

"On Tour"

MAY, 1948

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A MEMORIAL

A precious family album tells almost the entire story of Donald C. Gray:

Across the back of this childhood picture in a mother's careful handwriting is written, "Born September 14, 1916, in Los Angeles. Baptized in the First English Lutheran Church. Attended Hobart Boulevard Elementary and Berendo Junior High Schools."

This page dated 1934 was obviously the day of his graduation from Los Angeles High School. He's quite a man now—has a handsome, pleasant face, and wavy hair that all the girls must have talked about. Standing with his arms around a proud mother and dad, it's evident that he's taller than they are by a foot. The high school annual describes him as a good student, fine athlete and member of the boys' glee club.

Life is supposed to grow a little more serious about now; but Don didn't. Here he is in a big department store, on his first job, and grinning from ear to ear. But he must have changed jobs, for later, in 1937, we see him with a Union Oil group. That Revolutionary War wig and costume didn't change him very much as, with two other chaps, he drummed the "Spirit of 76" in our 50th Anniversary parade. Though the part calls for sternness, he's still smiling.

He must have led a busy, happy life. That's he in the back row of this church choir picture. These are some of the girls he has gone with, and she who appears so often is the one he likes best. He plays a very good game of baseball, too, with a "76" team, as evidenced by all the newspaper clippings. These are his quartette, his modest home, his jallopy, his favorite beach. Yes, Don Gray had a lot to live for.

You know that the war must have come early to Don, because here in February, 1941, he poses proudly in a 160th Infantry uniform. We'll bet his two young nieces were as proud as he was of that jeep. There he is again at Camp San Luis Obispo, Fort Lewis, Officers Candidate School, Fort Benning, Fort Sam Houston, Camp McCoy, Somewhere in Ireland—and still grinning at every camera he sees. He's gone up to 1st Lieutenant now and sings whenever asked at camp entertainments and in military chapels.

Then suddenly the pictures end. There's room for many another in this less than half-used album, but the empty pages must remain void. Last of the pictures was clipped from a Los Angeles newspaper. It shows Don's buddies of peace and war folding the flag he died for. An Army chaplain offers his final benediction.

On a battlefield of Normandy, August 1, 1944, Company Commander Donald C. Gray made his supreme sacrifice for the preservation of American and human liberties.

In remembering him and his heroic kind each Memorial Day, let us at least weigh and appreciate the causes they died for.

THE COVER

Less familiar than the leeward side of the island, where Honolulu is located, is this windward side of Oahu as seen from Nuuanu Pali. Here the prevailing northeast trade winds drop 155 inches of rain annually, compared with an average of about 30 inches in the city, only six miles away. Read May Truher's interesting report on the following pages concerning Union Oil's part in Hawaiian Islands history.

On Tour

Mike Collett.....Editor
Margaret Clark.....Assistant Editor

ON TOUR is published monthly in the interests of employees of Union Oil Company of California. Employee contributions of pictures, news reports and suggestions are invited. Address communications to the Editor, 617 West 7th Street, Los Angeles 14, California.



The extinct volcano Diamond Head is linked by Waikiki Beach with the Moana and Royal Hawaiian hotels to mark the site of a world-famous playground. In and around this inviting lagoon, countless visitors have enjoyed water sports, sun-bathing, and relaxation at their best.

Hawaii

By May Truher

Captain James Cook, the English explorer, was enroute from the Society Islands to seek a northern passage round North America when, in 1778, his ship came among uncharted islands. He named his discovery the Sandwich Islands, honoring the Earl of Sandwich; but a native name for the largest island better suited the

world's fancy and this mid-Pacific paradise is now known everywhere as the Hawaiian Islands.

Included in this westerly group, all of which are of volcanic and coral origin, are Molokai, Kauai, Maui, Hawaii, largest of the islands, and Oahu, on which beautiful Honolulu is located. There are also the smaller islands of Niihau, Lanai, and Kahoolawe.

Captain Cook found the Hawaiians to be a proud and handsome people, having a language and customs similar to the Polynesians. He stayed among them for several months, enjoying their hospitality and trade. But shortly before his planned departure in February, 1779, a misunderstanding arose between a party of natives and



Downtown Honolulu boasts world-famous Aloha Tower (left, center) where many visitors annually bid the Islands a tearful hello and goodbye. Company offices are a block from tower.



Pleased with No. L-2516's gasoline sales of 70,000 gallons monthly, Company's highest, are Jack Petrous, left, Honolulu lessee, and J. H. Moulton, assistant district sales manager.

several English sailors. In the fight that followed, five Englishmen, including Cook, were killed.

Since the discovery year of 1778, the islands have undergone many violent and peaceful changes. A succession of Hawaiian kings fought for ascendancy until the great warrior Kamehameha united all warring kingdoms under his leadership in 1796.

Then began the tide of foreign influence. Roving traders, enroute to China with North American furs, found the islands ideal as a source of food, fresh water, and rest. Whalers going to and from Pacific whaling grounds off Japan paused in these inviting harbors for supplies and crew replacements. Missionaries came in about 1820 to establish churches and schools and otherwise repair some of the damage less kindly foreigners had wrought. During most of the 19th century, England, France, Russia, America and other countries competed for favors and trade among the islands. During this period the native Hawaiian population all but disappeared because of warfare, the toll of disease, and intermarriage with large numbers of Chinese, Japanese, Filipinos, Europeans, and Americans who migrated there. Finally in 1898, through mutual consent of Hawaiians and Americans, the islands were annexed as a territory of the United States.

Coming of the Tankships

According to the "Honolulu Advertiser", the Union Oil Company's sailing schooner SANTA PAULA initiated oil tanker service to Hawaii when, in 1900, she discharged a shipment of bulk fuel oil into storage tanks at Honolulu. As cargo records prior to 1902 have not been preserved by the Company, this statement is difficult to verify. But the SANTA PAULA was launched in 1900 with the Hawaiian trade in mind, and she was certainly among the first vessels to supply the islands' thriving sugar industry with California fuel oil.

This famous Company schooner was followed by our barkentine FULLERTON in 1902 and the steamship WHITTIER in 1903. Both tankships, built specifically for the Hawaiian service, made regular and frequent voyages to the great plantations on Oahu and Maui. And in 1903 it was our WHITTIER that amazed the transportation world by towing both the SANTA PAULA and FULLERTON to Hawaii and return in the short period of 28 days.

With hardly an interruption since those early pioneering days, other Union Oil tankers have kept a steady supply of fuels, gasolines and lubricants moving to the islands. Today such vessels as the LOMPOC, OLEUM, and L. P. ST. CLAIR are carrying on this fine tradition of unbroken service.

Our Marketing Growth

The Company's first Hawaiian marketing efforts were limited to pumping oil ashore into the tanks of distributors. As early as 1903 a fuel oil distributing contract was signed with F. F. Dillingham & Company, while H. Hackfeld & Company contracted to sell our white oils.

The first Company marketing station was installed on the island of Maui in 1905. But a bitter competitive price war in 1910 resulted in our withdrawing from Company operation in favor of distributorships. This condition prevailed until 1917, when all contracts with agencies expired. Our second attempt at operating a marketing station met with such success that by 1923 we were justified in building a large new bulk storage plant in Honolulu. During this same year the Company also built four service stations in Honolulu, becoming the first organization to own and operate such retail units within the territory.

The demand for petroleum products grew and changed in Hawaii as elsewhere. Fuel oil demands grew steadily after 1910. Besides the sugar industry, steamship lines became buyers of fuel oils and found the islands an ideal fueling point. Kerosene became a popular product and petroleum lubricants more than took the place of diminishing whale oil supplies. Gasoline demand grew rapidly with the progress of automobiles until in 1923 tankships were obliged to carry this commodity in cargo tanks instead of iron barrels.

Today finds Union Oil Company firmly established and well received throughout the territory.

On the island of Oahu we have District Office headquarters in the Dillingham Building of downtown Honolulu. Storage and warehousing facilities erected in 1923 have been expanded to become the largest of their kind on Oahu. Recently we purchased an acre of property adjacent to the Hawaiian Pineapple Company, where a new office, warehouse and garage have been built. A small substation, formerly at Paauilo, has been moved to Honokaa, where it serves the needs of several big accounts including the Honokaa Plantation. It is operated by Consignee F. A. Schaefer. On Oahu we have 35 independent Union Oil resellers, 23 controlled service stations, and a large number of wholesale accounts. Two of our Honolulu service stations sell approximately 70,000 gallons of gasoline each per month and consistently lead all Company retail outlets (including those on the mainland).

