



MAY-JUNE 1951

"One Tour"

On Tour



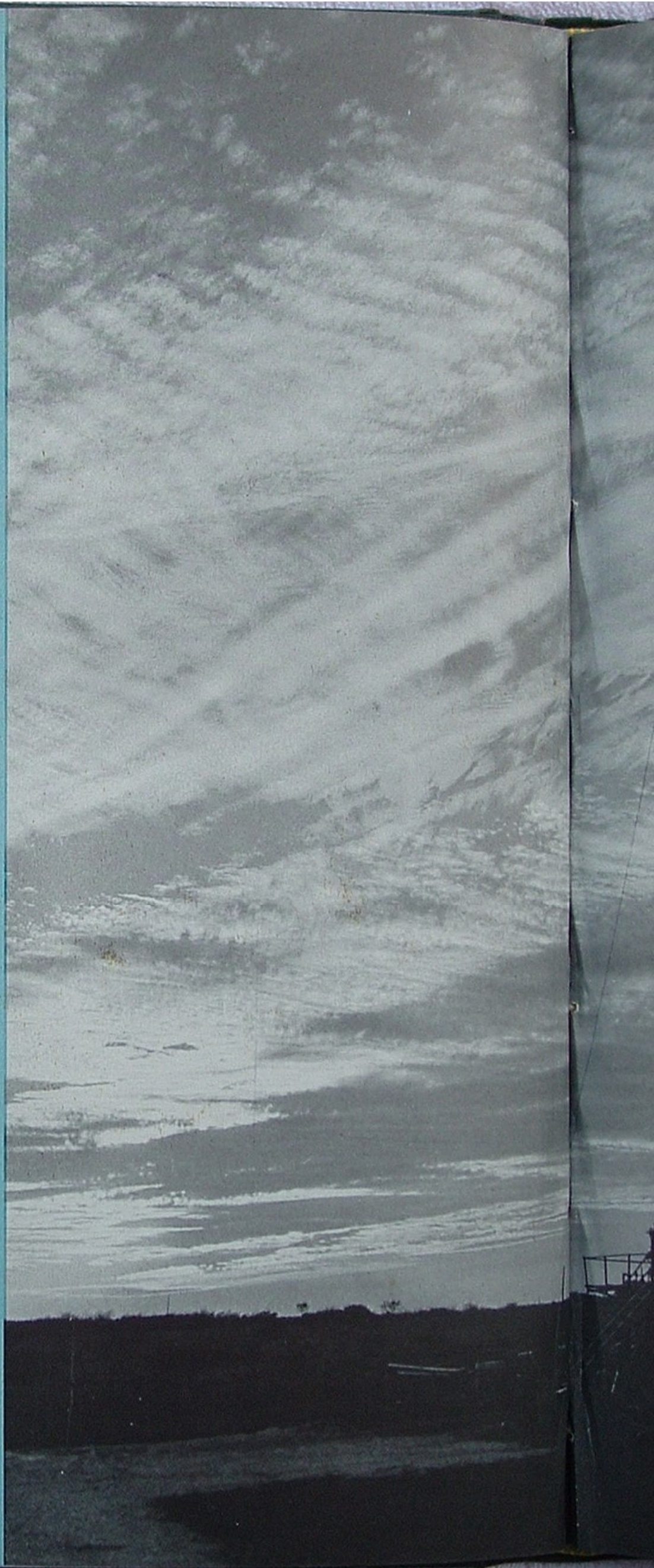
VOL. 13, NO. 5
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On Tour in **TEXAS**

This is Houston — over 600,000 in population — largest, busiest and wealthiest city of the South—steeped in colorful history and tradition, but as bright and modern and progressive as next year's car—whose port handles the second largest tonnage in the nation — and whose claims to being oil center of the world have heard not even an Iron Curtain challenge.

Drive out a hundred miles from Houston in any direction and you'll still see no end to the fabulously rich and level plain. Everything—especially cotton, rice, cane and timber—thrives almost year-around in the fertile soil, blessed with an abundant annual rainfall.

