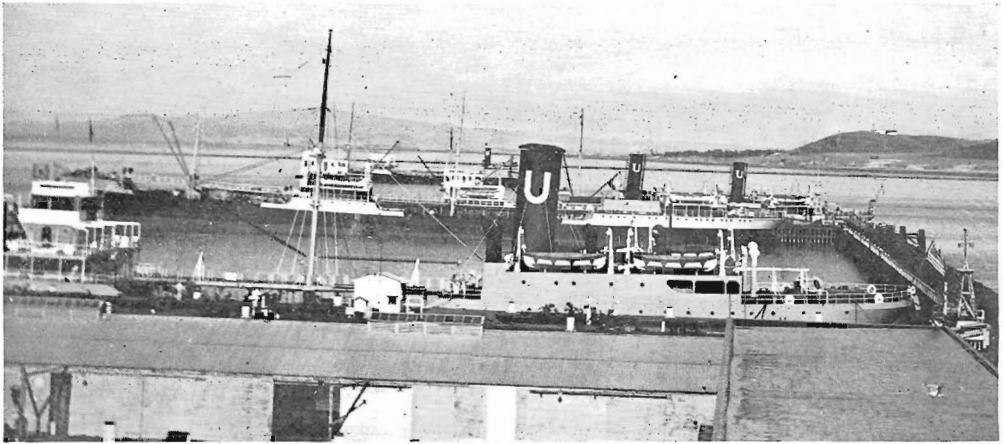
Consequently, the greater outward activity of the refinery is often found on the

loading platforms and at the marine berths. Especially is this true when domestic and export cargo orders call for the loading of a number of tankers or freighters within a period of a few days. When this happens the shipping clerk becomes the refinery's busiest employee, and the personnel of the department temporarily doubles and triples.

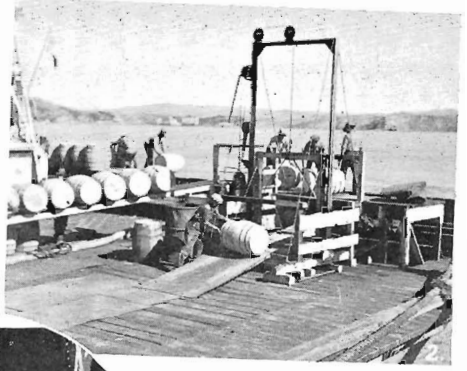
Preceding the arrival of a boat, package and barrel goods are moved by flat cars from warehouses to loading berths which are designed to accommodate five ships at one time. No sooner is a ship made fast and hoses for bulk cargo connected than the packages and barrels are placed in loading slings hung from booms, hoisted up over the side and disappear down into the hold. Within the shortest possible space of time the carrier is loaded, "all clear" is sounded, propellers churn, and the ship departs for the Golden Gate and the destination lying beyond. The largest cargo that can be car-



The above photograph shows the pipe line and rail facilities at the Oleum terminal which speed the loading of bulk and package goods cargoes.



Four Union tankers, *La Placentia*, *Utacarbon*, *Cathwood* and *La Purisima* loading cargoes at Oleum marine terminal. Only a few times in the history of the company's tanker fleet have as large a number of tankers occupied berths at the refinery dock at the same time.



No. 1—The tanker *La Placentia*, left, taking on a 737-ton package cargo for Panama, and the *Utacarbon*, right, loading gasoline and barrel goods for Seattle. No. 2—Unloading barrels of asphalt from flat cars to dock. No. 3—Filling light steel drums with asphalt for shipment to Far East. No. 4—Portion of the kerosene cargo placed on board the *La Placentia*. No. 5—Loading asphalt barrels on flat car at the refinery for the short haul to the loading berths.

ried by present day vessels can be loaded within forty hours after the ship docks.

On the rail loading platforms, the same procedure is followed in filling freight cars. A small army of men pushing stevedore trucks and sturdy four-wheelers piled high with package goods and barreled products form a fast-moving procession into the cars. Containers are tied to the roof, and then braced and cross-braced to prevent shifting and consequent damage in transit. The car is then sealed and taken by refinery switch engine to a spur, from where it is picked up by coastwise or transcontinental rail carriers and transported to company main or sub-station or other consignee. Tank cars, carrying bulk quantities of refined oil products, fuel oils and asphalts play an equally integral part in the shipping work carried on at Oleum.

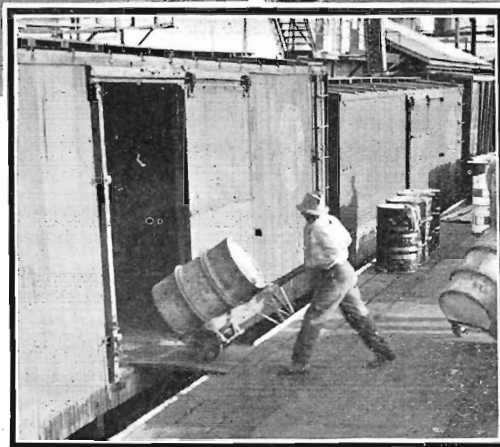
Union asphalts of various grades are becoming increasingly popular in foreign



Labeling kerosene cans as they are being delivered by conveyor to filling machine.