On the island of Hawaii at the Port of Hilo, we were represented from 1933 to 1941 by Y. Hata, an alien Japanese consignee. War regulations following the Pearl Harbor attack forced Union Oil to take over these mar-

ON TOUR



Drivers and Plant Employees, above, remember Pearl Harbor. During raid, they worked night and day delivering gasoline to the Army and Navy, despite bombs, shell bursts, and fires.

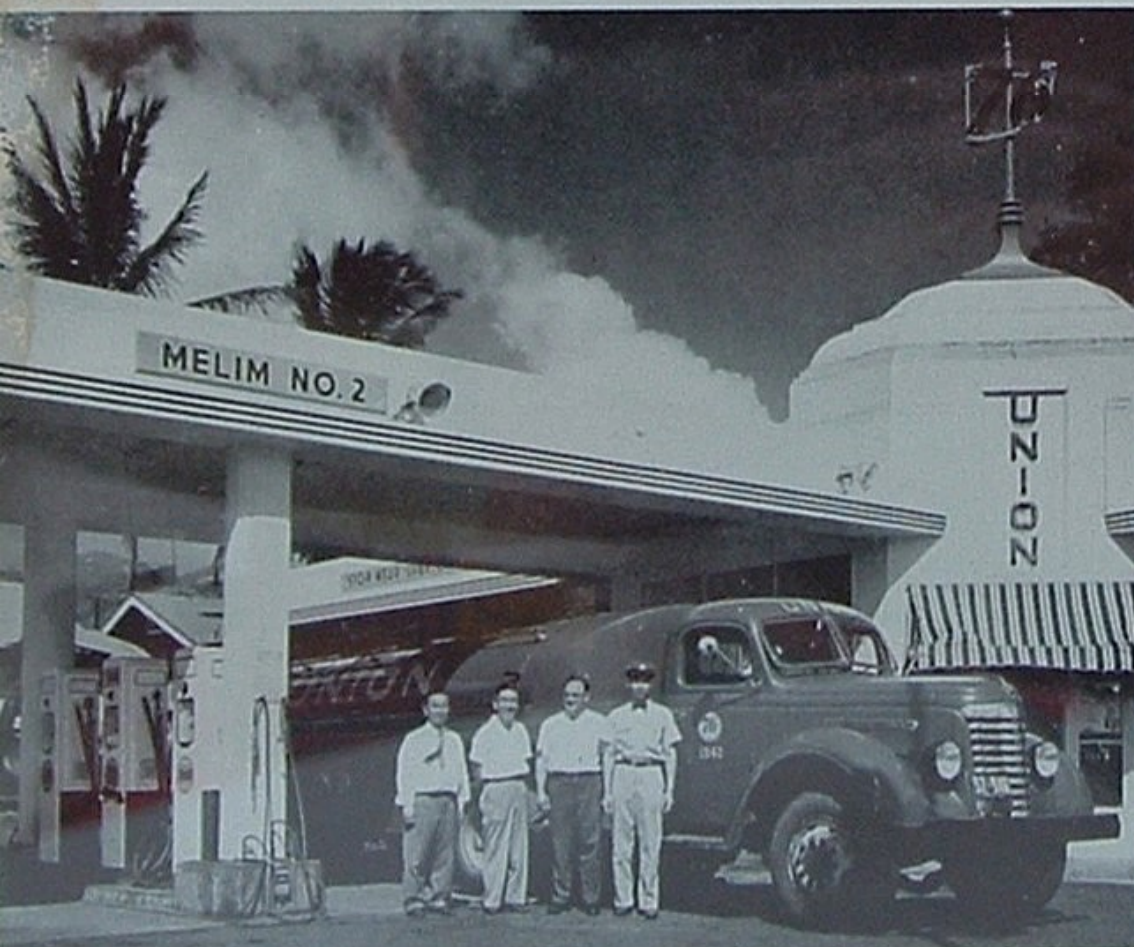


Union Oil Tankers have been supplying petroleum products to the Islands since 1902. The Oleum, above, is seen taking on a cargo of empty barrels and planes for return trip to mainland.



Robert H. Rath is the district sales manager at Honolulu.

Recent remodeling conceals the fact that this station, first built in 1923, is Honolulu's oldest. Pictured are (L-R) Makoto Murakami, former station operator and now a salesman; Ed Yamasaki and T. Clifford Melim, lessees; Albert Wong, first operator of station and now a driver.



keting operations. Also on Hawaii we have three controlled and six independent service stations.

The most recent Company expansion occurred February 2, 1948, with the opening of a new distributorship at Nawiliwili on the island of Kauai. The distributors, Kauai Petroleum Company, Ltd., whose officers are Wallace Y. Otsuka, K. Kuboyama, J. Otsuka and Charles Andrade, have given us access to this island's market for the first time.

Union Oilers

The pioneer Union Oil employee to take up residence in the islands was H. B. Weller, appointed agent on Maui in 1905. From 1910 to 1917 he served as our Honolulu representative with H. Hackfeld & Company. With the establishment of a Company-operated plant in 1917, he became manager of sales and held that responsibility until his retirement in 1935.

J. G. Zabriskie succeeded Mr. Weller as district sales manager. During his service, ending with retirement in 1948, gross sales increased from \$800,000 to \$4,000,000 annually. Mr. Zabriskie was succeeded by the present district manager, Robert H. Rath.

A cosmopolitan group of other fine people have had important parts in the Company's Hawaiian success. Albert Wong has served as a service station operator and truck driver since 1923. William Apaka and M.

William Apaka, veteran tank truck driver, reverts to the pastime of his Hawaiian ancestors when week's work is done. In this remarkable picture he is shown casting a throw-net into the surf. When recovered, the net often contains ingredients of an excellent fish dinner.



Murakami are two other veteran service station operators and drivers. Sui Lum Tom, recently deceased, was a competent bookkeeper for many years. The pictures of many other loyal employees appear on these pages.

Pearl Harbor

On Sunday, December 7, 1941, when Japanese forces attacked the island of Oahu, it was our fortune to hold a contract for the Army's and Navy's gasoline requirements.

Soon after the attack began, all Company employees were given an emergency call to work. For three days they kept on a 24-hour-per-day schedule, snatching a wink of sleep on some convenient floor only when exhausted.

Despite the complete blackout in effect, our men delivered gasoline at the rate of 75,000 gallons a day throughout the three-day period. Girls in the District Office came to work as usual on Monday morning following the bombing.

No serious casualties are remembered among employees, but there were many tense moments:

While the shooting was going on and planes were overhead, the boys reported having felt rather uneasy about working at the plant within 100 feet of the Honolulu Gas Company's tanks. One of these tanks was set on fire during the second attack; but the boys, after a short preliminary deliberation, assisted in putting it out.