Yet, few Texans admit to being farmers or lumbermen. Rather, they'll tuck an errant cuff back in its boot-top place, ease the grip of a slightly stained \$100 hat, and tell you everything you want to know about Longhorn, Hereford and Brahman cattle. Ask a Texas multimillionaire though if the cattle business is really that profitable and he'll reply sadly, "No, the boys were drilling for fresh artesian water a few years ago and got fouled up in a lot of oil. But it hasn't bothered the cattle much."

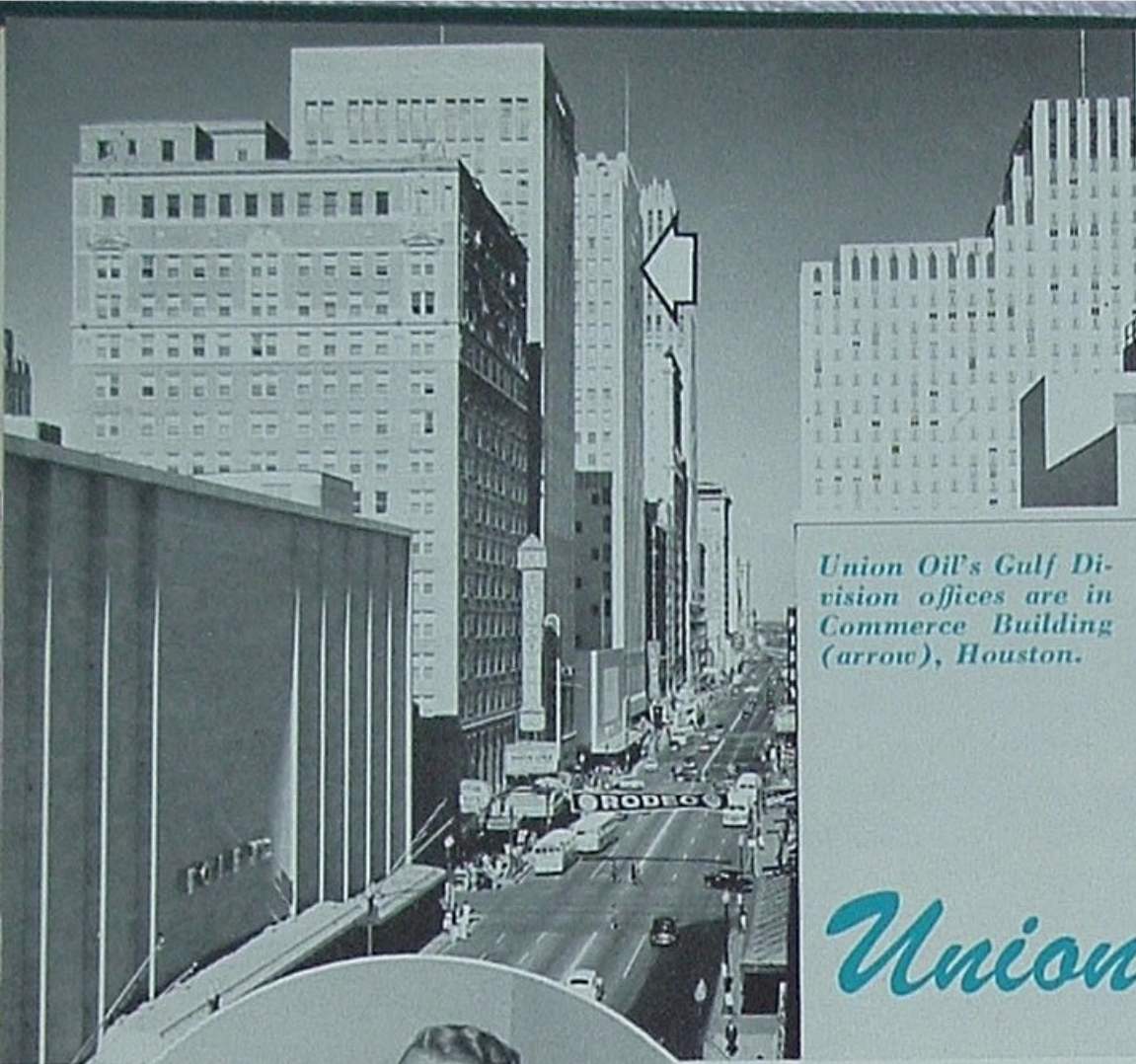
Truly oil seems to underlie a great deal of that greatest state and much of its present prosperity. Within Houston's 100-mile radius are 268 oil fields producing 200 million barrels of oil a year. Fourteen large refineries form a stockade beside the city. In 1947, one out of every six dollars spent in America on petroleum chemical plants was spent in this Gulf Coast area.