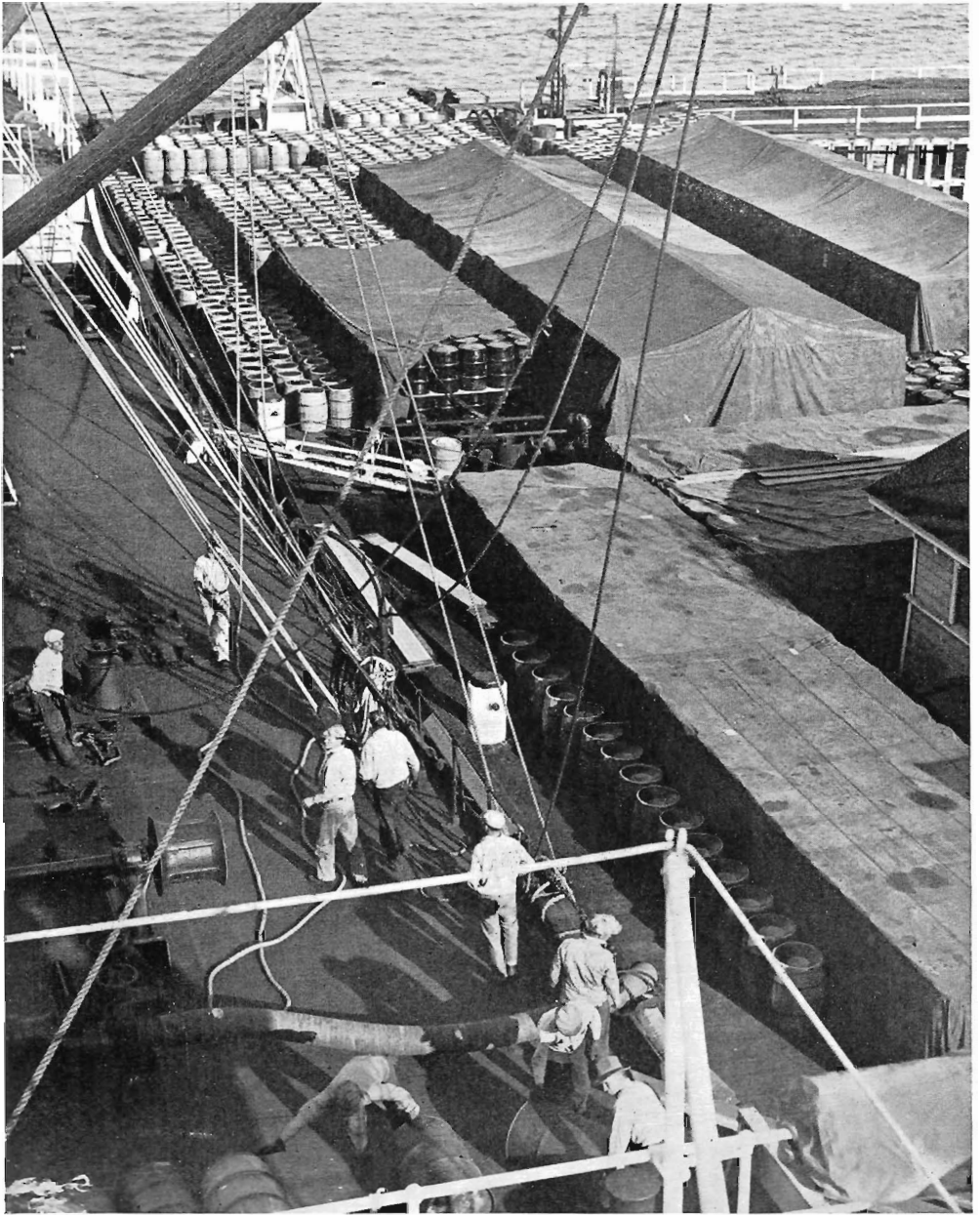
markets, especially in Japan, Indo-China, the Straits Settlements, and South and Central America, where road-building is increasing, and occupy a foremost position among company products transported by the company's tankers and foreign car-



Loading lubricating oils, grease and household products at Oleum for rail shipments.

riers. Last month the La Placentia, a unit of the company's deep-sea fleet, shipped for Panama with 737 tons of asphalt, kerosene, and lubricants, in addition to bulk cargo.

Within the past half-year the company has adopted the steel drum con-



Utacarbon loading gasoline, lubricating oils and grease at Oleum for Seattle.

tainer for asphalt going to foreign customers. The wooden barrel has been retained for domestic consumption of the product. The cooperage where the barrels are made provides an active and interesting feature of the refinery's production. Here the barrels are completely assembled, cut lumber and strap steel—for binding—being the raw ma-

terial from which the finished article is produced. Asphalt is also shipped in bulk in insulated tank cars and is preheated so that it will reach the mixing plant, or job on which it is to be used, in a liquid state.

The shipping department at the refineries is the point at which three of the com-

(Continued on Page 10)

Stanford's '94 Grid Team at White House

A BUSINESS manager seldom makes a football team famous, but when Herbert Hoover was selected to look after the financial affairs of Stanford's grid squad of 1894, composed of members of the university's first graduating class, the way was paved for a reunion of the team thirty-seven years later in the White House, just prior to the 40th anniversary of the "Big Game" between Stanford and California.