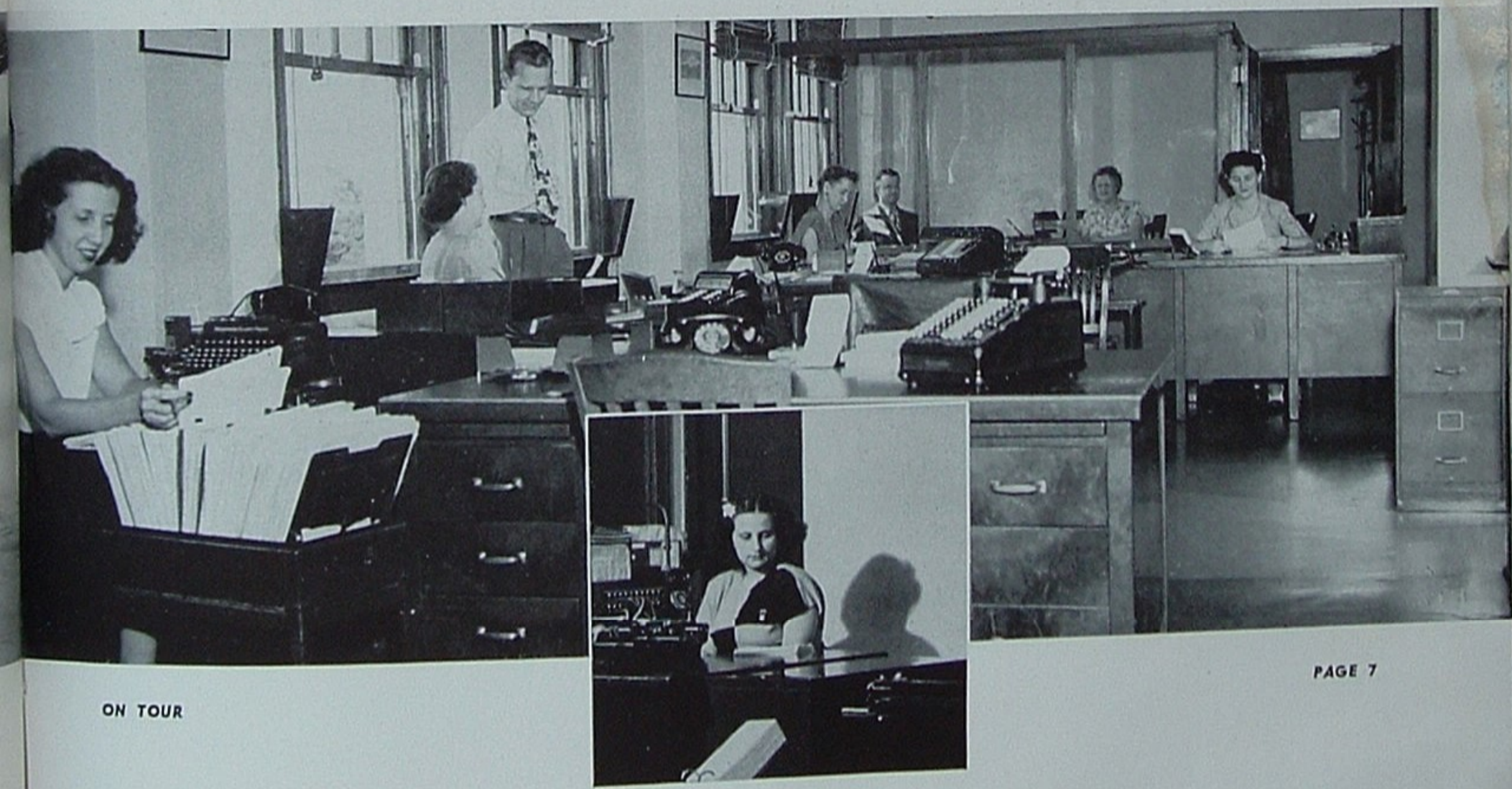
During the second attack on December 7, some of our men congregated at the plant gate for a smoke. Mr. Zabriskie had little more than induced them to return to the safer warehouse when an anti-aircraft shell exploded at the exact spot where they had been standing. The explosion damaged plant facilities and several cars belonging to employees.

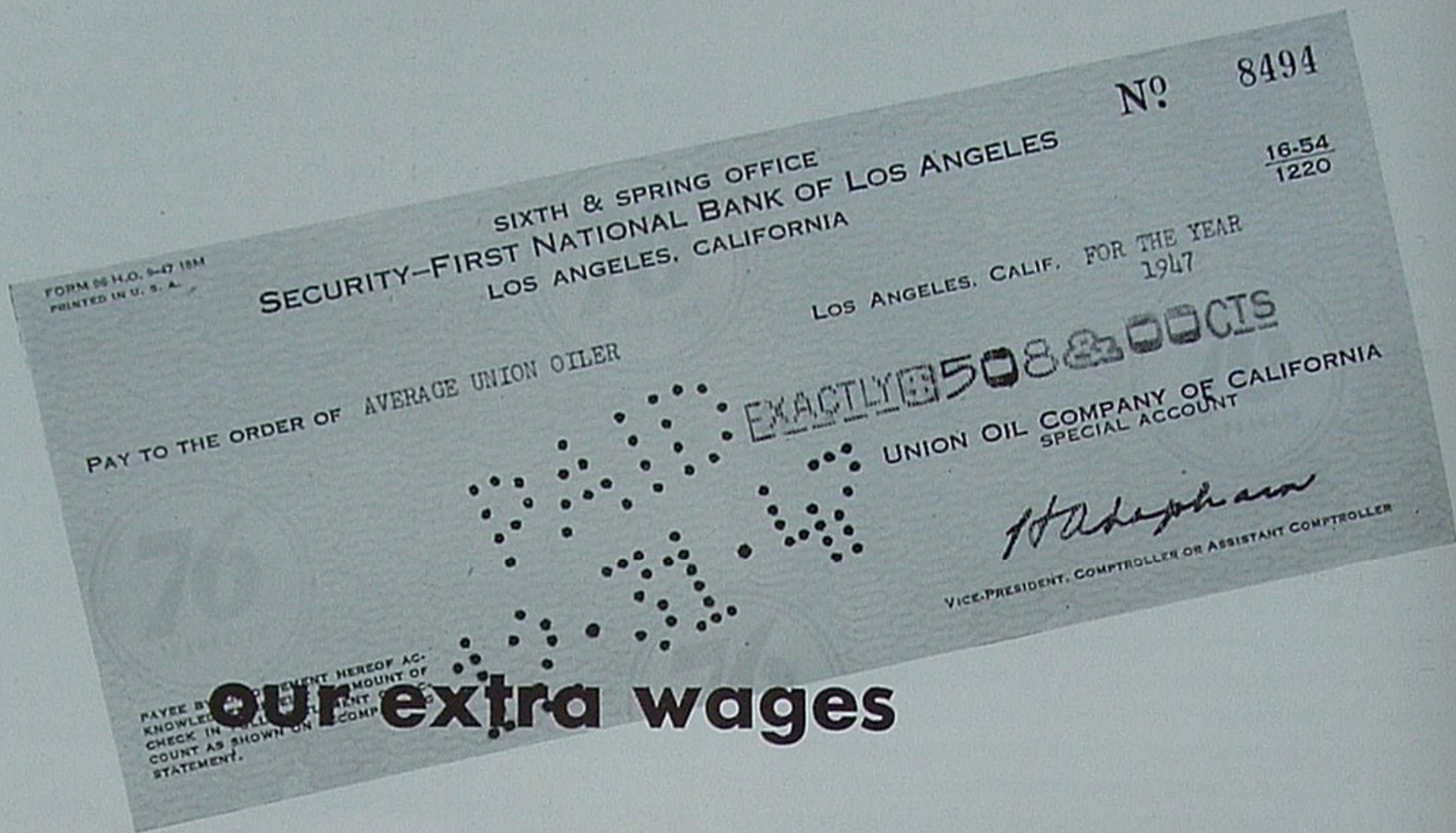
Two Union Oil trucks were working in the Pearl Harbor and Hickam Road area during the strafing. Both safely weathered the hail of Japanese lead. For a week following the attack the Army furnished armed guards for each tank truck as a protection against possible sabotage.

On Monday, December 8, the managers of Standard, Shell, Associated, and Union formed a petroleum coordinating committee under the direction of Captain (now Admiral) Gaffny. The committee met daily for a month to devise ways of maintaining gasoline supplies. At one time in 1942 Hawaiian gasoline stocks declined to a dangerous two-day's supply. But a tanker brought replenishments in the nick of time and, thanks to this committee, petroleum supplies were not again endangered.

So, you see, Union Oil's 48 years in the Hawaiian Islands have been exciting as well as pleasant and successful. We are proud that these years have been mutually prosperous to the Company and to the fine people of the islands whom we serve. Aloha!

The Honolulu District Office is staffed by these Union Oilers: (L-R) Eugenia Young, bookkeeping machine operator; Ina Buell, tabulation clerk; J. G. Kummer, head clerk; May Truher, general clerk (and author of this ON TOUR article); Alan Holroyde, office manager; Florence Astley, secretary; and Barbara Hawkins, stenographer. Shown in inset picture below is Vivian Meyer, queen of the Honolulu switchboard.





our extra wages

Less than 25 years ago, vacations and holidays with pay were beyond the reach of most Americans. Men thought of retirement largely in terms of physical unfitness, dependency, or the poor house. If John's services were terminated he seldom received any other recognition than his final pay check and "Good day, John." Sickness and injury, even injury on the job, meant hard luck and harder indebtedness. Nobody had more than thought of unemployment insurance. Pensions were meager handouts to a few aged civil servants and old soldiers. Group life insurance was still in the category of experimental things.