Generally, that's why Union Oil has established Field Department headquarters in the Commerce Building, one of Houston's handsomest skyscrapers. From here are controlled all of our exploration and production activities along a Gulf of Mexico coastal arc stretching from Florida to the Rio Grande. Following this month's introduction of Texans and South Texas, ON TOUR will in subsequent issues present the Gulf Division's story of Louisiana.

The portable rig at left is seeking Company production in the cattle ranges of South Texas.

Hopefully, Union Oil in Texas will keep stride with Houston's Main Street, right, which Texans describe as being "Only the beginning!"





Union Oil's Gulf Division offices are in Commerce Building (arrow), Houston.



Dudley Tower, manager of operations, and Freda Simmons, secretary

Union Oilers at Houston



Flo Davis

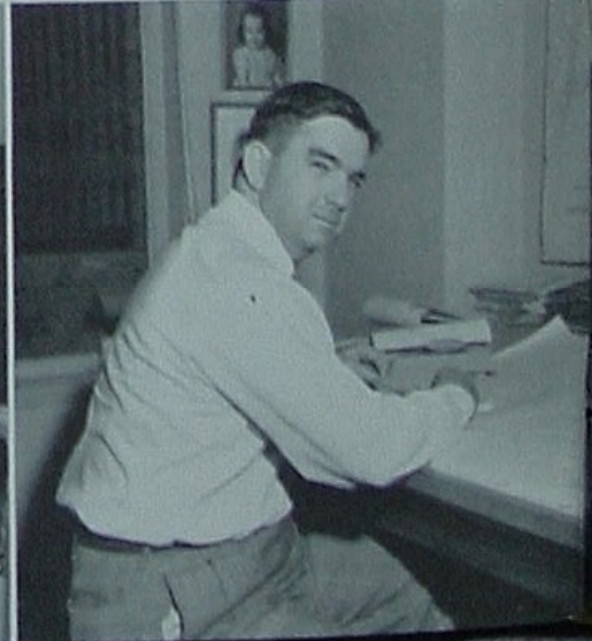
THE Pecos Bill-esque optimism that is manufactured in Texas for outside consumption becomes extremely contagious. You are there only a few hours before you too begin talking in extravagant terms about the size of the state, the abundance of its resources, the inevitability of its prodigious future, and the great events that have happened there since 1845 when "The United States joined Texas." Strangely, you believe most of what you say.

This same vigorous spirit is evident among Union Oilers who occupy the 11th floor of the Commerce Building in Houston. They can cite you some pretty interesting figures about Union Oil's holdings in the Gulf Division being worth many dollars per share of stock. And without exception they're convinced Union Oil is about to hit something really big in Texas.

On these pages meet some of our charming people who staff the Gulf Division Office. They're mostly Southerners, with a sprinkling of Californians who have improved their English since coming to Texas. Freda and two or three of the other beautiful girls are unpledged. Gene Loper has a lovely new house, furnished with everything except the bride. You'd like it there!



(above) Robert Mears, division superintendent, Billy Evans, district superintendent, Edgard Sands, division production engineer; (right) Bill Farrar, "Rusty" Brown, "Bud" Gilley, landmen; (extreme right) Charles Carter, exploitation geologist.





J. E. Suttles, division landman and assistant secretary



(above) Jack Carlson, Karl Hagenmeier, Robert Hendrickson, Wayne Burkhead, Edward Scott, Joe Burton, Robert McGalliard



(above) Mary Carl Tomlinson, Grace Schaumburg and Lillian Bottino; (right) Robert Dalbeck, Eugene Loper



(above) Charles Rogers, Patty Hajovsky and Walton Laurence; (below) Mary Frances Stitt, Temple Young and David Lowrey, Jr.