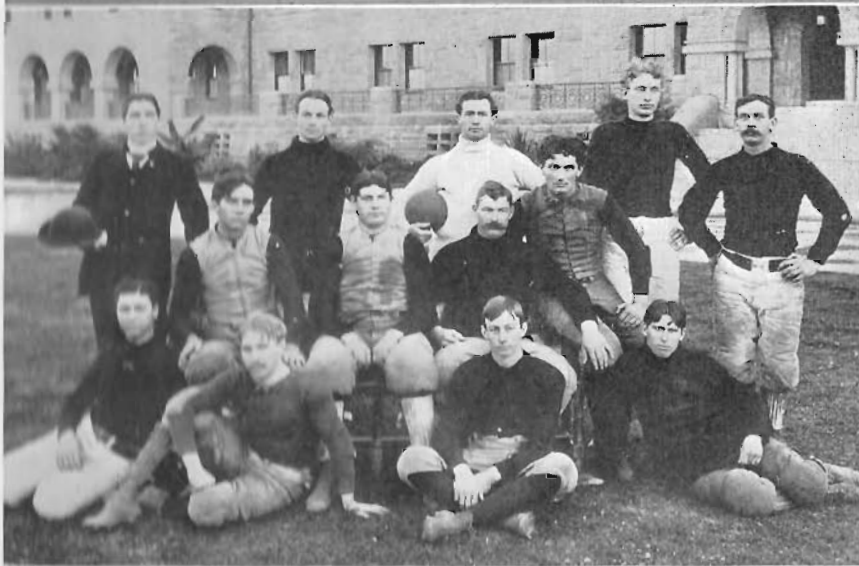
Around the blazing fireplace in the White House dining room, after the banquet with the President on the evening of November 12, the former teammates recalled, with many a chuckle, the difficulties encountered by their young business manager in making the small gate receipts cover the squad's expenses. In fact, Mr. Hoover confided that the balancing of the team's income against its expenditures at times caused him almost as much worry as the present national budget.

Among those who were present for the reunion of the '94 team was W. W. Orcutt, left guard, vice-president of the Union Oil Company; P. M. Downing, captain and guard, vice-president and general manager of the Pacific Gas and Electric Co., San Francisco; W. C. Hazzard, center, Idaho banker; M. H. Kennedy, fullback, attorney for the Department of Commerce at London; J. Y. Fields, guard, Texas rancher; W. M. "Billy" Harrelson, quarterback, vice-president of the Bank of America, in charge of lands; Herbert Hicks, attorney and state senator of Illinois; Dr. J. B. Frankenheimer, San Francisco physician, and Will Irwin, author, rooster de luxe for Stanford's elevens. Charles Fickert, former prosecuting attorney for San Francisco and a member of the '94 squad, arrived a day late for the reunion when snow storms forced his plane down at Salt Lake.

With the exception of Dr. Frankenheimer and Mr. Hicks, the men who sat at the banquet table with the President had entered Stanford with him in 1891, when the university was opened for its first class, which totaled 286 at matriculation.

The '94 team members were met on their arrival in Washington by representatives of the President and gathered at the White House on the afternoon of November 12. They were escorted to the famous White House lawn and photographed with the President by newspaper and news reel cameramen. The banquet in the evening was held in the private White House dining room. For the time being the big issues of the day were forgotten and the chief topic of conversation centered around the "old days" at Stanford and the whereabouts of former classmates. The next morning shortly after 6 o'clock they joined the President for his medicine ball workout and each tried to outdo the other in the vigor with which the heavy ball was passed to his host. The former grid players were particularly well pleased with the physical fitness displayed by the President during the exercise period. Following the medicine ball workout the team members were guests of Mr. Hoover at breakfast, the last of the scheduled meetings.

One of the pleasant surprises of the reunion was a program of entertainment arranged for the former Stanfordites by Dr. Annie Lyle of San Francisco, a member of the graduating class of '95, who during her college days was one of the team's most ardent feminine rooters. Dr. Lyle went East for the occasion and shipped her car from San Francisco to Washington in order to place it at the disposal of the team members while they were in Washington. She also gave a dinner for the team the day following the President's banquet.

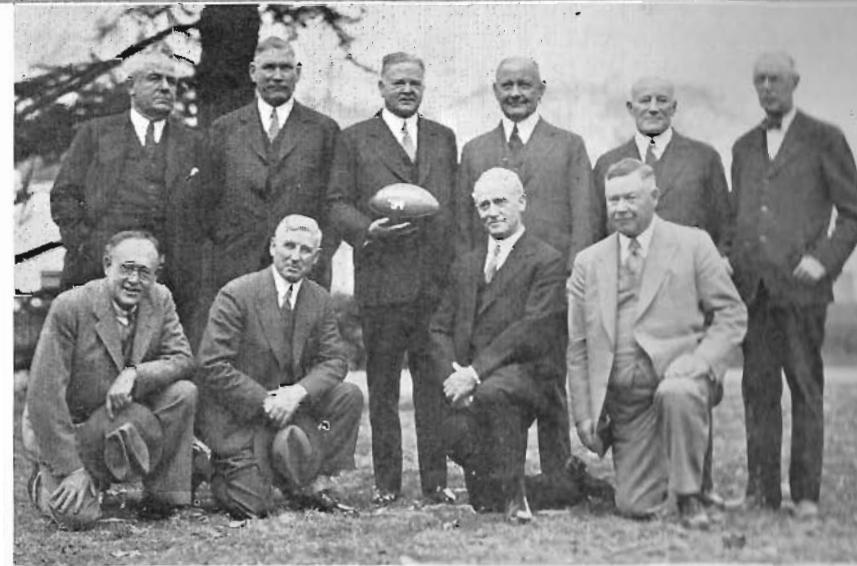


Four of the '94 eleven in the photograph on the right appear in the above group. They are, back row, third from the left, M. H. Kennedy, fullback; second row, third from left, W. W. Orcutt, guard, and at his left, P. M. Downing, guard and captain of team; seated, extreme right, W. M. Harrelson, quarterback.