A change that has come about in the meantime is nowhere better reflected than in Union Oil Company's Annual Report for 1947. Quoting from Page 16:

"Salaries and wages amounted to \$32,610,000 in 1947 for the 8,138 people who make up Union Oil Company.

"Of this amount, \$4,132,000 was spent for employee benefits, including group insurance, retirement plan, vacations with pay, sick pay, and the Company's share of Federal Old Age Benefits and Unemployment Insurance. This averaged \$508 per employee."

Did this \$508 per employee include some of the insurance and benefit deductions withheld from pay checks? Or was the company paying out \$4,132,000 a years in excess of employee deductions for benefits?

Our Accounting Department has obliged us with the answer. Actually, no part of this \$4,132,000 represents deductions from employee pay checks. All is borne

directly by the Company as a means of attracting and holding the highest-type employees and to comply with "security" legislation.

The following analysis indicates that your Company has been at the forefront of employer-employee-relations progress during the past quarter-century. It also proves that Mr. Average Union Oiler makes approximately \$1.95 per day more than his pay check reveals.

BENEFITS PURCHASED BY UNION OIL FOR ITS EMPLOYEES—1947

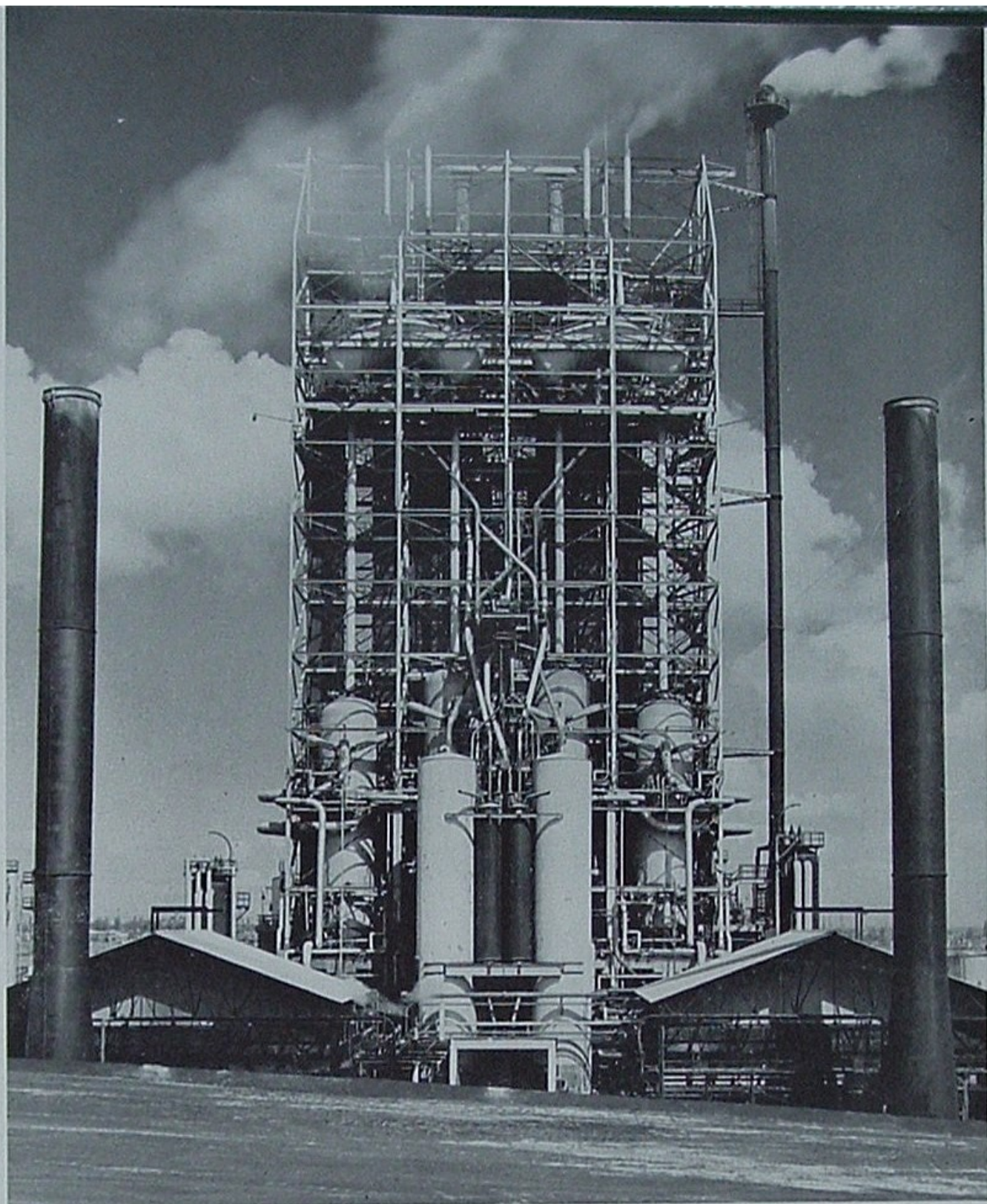
	Effective	Cost per Employee			Total Cost for All Employees 1947
		Per Year	Per Month	Per Day	
Paid					
Vacations	1926	135.92	11.33	.52	\$1,106,136
Retirement Pensions	*1939	126.53	10.55	.49	1,029,741
Paid					
Holidays	**1890	64.47	5.37	.24	524,690
Termination Allowance	1937	49.79	4.15	.19	405,169
Sick Pay	1937	46.80	3.90	.18	380,824
Unemployment Insurance	1936	46.36	3.86	.18	377,257
Federal Old Age Pensions	1937	31.31	2.61	.12	254,783
Group Life Insurance	1915	6.50	.54	.03	52,928
Military Leave	***1940	.08	620
		<u>\$507.76</u>	<u>\$42.31</u>	<u>\$1.95</u>	<u>\$4,132,148</u>

*Replaced Provident Fund started in 1923

**Extended to Daily Rate and Service Station Employees May 30, 1945

***Discontinued April 1, 1947

"Plume smoke", the haze arising from smoke stack at left, is now going to be conserved, bottled, and sold as a petroleum byproduct at Los Angeles Refinery.



Smoke For ~~Sale~~ sold

Look now, for tomorrow you may see no more "plume smoke" rising from Union refineries!

Cooperating fully with Los Angeles County smog control authorities, our Los Angeles Refinery has developed a way not only of eliminating one of its last vestiges of haze but of converting the waste into a byproduct of commercial value.

Refinery waste water contains ammonium sulphide, which must be removed before the water is released near any boat anchorage. If not removed, the sulphurs in this compound might combine with lead pigment in boat paint and cause discoloration.

Hydrogen sulphide has been another troublesome refinery gas. Present in the propylene gas stream of the Thermoform Catalytic Cracking unit (above) and also

in "make-gas" from all other refinery units, it has previously been disposed of by burning it in a fuel system. "Plume smoke" is the final visual evidence of these sulphur burning operations.

The present conservation plan is to bubble all ammonium-sulphide-containing gas through spent alky acid (another refinery waste product) to form ammonium sulphate, which is marketable as a fertilizer.

Hydrogen sulphide will also result from the bubbling of ammonium sulphide through alky acid. The hydrogen sulphide from this and all other refinery operations will be compressed, and sold to waiting buyers.

Exit "plume smoke"!



JAMES J. FEDERSPIEL

Just 65 years ago, James J. Federspiel was born in the city of Luxemburg, duchy of Luxemburg. However, by the time he was five years old, he was a naturalized citizen of the United States on his father's papers. Thirty-five years ago he joined forces with Union Oil in the Northwest and embarked upon one of the finest good-will careers in this section of the country. The name Jim Federspiel has been a magic entree into the good graces of many a tough account.

"I can remember the day I applied for a job with the Company," said Jim. "I was all dressed up in a \$15 store-bought suit and a straw hat. Yep, I got the job—driving a team of four horses. I had never driven a team before, so the first trip out looked like quite an uncertainty. Then the boss gave me a tip: 'Just give 'em their heads—they'll take care of you'. And sure enough they did. When I slackened the reins next morning, the horses trotted up the street, turned down an alley and stopped. There we were at the door of my first Union Oil customer. And so it went."