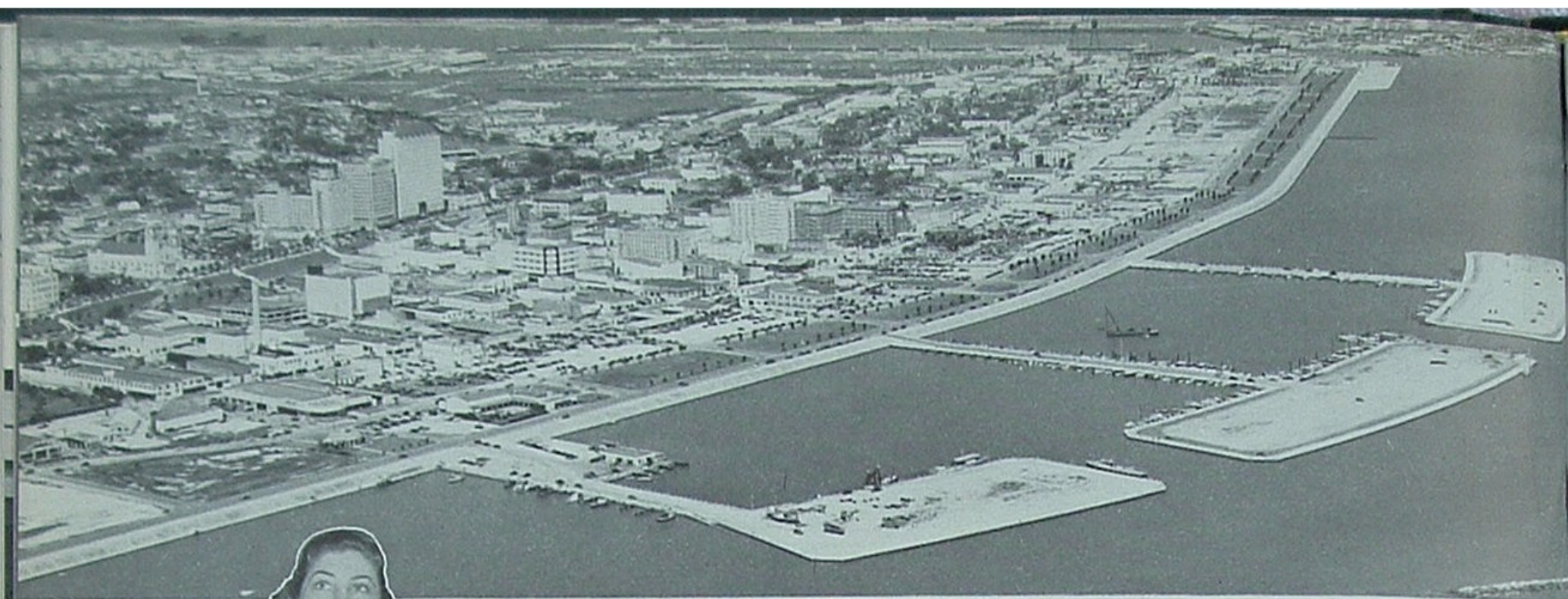


(above) Charles Stuckey, Jr., Joseph Wardell, paleontologists; (below) Joyce Segrest, Adair Valentine, Buford McBride, Joan Harvey



(left) Patsy Maher; (below) Mary Jo Benson, Wayne Green, Jay Bourrett, Bill Blanchette, Bob Maguire, Johnnie Mae Gillen, Betty Payne and Gerald Christie





Our South Texas Operations



THE Gulf Division's earliest successful well completion in South Texas took place during 1946 in the Boling Dome Field southwest of Houston. Boling Dome was formed when an immense plug of salt, some five by eight miles in area, forced the thick overlying deposits of sediment to arch upward. Part of the dome consists of a layer of pure sulfur, which is being mined by pumping steam underground, dissolving the sulfur, and recovering it above ground through an evaporation process. Oil occurs on the sides of this salt plug. Today, under an *allowable* determined by the Texas Railroad Commission for all wells in that state, Union Oil is producing about 500 barrels of crude per day from our half-dozen wells in this field.

Nearly a hundred miles farther to the southwest are the Agua Dulce, West Taft and Refugio Fields. The Gulf Division obtained production first at Agua Dulce

Union Oilers at Corpus Christi include, from top to bottom and left to right, Lee Simons, secretary; Arthur Kutz, Jr., landman, and Bill Bolding, scout; Richard Spencer, district geologist, and Kenneth Hamilton, geologist.