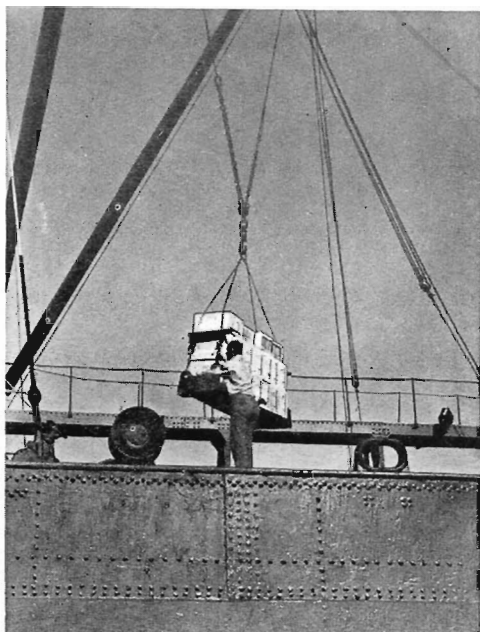
Stanford's First Graduating Class and Famous 1894 Football Team

We present above the first graduating class of Stanford University — the class of 1895. The persons numbered in the photograph are: No. 1, Herbert Hoover; No. 2, W. W. Orcutt, now vice-president of the Union Oil Company; No. 3, P. M. Downing, captain of the football team and at present vice-president and general manager, Pacific Gas and Electric Co.; No. 4, Charles S. Burnell, now Los Angeles County Superior Court Judge; No. 5, Dr. Annie Lyle, practicing physician in San Francisco. *This photograph and the one on the left came from Mr. Orcutt's files.*

Left, Stanford's '94 grid team as it appeared in '94, and, right, members of the same team with President Hoover, November 12, 1931.



President Hoover, business manager of the Stanford football team of 1894 and member of the squad on the White House lawn. From left to right, standing, J. Y. Field, W. C. Hazzard, The President, P. M. Downing, Dr. J. B. Frankenheimer and Herbert Hicks; kneeling, Will Irwin, W. M. Harrelson, M. H. Kennedy and W. W. Orcutt.



Loading Union kerosene in ten-gallon cases aboard the La Placentia. This was part of a 737-ton package cargo carried by the tanker to Panama.

(Continued from Page 6)

pany's major operations—manufacturing, transportation, and sales, are most closely allied. That all three are interdependent is a factor realized by each department. That the canning, labeling, packing, and shipping departments of the refinery and the marine and rail carriers have grasped the sales viewpoint and are acutely aware of the part appearance plays in the appeal

of each product, is evidenced by the care with which their work is done. The dominant purpose is to deliver products to carriers in the best possible condition. This is further manifest in the handling of the goods by the marine department. As a result, when the containers are placed on display at their ultimate destination, the retail marketer, they are as clean and presentable as when first labeled or stenciled at the refinery.

One of the refinery's precautions in preserving the appearance of a product is a vast expanse of tarpaulin with which merchandise stacked on the wharfs, awaiting the arrival of a vessel, is covered to protect against rain, fog, and the deleterious effect of salt air and sun on paint and colors.

Of no less importance is the docking of boats with a cargo of crude for discharging. These members of the company's seagoing fleet come from the Los Angeles and Avila marine terminals so heavily loaded that even light running seas wash over the deck. While the bulk cargo is being discharged a consignment of refined products is being loaded below or 'tween decks for transportation to marine service stations and storage warehouses maintained by the company throughout the Pacific Coast. Three of the company's fleet are equipped to handle bulk shipments of refined oil products and are in constant service carrying such commodities from refineries to waterfront storages in the various sales districts.



All greases for industrial and automotive use are now being put up in the attractive new containers shown in the photograph on the right taken in the warehouse at Oleum. The picture on the left shows some of the smaller containers being filled.

U. S. S. Chandler to the Rescue

KNIFING through mountainous seas that kept her decks awash, rolling as only a destroyer can roll, her four engines throbbing at maximum speed under forced



G. L. Asp

draft, the U. S. S. Chandler, under the command of Commander M. B. DeMotte, Friday, November 20, raced against death hovering over G. L. Asp, stricken on the S.S. Deroche, 360 miles away, and won.

During the twelve-hour run, started at San Diego at noon and concluded at 11:50 p. m. along side of the Deroche,