Aside from this first assignment as tank-wagon salesman, Mr. Federspiel held jobs as tank-wagon superintendent, agent at Ellensburg, fuel oil and asphalt representative, manager of fuel oil department at San Francisco, and, at Seattle, district sales manager, assistant district manager, district manager, and special representative, a position he has held for the past nine years.

"I've seen this Company grow from the day we had

one pen-on-ear bookkeeper to the present set-up, requiring 123 people to handle Northwest Territory accounting alone.

"We used to make the 20-mile trip from Seattle to Auburn by eight in the evening, providing we didn't get started later than six in the morning. The wagon returned empty to Seattle the following day. On Seattle's famous hills it took a four-horse team to pull a load of oil through the snow and mud. Even then we got stuck once in a while, and the answer to getting out wasn't low gear and a set of skid-chains.

"People say, 'But you didn't have any competition in those days'. Well, there was just one other company in the field, that's true. Nevertheless competition was keener and tougher than it is today. It was a case of whole hog or none and each company wanted to be the only survivor. When the total tank-wagon sales in Seattle got up to 100,000 gallons for one month, we had a big celebration. Today one truck will handle that much gallonage in a single month.

"I am very glad that I had the opportunity to help build one of the greatest oil companies in the Northwest—the Union Oil Company."

Jim enjoys his golf and takes it seriously enough to play in the 80's. He also has a respected reputation around the 19th hole, much to the sorrow of many an investigating partner. It will be a long time before genial Jim makes any peace overtures with a rocking chair, if our wishes have anything to do with it!

"AS WE KE LEAVE"

An interview by Gun M. Larsen of veteran employees whose many years of Company service concluded June

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ON TOUR

ON TOUR

'AS WE TAKE LEAVE'

Interview by Gunn M. Larsen of two
employees whose many years of
company service will conclude June 1st.

CHARLES L. TOSTEVIN

Charles L. Tostevin came to work for the Company as a clerk-bookkeeper on August 5, 1905—43 years ago. For 25 years he served in Portland, rising through such jobs as cashier, salesman, and assistant special agent to district manager. In 1930 he was transferred to Seattle as assistant division manager of operations. Since 1933 he has been Northern Division fuel oil supervisor.

We asked Mr. Tostevin for some retirement-day recollections of those 43 Union Oil years:

"When a young person considers an active career of 43 years with one organization, he likely gasps at the many years ahead. But, having completed such a period with Union Oil Company, I can say frankly that the time seems rather short. A better conception of events can be visualized by looking at the great strides made by our Company during such a period.

"In those early years we had to do things for ourselves. Sometimes we made mistakes, but generally we were right. We had little of the specialized talent we have today. There were no traffic managers, purchasing agents or credit managers. Auditors were known but rather rare.

"The job then consisted of doing everything from buying hay to nudging a half-dozen 5500-gallon wooden-sill tank cars from rip track to loading spot, or coaxing barges up and down the Willamette River. Another chore was to keep some nine or ten horse-and-buggy salesmen pacified (I mean this literally.)

"We received orders for Union and Aurora Kerosene, V. M. P. (varnish maker's and painter's) Naptha, and



engine distillates. What, no lubricating oil or grease orders? Well, that's another story I could talk about, but hush, hush! The Diamond Oil Company came into being—Trew and Tostevin. But this company was eventually liquidated when Oleum, coming out of a seeming lethargy, arranged to stock our warehouse with axle grease, engine oil, castor machine oil, and steam cylinder oils.

"We were required to make up a few accounting forms to expedite our handling. These later proved worthy of adoption by the Company, especially for recording fuel oil sales. But it took time, energy and science to develop the Company as we know it today, plus a lot of good old-fashioned work by us all. To me, such things give a better perspective of 43 years.

"In the early years of my experience, every worker wanted to be an oil man. We did not want to be simply a cog; we wanted to be the whole wheel. We studied our products and methods and taught ourselves the marketing end of the business.

"Now comes retirement at the tender age of 65. However, I regard working as one good, life-long habit that should never be discontinued.

"The Union Oil Company has always been and always will be the best outfit in the country, to me. In concluding, I want to say to the Company and my many old friends, 'Thank you'."

Mr. Tostevin's hobbies for many years past have been the purchase and repair of antique furniture and the care of his garden. He has always had a suppressed desire to raise English bulldogs. More power to you, Charley Tostevin!



Union Oil bowling champions for at least a year are these stalwarts of Oleum Refinery, collectively known as Oleum No. 2. They

are, left to right, Duke Wanlass, Oscar Willemetz, John Betts, Captain George Creed, and Guy Tames. Their total was 2872 pins.

OLEUM NO. 2 WINS BURNHAM PLAYOFF

Upsetting all prognostications (or dope, if you prefer) and exactly 2872 pins, Oleum's No. 2 team became Union Oil's No. 1 team insofar as the 1948 Burnham

Trophy Playoff is concerned. Picking a Saturday night and the Maple Lane alleys in Vallejo, the second squad rose to impressive heights and put all competition to shame.

It was well-balanced consistency that gave the victors possession of Major Burnham's coveted trophy. Betts, whose 595 was the highest series rolled during the tournament, was only a few pins ahead of his team mates. Willemetz bowled a 583, Wanlass a 577, Tames a 563, and Creed, captain, a 554.



"Red" Morehead's 578 series included a high game of 236, good for top single-game honors and a new pair of Rockfellow bowling shoes.



On Oleum alleys John Betts displays the form that netted him a 595 highest-series and a bowling ball donated by W. L. Stewart, Jr.



The Willbridge Plant team, Portland, emphasized the decline of Southern California domination by posting the second-best team

performance. Players (L-R) Clarence Hopfield, Phil Bishop, Dick Cowing, Ray Haner, Art Parker and Kingman Bailey shot a 2700.

Trailing the winners were Willbridge Plant, Portland with 2700 and Oleum No. 1 with 2669 pins. Dominguez No. 1 and San Francisco Petroleum tied for 4th place.

Besides John Betts' top series performance, there were other sparkling examples of individual bowling up and down the Union Oil coast. W. P. "Red" Morehead of Maltha Refinery won himself a new pair of Rockfellow bowling shoes for his high game score of 236. There were 25 keglers who rolled series of better than 500 pins.



For picture purposes, Oleum No. 1 team (standing) persuaded Oleum No. 2 team to kneel. The humility must have been inspiring.



First woman bowler ever to enter the tournament on a No. 1 team was Marion B. DeVinna of Dominguez. Her season average was 169.



Champions of the Union Oil Bowling League in Seattle were the smooth-striding and smoother-talking Unobas, namely (L-R), Les Lar-

sen, Kirk Buick, Tom Killeen, captain, Ted Swanson, and Ed Powell. They tipped a T5X team in the playoff!

Pride of Seattle

By Gudrun M. Larsen

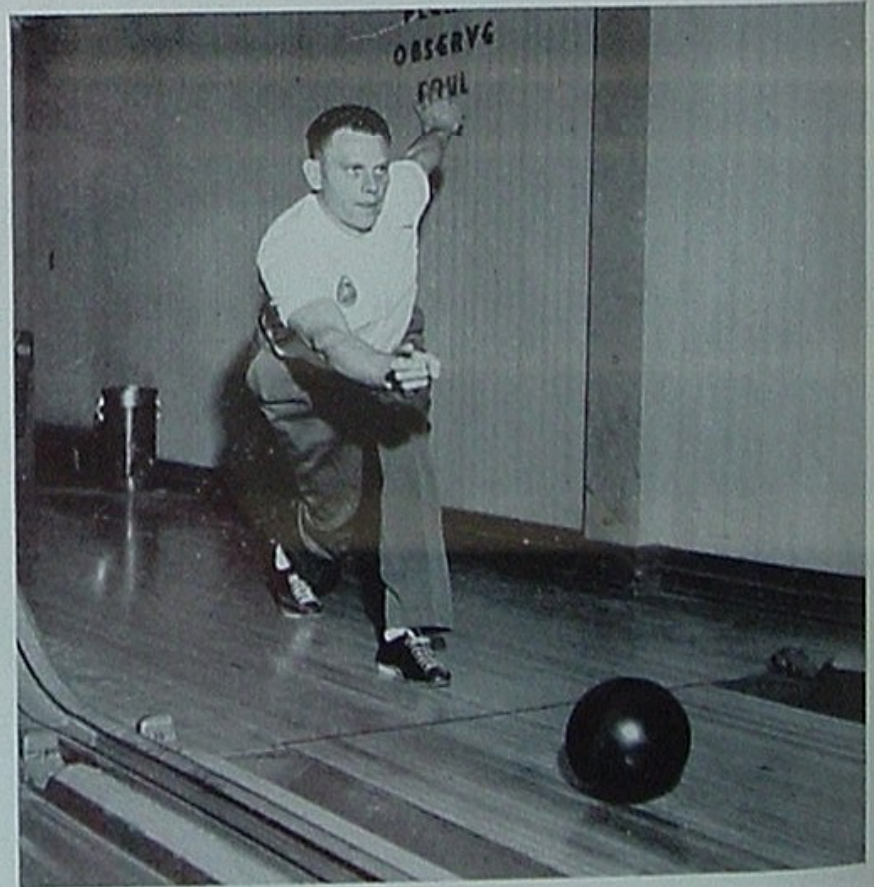
Not until the closing night of our bowling season, April 20, could we decide whether Unoba or T5X were the slipperiest (bowling teams, that is!). But after dropping the opener in a three-game playoff, Unoba