Left to right, Jack Parker, pumper and Jimmy Bryant, production foreman, handle production responsibilities in our Refugio, West Taft and Agua Dulce Fields, Texas.



Corpus Christi, modern and rapidly growing port, is location of Company's land and geological offices, South Texas

To Texans there's no business like "cow" business, and from such Hereford and Brahman breeding animals as these some excellent beef cattle are being bred.



Though classed as oil and cattle multi-millionaires, R. H. Welder (standing with his cattle foreman, O. W. Maley, above) and John J. O'Brien (talking to his son John M. O'Brien, below) prefer to be "just cattlemen." Union is producing on some of their land.

in 1949. To date, our leases, with a total of 10 wells, are producing a crude allowable of about 300 barrels daily plus three million cubic feet of natural gas. This oil ranges from 21 to 32 in gravity.

South Texas is the location of immense cattle ranches, most of them measured in thousands of acres and a few aggregating as many as 50 or 100 thousand acres each. The sight of many oil wells in addition to the valuable cattle herds on these ranches has given rise to some exciting estimates regarding the wealth of the owners. Several Texas cattlemen are reputed to have oil incomes alone of a million dollars a month.

However, the big landowners we are dealing with for oil leases in the Refugio and Sinton areas upset some of the popular notions being circulated. High taxes take most of their fabulous incomes and an inborn love for ranch life keeps them close to the corral.



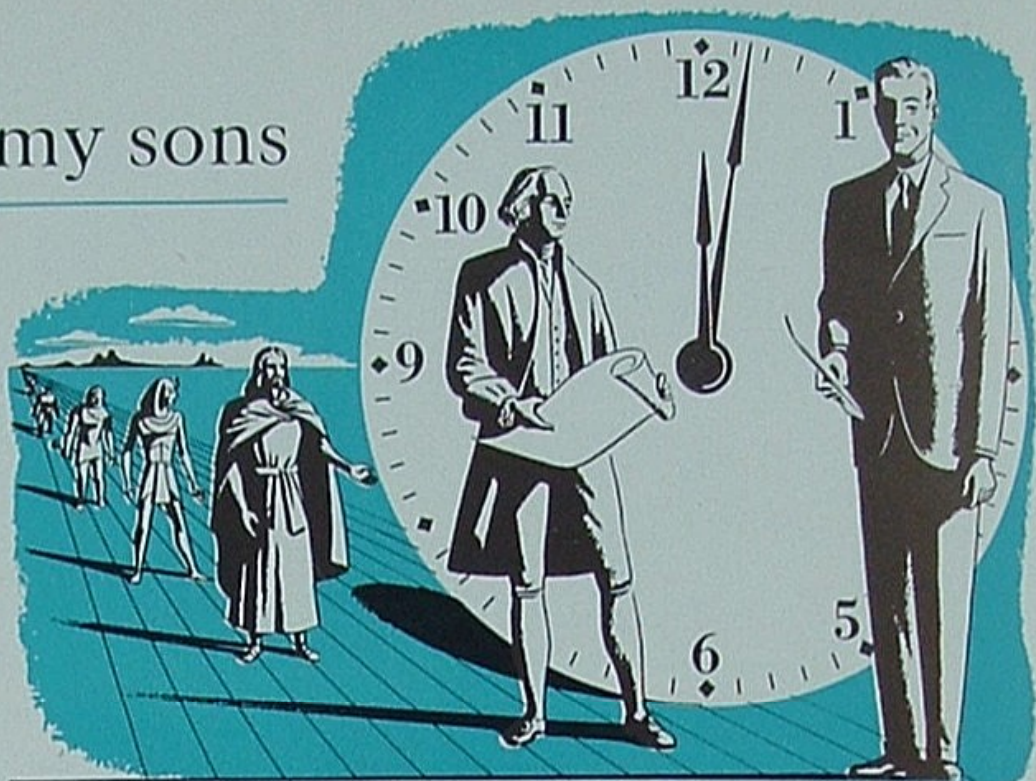
Union Oil installations at Sugar Valley Field, below, are typical of South Texas operations. Oil and gas we produce are sold into pipe lines of other companies.