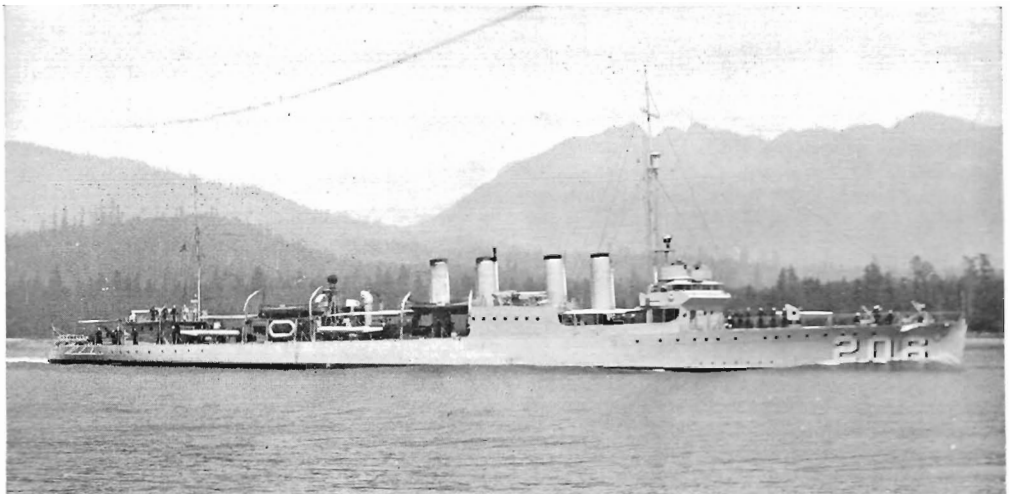
the throttles of the destroyer remained wide open, the efforts of the entire complement of 110 men and officers being directed toward one objective, reaching the Union tanker in the shortest possible time.

Aboard the destroyer, as it came into view of the Deroche at midnight was Lieut. L. D. Carson of the Navy Medical Corps.

He was lowered over the side with E. C. McDaniel, chief pharmacist's mate, in a motor boat in charge of Ensign B. F. McMahon. The heavy seas made the handling of the small boat exceedingly difficult.

When Lieut. Carson reached the Deroche he found that Asp was suffering from hemorrhage of the stomach caused by stomach ulcers. He immediately gave him first aid treatment and advised that he be rushed to a hospital for an operation at all possible speed. A stretcher was made of blankets and skilled hands lowered Asp into the tossing navy motor boat. A few minutes later he was transferred to the destroyer, which headed north under full speed and arrived at San Diego Saturday afternoon at 1 o'clock. Asp was immediately taken to the Mercy hospital in San Diego, where, following several days of treatment and an operation, he was pronounced out of danger.

The sequence of events which led to the dramatic rescue, started with the receipt of a wireless message at 8 o'clock Friday morning by William Groundwater, director of transportation, from Capt. John G. Uhren, master of the Deroche, stating that Asp was desperately ill and asked for ad-



The U. S. S. Chandler photographed during a recent cruise in north Pacific waters.

vice. The Deroche a few days before had cleared from Los Angeles harbor with a cargo of fuel oil for Antofagasta, Chile, and at the time was some 360 miles south of San Diego. Capt. Uhren was advised to contact the President Hayes, north bound from Balboa, Panama, and to transfer Asp to that vessel, as she carried a doctor.

A second wireless message from Capt. Uhren advised the Marine Department that the Deroche could not reach the President Hayes and that the tanker was being put about and would proceed at all possible speed back to San Diego. Appreciating that the saving of Asp's life depended upon getting medical aid to him in the shortest possible time the department contacted Rear Admiral T. J. Senn, Commandant of the Eleventh Naval District at San Diego, and explained the desperateness of

the situation to him. It was then about 10:30 a. m. Admiral Senn immediately ordered the U. S. S. Chandler to proceed at once, under forced draft, and to take a medical officer aboard. By noon the destroyer had cleared San Diego harbor.

Asp has been a relief master with the Union tanker fleet for eight years and holds a commission of lieutenant commander in the U. S. Naval Reserve. He was serving as first mate on the Deroche during the trip to Antofagasta.

Capt. Uhren is also a lieutenant commander in the U. S. Naval Reserve. The Deroche holds an auxiliary rating in the Naval Reserve because of the high percentage of its officers holding U. S. N. R. commissions. She was authorized to display the naval auxiliary flag in January, 1930.



Service Emblem Awards

Complete Twenty Years

During the month of November W. J. Esplin, northern division pipe line; James Harris, San Francisco sales; Neal McGinley, northern division field; F. C. Montgomery, head office traffic department, and Norfolk Reynolds, southern division field, were initiated into the ranks of those whose service with the Union Oil Company covers a period of twenty years. Ten employees completed fifteen years with the company, and thirty-three rounded out a decade of service.

William J. Esplin began his employment with the company as a tinsmith helper at the company's San Luis Obispo tank farm twenty years ago. A few months later he went to McKittrick station, then to Junction in 1912, and later served as engineer at various pump stations on the Producers Pipe Line. In 1921 he left Creston station to take over the duties of senior engineer at Avila, the position which he now holds.

Deliveries were made by horse-drawn vehicles

and there were no substations when James Harris went to work for the company at San Jose in the San Francisco district. After one year he was made plant foreman and then salesman. For five years he served as agent at Centerville and when this substation was turned over to the Oakland district, he returned to San Jose as salesman, in which capacity he is now serving.

The entire period of Neal McGinley's employment has been spent in the northern division fields. His first job was as roustabout, but within a year he was promoted to pumper on the Purisima lease, where he served until 1922. That year he was transferred to the Squires and Coast leases in the Santa Maria field, where he is at present located.

Having been engaged in traffic and transportation work with railroads for ten years prior to his employment with the company in 1911, F. C. Montgomery was particularly fitted for the job of rate clerk in the traffic department. He saw



James Harris



Norfolk Reynolds



W. J. Esplin



F. C. Montgomery

service with Wabash, Rock Island, and Union Pacific railroads before coming to the West Coast in 1910. His first employment in California was with the Los Angeles and Salt Lake railroad, where he served for a few months, after which he took the position of rate and claim clerk with the Union Oil Company.