came back to take two close games and the Seattle title.

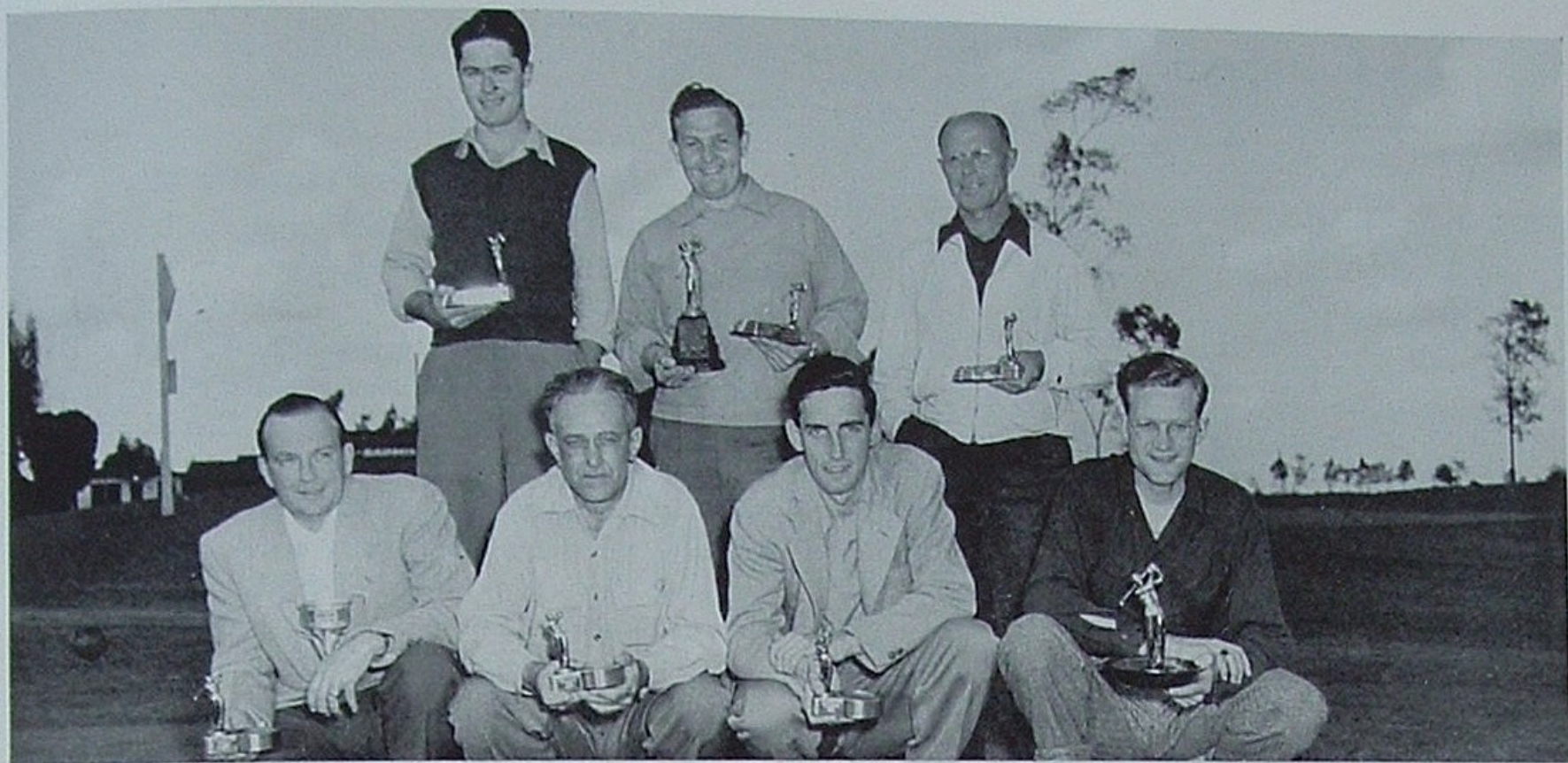
The 1947-48 season produced some high class bowling, with some of our she-women pushing the he-men for scoring honors. Virginia Huse rolled a 201 single-game during the season. Ruth Groth also achieved a commendable 196 high-game and 523 series. Among the men, George Sollick's 259 high-game and 631 series were unbeaten.



With "strikingly" similar deliveries, as if having rehearsed the "Bowling Ball Ballet," Virginia Huse (left) and George Sollick



demonstrate what it takes to be topnotchers in Seattle. Virginia rolled a 201 game. George had a 259 game and 631 series.



So many trophies floated around the Comptrollers' Annual Golf Tournament that some of the boys had to double up. Flight winners

and near winners were (L-R) W. R. Griffiths, Jack Luther, Bob Thompson, Art Burry, Phill Blamey, Bill Steele, Al Schenken.

Swinging in the Rain

Southern California went so far as to pray for rain this year, little suspecting that Mother Nature was holding back for the Comptrollers' 11th Annual Golf Tournament.

From the moment the first adding-machine addict got out of bed April 10, Lakewood Country Club looked like a seaward suburb of Long Beach. Even the resident mudhens moved ashore. Rain, cloudbursts and downpours went wild at the sight of so many pencil-pushers. At the end of 18 holes there wasn't a dry auditor in the Union Oil Company.

Golf? Never in our lives have we seen so many strokes add up to less than 100. Course rules are just open invitations to larceny when those birds get together. Why, the genius we played with had a horrible seven on No. 6, not counting four balls in the weedpatch. He justified a three on the score card because course rules mentioned the loss of a stroke for each ball out of bounds.