Al Strane, production foreman, and "Connie" Tiner, pumper, operate our Boling and Sugar Valley Fields. This Texas Gulf Sulphur Lease No. 3 was discovery well.



20 minutes with my sons

Freedoms Foundation Awards for 1950 included a 2nd place to Union Oil Company for our national advertising campaign and a 3rd place to President Reese H. Taylor for his following address at Webb School.



Mr. Webb . . . honored guests . . . ladies and gentlemen . . . members of the class of '50. This is my third Webb School Commencement. In 1943, I sat out in the audience and watched my oldest son, Waller, receive his diploma. In 1946, I sat out there and watched Reese, Jr., march up to the platform. Today, I am up here and Frank is in the audience. And I imagine he's just about as nervous for me as I was for Waller and Reese. By the time my three-year old son, J. M., graduates, I should be a seasoned veteran.

After Mr. Webb asked me to take part in these Commencement exercises I spent several days thinking about what I would say. I decided very early in the deliberations that I wouldn't talk longer than twenty minutes. For having graduated from a couple of institutions of learning myself—a long time ago—I knew something of the frame of mind you young men would be in this afternoon.

Starting out with that limitation—which I promise you I will adhere to—I asked myself this question: If I had only twenty minutes to talk to Waller and Reese and Frank and J. M. on the day of their graduation—and I didn't expect to have another opportunity, *ever*—what one thing would I try to impress upon them.

From that point of view, the choice of subject matter was relatively easy. For it seems to me that the most important thing a young man of your generation can have today is an understanding of the form and substance of human liberty.

I believe the greatest single shortcoming of the generation which preceded you has been the failure of so many of them to understand the basic principles by which human liberty is achieved and maintained.

Youth is traditionally liberal. One of the catch-phrases often quoted by the left-wingers is that a man

is a radical in his twenties, a liberal in his thirties, and a conservative in his forties.

If these labels would always retain their original meanings, that statement would give us little cause for concern. If "radical" today meant what it used to mean; if "liberal" today meant what it originally meant, the welfare of this nation would be pretty secure. For we could rely on each new generation to carry on the struggle for human liberty, and progress would be automatic.

Unfortunately those labels have been badly twisted in their definitions. As a consequence, many young people—deceived by the banners of false "liberalisms"—have followed prophets who turned out to be tyrants.

One of the paradoxes so common in nature is this fact. The very elements that make youth such a powerful instrument for good in the world—youth's willingness to try something new, youth's desire to correct abuses, youth's sympathy for the down-trodden and the unfortunate, youth's impatience with half-measures, and youth's deep yearning for perfection—can also lead youth to its destruction.

It was the youth of Germany who formed the backbone of the Nazi party. It was the young people of Italy who raised Mussolini to power. It was the young students and workers of Russia who were the shock troops of the Communist Revolution.

The reasons for these tragic mistakes on the part of the youth of these nations is this: They mistook something *different* for something *new*. They thought *change* automatically meant *progress*.

It is a natural thing for youth to want to do things differently from their fathers. And it is good that they do. It is a natural thing for youth to want to try the new. But it is absolutely vital that you recognize what

is truly new and what is just an old, old concept dressed up in trappings that are new.

The Constitution of the United States, for example, was adopted in 1789—161 years ago. To most young men that seems like a long, long time ago. But in the history of the human race, it is a very recent occurrence.

Recorded history goes back about six thousand years. We know from archeological evidence that people have been living in organized societies for at least that long and probably a good deal longer. If we take that period of six thousand years as representing one hour on the clock, each minute then represents one hundred years—sixty hundred years, sixty minutes. On that basis, the Constitution of the United States was adopted just one minute and thirty-six seconds ago.

Out of one hour of recorded history—during which tens of millions of people have lived their lives—a tiny segment of the human race has enjoyed liberty for one minute and thirty-six seconds.

Viewed in this light—with proper perspective—we see that this concept of liberty as we Americans know it is brilliantly *new*—one of the newest and most exciting things that has happened to the human race since the birth of Christ.

The different varieties of collectivism, on the other hand, varieties of which have been sold to the youth of the world during the last forty years under the labels of Fascism, Socialism and Communism, have been new in *appearance only*. Their end result—when put into practice—has been the same age-old tragedy of enslavement and oppression which the human race has been living under for most of its recorded history.