Born in Tennessee, Norfolk Reynolds came to California in 1911. November 1, that year, he was employed by the company at the Brea refinery, where he served in various capacities until 1929 when the unit was shut down. For the past two years he has worked in the Los Angeles pipe line department at the Stewart tank farm. At the tank farm fire in 1926, Reynolds turned Foamite into a 10,000-barrel gasoline run-down tank. After the blaze was finally extinguished it was found that more than 7000 barrels of gasoline still remained unignited in the tank.

Fifteen Years

Burrows, Henry A.....Ventura Field
 Feely, Edward J.....San Francisco Sales
 Hardman, Cecil V.....So. Div. Field
 Mackenzie, Arthur.....Head Office Tax
 Peiffer, H. C.....So. Div. Field
 Recknor, Charles.....Los Angeles Sales
 Sims, Morton E.....So. Div. Field
 Stephens, John F.....So. Div. Field
 Thompson, T. F.....Head Office Sales
 Wuesthoff, Bertha H.....Head Office Mfg.

Ten Years

Alford, George R.....So. Div. Field
 Allen, Eldon I.....So. Div. Field
 Berry, F. M.....Field Dept.
 Brackett, T. T.....Maltha Refinery
 Brawley, Roy F.....So. Div. Pipe Line
 Burlingame, R. L.....So. Div. Field
 Cuff, Henry Moss.....So. Div. Field
 Darling, G. B.....So. Div. Pipe Line
 Davis, R. W.....Marine-Transportation
 Duncan, Cyrus J.....Seattle Sales
 Fader, V. T.....No. Div. Pipe Line

Fox, William.....No. Div. Pipe Line
 Hall, Harry D.....So. Div. Field
 Harness, Claude L.....No. Div. Field
 Johnson, Charles.....So. Div. Field
 Johnston, Lillian E.....San Diego Sales
 Kenmuir, R. J.....Vancouver Sales
 Lapham, Warren V.....So. Div. Field
 Lawrence, J. H.....So. Div. Field
 Nelson, J. C.....Portland Sales
 Noggle, C. L.....So. Div. Gas
 Novotny, Ernest.....San Diego Sales
 Olson, Henry W.....So. Div. Field
 Openshaw, R. A.....So. Div. Gas
 Paulsen, C. W.....No. Div. Field
 Roberts, W. E.....So. Div. Field
 Scott, Gertrude.....Oleum Refinery
 Simmons, C. L.....So. Div. Field
 Tate, Irby.....So. Div. Field
 Tingley, J. C.....Portland Sales
 Welch, Walter C.....Seattle Sales
 Wickeren, Rene H.....So. Div. Field
 Opgaard, T.....Iquique, Chile

Elected to A. P. I. Board

R. D. Matthews, executive vice-president of the Union Oil Company, was elected a director of the American Petroleum Institute early last month at the annual meeting of the Institute held in Chicago.

Wins Naval Promotion

H. E. Cattermole, ship dispatcher of the Union Oil Company, received notice from Washington, D. C., October 30, that he had been promoted from the rank of lieutenant (junior grade) U. S. Naval Reserve, to lieutenant (senior grade), and assigned to intelligence duties. His new commission is dated from June 1, 1931. He has been in the Naval Reserve for a number of years.

Handling the 1931 Northwest Wheat Crop

Since the establishment of the Farmers National Grain Growers, Inc., by the Federal Government, it has become necessary to establish large grain elevators in the important wheat regions of the United States. A subsidiary corporation, known as the Farmers National Warehouse Company, is responsible for the storing of wheat in connection with the government sponsored co-operative plan of marketing.

The latest of these elevators to be completed is situated at Spokane, Washington, and was constructed in record time (it was started June 28 and received first car of wheat September 20) by Alloway and Georg, general construction contractors engaged by the Farmers National Warehouse Corporation.

Its capacity is one million bushels at one time. The mechanical equipment will handle an additional two million bushels and an additional tank east and west can be added when the occasion arises. The elevator itself is one hundred ninety feet high. There are fourteen main tanks. The elevator is the most modern both in type and automatic equipment in the United States. It is constructed entirely of concrete. The elevating machinery, which is capable of transferring 1500 bushels of wheat per hour from railroad cars to the bins, is entirely lubricated with Union Oil Company Unacal turbine heavy in the reduction gears and Union red engine, extra heavy, on the conveyor belts. Each unit is driven by an individual electric motor.



Farmers National Warehouse Company's latest grain elevator recently completed at Spokane, Washington.

The cost of the completed elevator is \$250,000.00. Alloway and Georg constructed the unit with the use of materials obtained exclusively in the Inland Empire. Petroleum products necessary were furnished by the Union Oil Company.