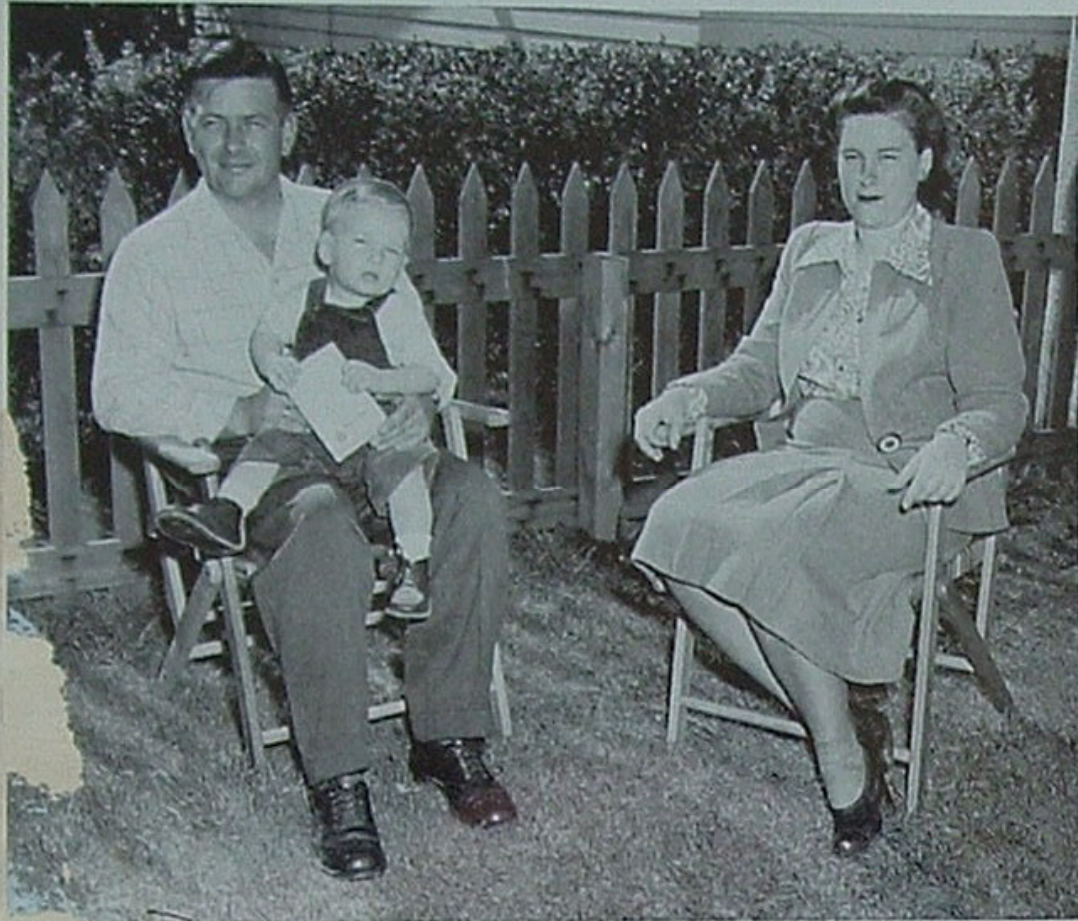
Can you beat that? We didn't!

Right, above: Tom Mackay received every assistance from the committee members including umbrella protection from the rain. This tremendous drive for no gain was just one of the 176 strokes he took to capture high gross. Bill Phillips was umbrella-man. Kibitzers Morley Joyce, Roy Talbott and Al Ely follow the steady and even flight of the little white ball to nowhere.

Below: Hugh Johnson, right, proved to be the best "mudder" of the day when, under the alert observation of three rain-soaked auditors, he slogged home with an 86 gross. Irving Hancock, left, made the after-dinner trophy presentation.



Union Oilers



ROYAL FAMILY: Oliver E. Peterson, Jr., his Queen-for-a-day wife, Virginia, and Crown Prince Kenny sit for a portrait near the picket fence that Mrs. Peterson won by doing some radio wishing.

A Fence with Trimmings

Mrs. Oliver E. Peterson, Jr., wife of our Los Angeles transport driver "Pete", asked only for a picket fence inside which Junior might play while dad hit the sack between night shifts. But radio's "Queen for a Day" program gave her that and many things more. Besides loads of expensive gifts, lunch at Earl Carroll's, a wardrobe of tailored clothes, and a movie camera, she was given three exciting days at Laguna Beach. Freedom of the city, a beautiful apartment, and breakfast in bed each day were only samples of the luxuries this royal Union Oil couple enjoyed.

Mrs. Peterson spent three years with the Hospital Dietician Corps during World War II, 14 months of this time as a dietician in the 4th General Hospital in New Guinea.

Her husband, with 13 years of Company service, was with the 82nd Airborne Division in Europe when his combat patrol fell into a German ambush and was half wiped out. "Pete" was wounded badly and taken prisoner. Released after five months of Nazi imprisonment, he was flown to an English hospital before coming home to an honorable discharge in October, 1945.

By Bill Baldwin



MERIT AWARD: Southwest purchasing agents have given E. H. Weaver their 1948 award for "most outstanding service to the purchasing profession." Admiring a gift watch received by "Buck" (right) are Margaret Denzin and Charles S. Perkins.



PUBLIC RELATIONS: As warmly received as ever, after many years of lecturing under Company sponsorship, Hugh A. Matier (right) is congratulated by Mayor Laurence L. Cross of Berkeley. Oakland's "Hub" Anderson (center) was co-chairman of this Lions' meeting.

Luckiest Man in Spokane

Harvey Davidson of the Spokane Plant has worn a perpetual smile ever since winning an all-expense trip to the annual Moose Lodge convention at Moosehaven, Florida. For his work in a membership drive, his name was dropped into a hat along with some 200 others. Another member of the lodge drew out Harvey's name and the Davidsons were on their way to Florida!

Aside from missing the first train to Chicago and having to fly to Bismark to catch up, Harvey says the trip was an event of a lifetime. With his own eyes he has now seen Florida's famed Fountain of Youth and the St. Johns River docks where 500 ships are stored. He has toured the streets of St. Augustine, one of the oldest cities in the United States, in a horse-drawn, fringed-top surrey. And in the process he has seen a great section of America from train windows.

The principal purpose of the trip was to attend the convention at Moosehaven, a home maintained by the Moose Lodge for its old people. There nearly 500 elderly men and women are comfortably and pleasantly cared for.

On their return trip the Davidsons also visited Mooseheart in Indiana, a childrens' home maintained by the lodge.

By Gudrun M. Larsen



REJUVENATED: Whether due to visiting the Fountain of Youth or merely enjoying a free Florida vacation, Harvey Davidson returned to his Spokane tank truck obviously happy and recharged.



THE ANDROOSH SISTERS: Rumor has it that the simply ravishing gal (center) is H. E. "Maxine" Cook, assistant credit manager, Los Angeles. He and his sister credit men, aided by a "Three Caballeros" recording, wowed the guests at an Elks Club dinner.



CONVERSATION was promptly resumed as soon as the photographer had clicked a shutter on this even dozen belles of the Great Falls, Montana, office. As no steaks are in evidence, we assume there were no male employees present to stagger out with dinner checks.

Union Oilers, Continued

MALTA TEAM BOWLS 3086

Not content with winning the 1947-48 Union Oil Bowling League at Bakersfield, members of the Maltha Refinery team stepped up to the foul line and very nearly won themselves a city championship. When the roars of a capacity audience died down at Bakersfield Bowling Academy, these Union Oilers had to be content with second place in the city playoff. They had nothing whatever to be ashamed of, as their three-game score of 3086 pins is very good indeed!

Similar bowling on the night of our Burnham Trophy Playoff would have given them the Company championship hands down. Or, if they had rolled a perfect 4500 series, Union Oil could forget about advertising for at least 3,000 years! That word "if"!

Our hook-ball heroes are Roy Ockey, Ed Miller, Jim Sawyer, Herb Francis and Tommie Bennett.

By Agnes C. Dougan

CO₂ PLANT NEARING COMPLETION

Santa Maria Valley, March 31 — The raising of a 130-foot stack was completed at Battles today to complete one of the finishing touches on Union Oil's new dry-ice plant.

To raise the stack, now the highest structure in Santa Maria Valley, required the combined efforts of a 75-foot crane, an 89-foot crane, and two winch-equipped trucks.

ON TOUR is grateful to C. L. Young for this picture.



WOLFE PREY

Thought you might like to see how frightened Joyce Reiter was when the not-so-bad James Wolfe matched the sparkle in her eyes with one for her engagement digit.

Joyce is a blonde ray of sunshine from our Spokane Credit Department. After the wedding ceremony in June, she will join our Portland credit staff. In Portland the two Wolfes will combine their hunting talents in tracking down a house.



ELECTED A TRUSTEE

Not to be outdone by prices, Arthur Erickson, district purchasing agent for Northwest Territory, has been forced up—at least in the esteem of Washington Purchasing Agents' Association.

Mr. Erickson has just been elected a trustee of this organization, to serve for a term of two years.

Art has to his credit no less than 20 years of Company service. He worked in Northwest sales before being appointed a buyer in 1937. Entering the United States military service in 1940, he served in the Philippine Islands and rose to the rank of Captain before being discharged in 1946.



ARTHUR ERICKSON



SERVICE BIRTHDAY AWARDS

MAY, 1948

Thirty Years

Farren, Homer B., So. Div. Field.
Fleig, Robert H., No. Div. Pipe Line.
Hendry, Allen A., So. Div. Field.
Pimentel, Manuel V., Coast Div. Field.
Sartori, James R., Oleum Refinery Mfg.
Tychsen, Paul E., No. West Territory.
Muzzall, Jack B., So. Div. Field.