So if I didn't have time for anything else in my twenty minutes I'd try to impress upon my sons that this American concept of human liberty *is* new—so new that most of the human race even *today* does not yet understand it.

It is advanced and progressive—so advanced that most of the people in the world today are not yet sociologically mature enough to live by it. And it is liberal in the true and finest sense of the liberal tradition.

But it is not enough simply to be *for* human liberty and against oppression and enslavement. This new philosophy has lasted in America 36 seconds longer than the Golden Age lasted in Greece. But it can be blacked out just as rapidly. If it is to be protected from the evil forces of human nature which continually threaten its existence; if it is to be developed until it comes far nearer perfection than it is today; if it is to be expanded until all the peoples of the world can share it, it is going to need a host of young crusaders. And if you are going to be a crusader for this American concept of human liberty, you have to understand the basic principles that guard its existence and make its achievement possible.

Those principles are simple enough to put down. All of you know them probably better than I do: Government by law and not by men. Equal representation by all the people in the formation of the law. Equal rights for all men before the law. Our constitutional concept of checks and balances between the legislative, the executive and the judicial branches of government. And the Bill of Rights which specifically protects certain rights, prohibits certain practices and reaffirms once again that “the powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.”

But the underlying reason for adopting those principles is something that a lot of people are prone to ignore or forget.

Most of the men who drew up our Constitution were excellent scholars as well as statesmen. They were keen students of political history, both ancient and modern. And they had personally witnessed the results of tyranny and oppression.

As a result of this personal experience and historical knowledge, they feared one thing more than anything else—*power*. They knew that human nature can experience many things and still remain noble. They knew that a man can experience success or failure, hardship or plenty, good luck or misfortune and still retain the Christian virtues. But man cannot stand power.

As Sir John Acton, the 18th Century Englishman said, “Power tends to corrupt; absolute power corrupts absolutely.”

I think if Sir John had not been a member of the English nobility, he might have said, “All power corrupts to some extent; absolute power corrupts absolutely.”

The intent and purpose which you can read between every line of the Constitution and the Bill of Rights is to prevent *any* man or any *group* of men from gaining too much power over their fellow men. For excessive power cannot live in the same nation with liberty. And power has brought more misery to the human race than any other evil practice of man.

When you have come to appreciate the dangers of power as fully as those Constitutional fathers did, you'll find that a lot of the world's current issues are much less confusing and much easier to judge. For with that one principle as a yardstick you can assess with reasonable accuracy the probable effects of almost any proposal on the welfare of the nation or the cause of human liberty.

For example, there are two basic reasons why a planned, or collectivist economy won't work the way its proponents always promise that it will.

First, the overall production can never equal the production of a free economy because the individual's incentives to produce are taken away. Second, a planned

economy has to be directed by some man or some group of men. Planning *means* direction. In order to direct the economy, this man or these men eventually have to assume absolute power over the people of their nation. Once that happens, corruption follows just as surely as the night the day.

If you want to see this process in action let me read you the following quotes: These are all statements of Sir Stafford Cripps, a representative of England's *Labor* Government and a man who, even his enemies admit, has the most noble intentions, even if his mental processes are tragically short-circuited.

February, 1946.

"No country in the world (this is Cripps speaking) has yet succeeded in carrying through a planned economy without compulsion of labor. Our objective is to carry through a planned economy without compulsion of labor."

March, 1947.

"We are attempting to make a success of democratic planning and, *save for emergency measures such as . . . may be necessitated by some urgent economic crisis*, we have decided not to employ, *as a normal course*, methods of direction or compulsion of man-power."

August, 1947.

"It has been decided to stop, by *negative control*, further people from going into the less necessary industries. If further measures become necessary, we can then consider the question of direction of labor."

September, 1947.

"We do not propose to introduce industrial conscription *unless it is proved there is no other way out.*"

By the end of 1947, as you probably know, it was the law in England that: No man from 18 to 50 could change occupation at will. No woman 18 to 40 could change occupation at will. The Minister of Labor had power to direct workers changing their jobs to the employment *he* considered best in the national interest. Workers could be sent away from their homes for employment elsewhere.

This inevitable trend towards absolute power was halted by the last English elections. But I leave it to you to imagine what would have happened if Labor had won a resounding election victory this Spring—a "mandate" from the people.