Miss Frankland Dies



Hazel Frankland

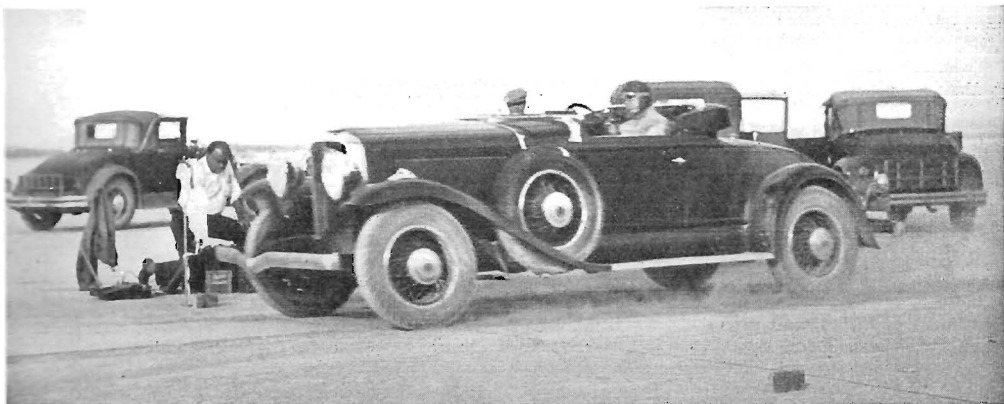
Miss Hazel H. Frankland passed away November 14 after a long illness. She was employed as a clerk in the Coupon Division in February, 1919, and since 1926 filled the duties of chief clerk in the Insurance and Personnel Department. She was well known throughout the company. She was one of the original officers of the Unionaires Girls' Club. Her loss to those with whom she worked, her relatives and many friends is an irreparable one.

Industrial Relief Group

W. L. Stewart, Jr., vice-president of the Union Oil Company, and A. B. MacBeth, member of the board of directors and executive committee of the company, and president of the Southern California Gas Company, have been appointed to the Industrial committee of the Southern California division of the President's Organization for Unemployment Relief. Other members of the committee, of which Mr. MacBeth is chairman, are W. C. Mullendore, vice-president, Southern California Edison Company; William Lacy, Lacy Manufacturing Company; Fred Ortman, vice-president and general manager, Gladding, McBean and Company; Stuart O'Melvany, Title Insurance and Trust Company; John Treanor, Riverside Portland Cement Company; Tom May, May Company.

The committee is charged with the task of investigating unemployment in industrial, commercial and professional circles and assisting the general committee in developing a program for spreading available work as far as possible.

Studebaker Sets Stock Car Speed Record



Studebaker President Eight, driven by George Hunt, as it crossed the starting line of the electrically timed course at Muroc Dry Lake in its record-breaking mile straightaway run from a flying start.

Tumbling into discard nine distance and one time record, George Hunt last month sped a new series Studebaker President 8 "four-seasons" convertible roadster over a measured course on Muroc Dry Lake faster than any strictly stock car has ever before been officially driven.

Under the watchful eye and electrical timing devises of the American Automobile Association, represented by A. C. Pillsbury and helpers, Hunt, who is a licensed commercial driver and a factory representative of the Studebaker Corporation, piloted the sleek roadster to new world stock car marks in flying start mile, flying start kilometer, flying start five, ten, fifty

and one hundred miles, and in the standing start mile and standing start kilometer. Hunt's fastest time was in the flying mile, when he was clocked at a speed of 91.793 miles per hour. In one hour he covered 90.3559 miles, and passed the 100-mile post within 1 hour, 6 minutes, and 24 seconds after he had started the run. All distances records were made on a circular five-mile course.

In elevating speed marks in class B with Union Ethyl gasoline, Hunt brings to the company's premium motor fuel the distinction of having been used in setting every world stock automobile record, new marks having been made several months ago in the C class by a Willys Six using the same product.

Union Employees Visit L. A. Stock Exchange

RESPONDING enthusiastically to an invitation extended by F. E. Sanford, secretary-manager of the Los Angeles Stock Exchange, more than 300 company employees visited the Exchange's new trading floor and building after office hours on November 24.

Meeting on the trading floor of the new \$1,750,000 Stock Exchange building, 618 South Spring street, at 5 p. m., the visitors reviewed innumerable and interesting departmental displays designed to depict the many phases of stock exchange operations, as well as to reveal the rigid requirements which must be met by a corporation seeking to list its capital stock.

Seated amidst the rich splendor of Sienna Travertine marble walls, highly polished trading booths—each one of four placed rectangularly

on the floor—Mr. Sanford formally opened "Union Oil Night" with a welcome and a short explanation of the different departments of the Exchange. He defined the stock exchange as a non-profit association conducted for the purpose of maintaining the necessary facilities whereby securities may be bought and sold, and likened the institution to a public utility, in that all its operations are known to the public.

Immediately following was a spirited demonstration of how stock transactions—both buying and selling—actually take place during regular trading sessions. Several brokers stood before a "specialist's" booth bidding for and offering stock, with the specialist conducting the sales.

The "session" on the trading floor closed shortly afterward, and all present were privileged to visit other interesting parts of the building.

SAFETY IN THE UNION



Safety Meetings----An Opportunity

By A. J. MARTINSON, Sales Safety Supervisor

The following was written after the writer had read and analyzed some 7000 reports of safety meetings held at plants and substations. The study of the accident records of individual substations and plants was carried on simultaneously to arrive at the relation existing between effective safety meetings and good safety records. SAFETY MEETINGS ARE THE BACK-BONE OF EVERY SUCCESSFUL ACCIDENT PREVENTION PROGRAM.

SUPERINTENDENTS AND OTHERS IN CHARGE OF MEN

Safety meetings are a real opportunity for you to interpret the company's accident prevention policy in terms affecting the welfare of every employee working under your direction. In addition it gives you an opportunity to show that you have a personal interest in the welfare of every one of these employees. An opportunity to show the experienced as well as the inexperienced employee that you know Safety, what constitutes Safe Methods and Safe Equipment. An opportunity to voice appreciation of co-operation and suggestions from the more experienced men and to adopt these suggestions if practicable, if not, to explain the reason why. An opportunity to display the back-bone necessary to discipline violation of Safety Rules by hardened offenders. In short, it presents a real opportunity for you men who are already employed in supervisory capacities to show and develop those qualities which account for your present position and are so essential for your further progress. The education of the new man is your own responsibility. Instruction in the right way of doing a job pays dividends not only in safety, but in the amount of work accomplished.