Twenty-Five Years

Cerini, Wm. F., So. Div. Field.
Crooks, Alfred C., No. West Territory.
Cummings, Walter R., L.A. Refy. Mfg.
Dahl, Dewey T., So. West Territory.
Geddes, Fred M., So. Div. Field.
Jones, Philip H., Research-Wilmington.
Nichols, Douglas W., Central Territory.
Ramun, Pall, Oleum Refinery Mfg.
Swindle, Wm. A., So. Div. Pipe Line.

Twenty Years

Adcock, Morton W., L.A. Refinery Mfg.
Bretthauer, Fred Jr., No. West Territory.

Burtelson, James C., L.A. Refinery Mfg.
Glover, Martin L., L.A. Refinery Mfg.
Gorham, Henry M., Central Territory.
Hackett, Blanche A., L.A. Refinery Mfg.
LaVerne, Fred J., Coast Div. Field.
Lovell, Allen O., H. O. Comptroller's
McCumber, Chester W., So. West Terr.
Miller, Ira D., Oleum Refinery Mfg.
Mitchell, Percy D., So. West Territory.
Multer, Hugh J., L.A. Refinery Mfg.
Newman, Kenneth E., L.A. Refinery Mfg.
Orr, Oren O., L.A. Refinery Mfg.
Potter, Ralph A., Oleum-Research.
Reiner, Stanley D., L.A. Refinery Mfg.
Wennerholm, J. V., Oleum Refy. Mfg.
Wentland, Edw. H., Central Territory.
Westman, Carl C., Oleum Refinery Mfg.
Winship, Neal G., Oleum Refinery Mfg.

Fifteen Years

Black, Edward W., Coast Div. Field.
Cave, James N., L.A. Refinery Mfg.

Cederlund, Evelyn A., No. West Terr.
Elder, Harvey T., So. West Territory.
Grand, Paul A., So. West Territory.
Hiatt, Elwood L., Central Territory.
Hunt, Lester W., So. Div. Automotive.
McGee, James R., No. West Territory.
Morton, Clarence L., So. West Territory.
Raig, Thurman G., L.A. Refinery Mfg.
Said, Howard K., H. O. Land.
Scott, Edward W., Texas Field-La.
Smith, Thomas R., Valley Div. Field.
Stone, Minter E., So. Div. Field.
Vorce, Frank A., So. Div. Field.

Ten Years

Brison, Bernard B., Coast Field.
Broderick, James L., Oleum Refy. Mfg.
Carson, Roy R., Oleum Refinery Mfg.
Joseph, Edward D., Central Territory.
Osborn, Albert M., Central Territory.
Polly, Orville L., Research-Wilmington.
White, Wm. D., So. West Territory.



UNIVERSITY OF OLEUM

Typical of the young men who are being groomed at Oleum Refinery to know their oil as well as sell it are these Sales employees from every point of the Union Oil compass. Just before the bell rang for another lecture or quiz, our camera caught (L-R) Bob Spiro, Frank Gould, Herb Inman, Roy Young, Bert Collins, Roger Clark, and Ray Bontemps.

By Bud Fitzgerald

JIM RITTER REPEATS

Great Falls, Montana — At the Montana State Handball Tournament held in Butte April 14, 15, 16 and 17, Union Oiler Jim Ritter successfully defended his state handball championship.

Crossing the Montana border in quest of added laurels this year, Ritter entered the Pacific Northwest Handball Tournament at Seattle, advanced to the quarter-finals, and was defeated only by the defending champion.

EXPLORATION IN WYOMING

Leasing oil land in Wyoming can be quite a transportation problem, according to Ray Hugos, Glacier Division landman. The accompanying picture shows Ray as he was about to start on the journey's last leg. He had driven a car as far as possible; walked two miles to a farm house; and hired this team of horses for the remaining eight-mile drive. The Wyoming couple he finally succeeded in contacting had not been to town in three years.

Better hook up the tugs, Ray, or those hosses'll take off with only you, the reins and a neckyoke.

By Eva Searing



Did You Know?

THAT AN EVER-INCREASING DEMAND FOR MORE FARM PRODUCTS IS BEING MET WITH FEWER MEN ON THE NATION'S FARMS THROUGH AN EVER INCREASING USE OF MECHANIZED TOOLS, ALMOST ALL OF WHICH DEPEND ON OIL....

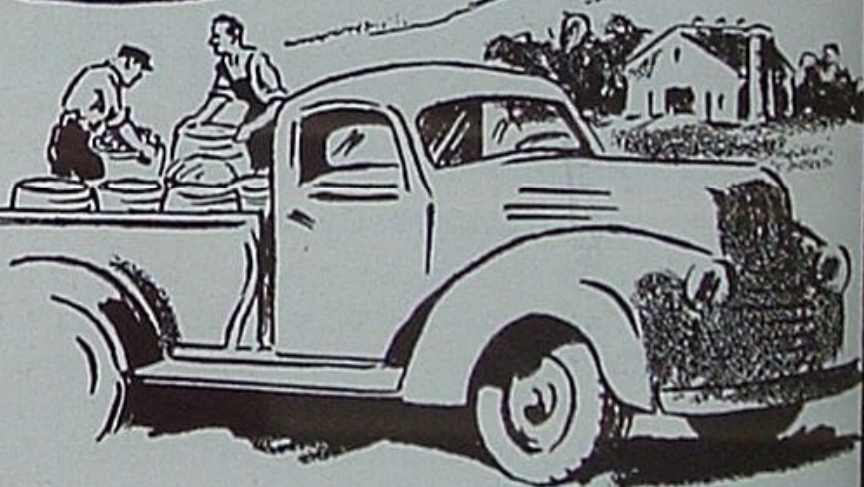


OIL-POWERED FARMING WHICH TOOK HOLD ON A NATION-WIDE SCALE IN 1935 WAS STEPPED UP BY THE WAR AND HAS BROUGHT THESE IMPLEMENTS TO THE FARM.

3 MILLION TRACTORS ON FARMS, ALMOST THREE TIMES AS MANY AS IN 1935, NOW OPERATE **15 MILLION** FARM IMPLEMENTS.

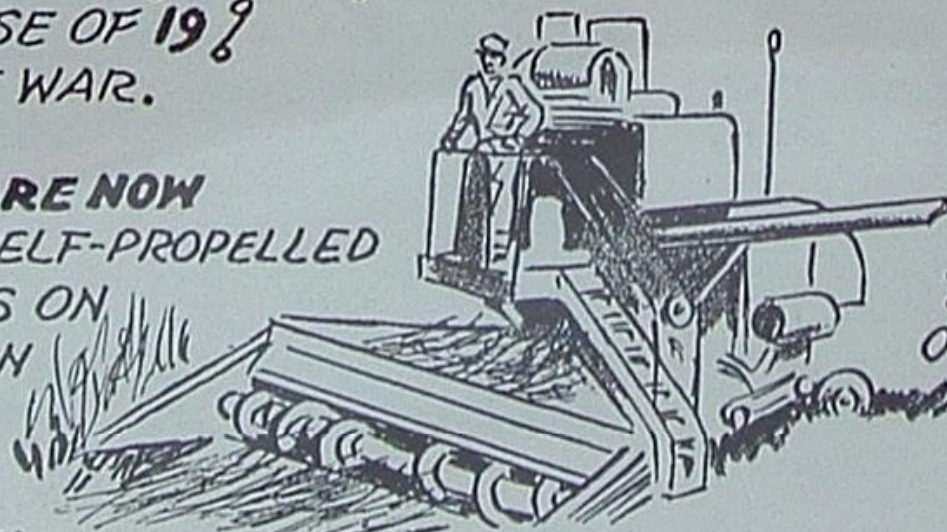


FARM TRUCKS NOW NUMBER **1,880,000**, AN INCREASE OF **62 PER CENT** SINCE 1941.



FARM AUTOS NOW NUMBER **4,860,000**, AN INCREASE OF **19%** SINCE THE WAR.

THERE ARE NOW 10,000 SELF-PROPELLED COMBINES ON FARMS. AN INCREASE OF **183%** SINCE 1945... **THERE WERE NONE** IN USE IN 1941!



AIRPLANES IN USE ON FARMS NUMBER **9,000**, AN INCREASE OF **8900%** SINCE THE START OF THE WAR.