Your interest in the attitude toward Safety is reflected in the attitude of the men working under your direction. The success of your safety work is indicated by the accident record of your group of employers. For the protection of your men insist that they report every personal injury, no matter how trivial. First aid for minor injuries prevents serious infections.

EXPERIENCED EMPLOYEES

To be actively interested in the company's efforts to prevent accidents is expected of every

one, but we must look to you more experienced employees to do more than this. Your whole-hearted co-operation and interest is essential to the accomplishment of a good safety record for your plant, substation and district. You can be of great help by not only working safely yourself but by entering freely into discussion of Safe Practices at Safety Meetings. By drawing freely on your personal experiences in these discussions you will encourage other experienced employees to do likewise, which will prove beneficial to all and will impress the less experienced employee with the fact that Safety is a part of his job and that a thoughtless act on his part may ruin your plant or substation safety record. In the event you see a new employee doing his job in a manner that might result in an accident do not hesitate to assist him and offer a word of encouragement. This may save him from serious injury. Remember to report all personal injuries, no matter how trivial. First aid attention for minor injuries prevents serious infections.

THE NEW EMPLOYEE

Safety meetings are an opportunity for you to supplement the instruction that plant superintendent, agent and others have given you, with the experience of those who probably started just where you are starting. Do not hesitate to ask questions. Suggestions and assistance coming from more experienced employees should be welcomed and received in the spirit in which they are given—to help you over the rough spots and keep the plant or substation accident record clear of serious or lost-time accidents. A minute spent in planning the safe way to do a job often prevents painful and serious injuries. You can also help by reporting all accidents, no matter how trivial. First aid attention for minor injuries prevents infection.

ACCIDENTS

All accidents, whether industrial or non-industrial, however slight, must be reported at once to the designated agent. Serious accidents or fatalities must be reported to the home office, and where the company is insured with an outside insurance carrier, as for example in the case of automobile or fire, such insurance carrier must immediately be notified.

REFINED AND CRUDE



By RICHARD SNEDDON

A certain lady is suing the Southern California Edison Co. for \$50,000 for a shock received over the telephone. We were just wondering how anyone could get a shock over the phone, when our broker called up and asked for more margin.

* * *

Ely Culbertson of Chicago, the well known auction expert, states that 20,000,000 otherwise sane Americans are addicted to bridge. We have personally estimated that when they are all playing at the same time, 19,894,732 will ask at intervals of about ten seconds, "What did you say were trumps?"

* * *

A mild earthquake was felt in San Diego a few days ago, unless perhaps it was just another Model T Ford coming back from Tia Juana.

* * *

Great Britain's two millionth telephone has been installed in Buckingham Palace for the use of the King. The instrument is finished in old gold, and bears a decorative plate surrounded by a crown, but in spite of all that, we'll bet four dollars His Majesty gets the wrong number.

* * *

Incidentally, real estate values in England are lower than they have been for years, and now that the Prince of Wales has taken to bicycle riding, there is likely to be further falling off.

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There has lately been a threat to oust the parking stations in Los Angeles. If this ever happens, thousands of good honest citizens will have no place to take their fenders to be mashed.

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The latest innovation in our police system is a class in pedagogy, which is pretty tough on the poor fellows who merely joined the force because they preferred to sleep outdoors.

* * *

An elephant has 40,000 muscles in its trunk, so it was undoubtedly packed by a woman.

* * *

Bernard Shaw in his recent radio talk gave us to understand that Russia is not saying much, but is doing plenty. Just take a look at a Russian dictionary, and you will immediately realize why she isn't saying much.

Considerable excitement has been aroused over the fact that Los Angeles is to have a new Post Office building with an airdrome on the roof. That's interesting news all right, but what we want to know is—will there still be mud in the inkwells?

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Now, speaking of the depression, Junior's idea of a frozen asset is a popsicle.

* * *

And in these unusual times it is dangerous even for a hedge trimmer to rest on his laurels.

* * *

It doesn't pay, of course, to be too precipitous either. You will remember how, when the prodigal son came home, his father ran to meet him, and fell on his neck.

* * *

A giant pelican measuring nine feet from tip to tip was shot in Tampa, Kansas, a short time ago. The pelican is really quite a harmless bird, and it was undoubtedly the presentation of such a large bill that incensed the hunter.

* * *

According to a student of Southwestern University, Texas, Eugenie hats were not originated by Princess Eugenie at all, but were actually worn a hundred years before she was born. The descendants of the illustrious lady will be tremendously happy to be cleared of this nasty insinuation.

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In the Los Angeles Small Claims Court, an employer declared that he fired his Japanese gardener because he killed a frog. The Jap denied the homicidal attack and contended that the frog just lay down and croaked himself.

* * *

The animal was placed in the garden apparently to keep insects away. A picnic on adjoining property would have been much more effective.

* * *

In conclusion, we are informed by the Motor Vehicles Bureau of Pennsylvania that "cutting in" causes ten per cent of our automobile accidents, so that cutting out the cutting in ought to help the situation considerably.