Now we aren't faced in this country with the situation that they have in England. And we're not in the extreme predicament that the Russian people are in. But we are faced with an all-out world battle between the forces of collectivism and those who believe in human liberty.

Power can be built in two ways—by outright immediate seizure or by slow accumulation. The latter is the thing we have to guard against. It's hard to imagine this country falling to a communist or socialist revolution. But the transition into a collectivist state can be accomplished by the slow accumulation of power—even if that power is vested in the best intentioned of men.

That's why any citizen who believes in this new American concept of human liberty has to approach every public issue, political or economic, with the question: Will this proposal give any man or any group of men an unbalanced measure of power? If it does, fight it; even though the immediate purpose of such proposal may seem praiseworthy.

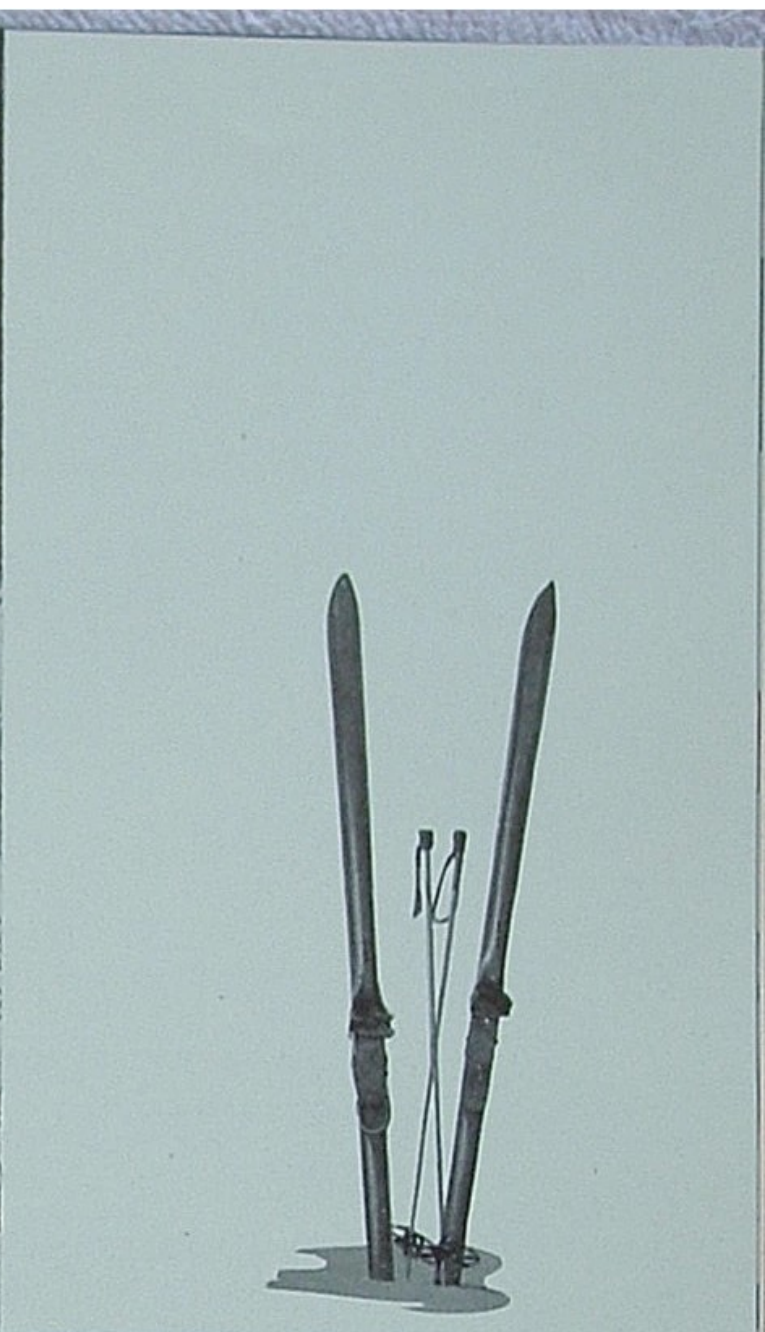
During the last twenty years we have seen many alarming developments in this direction: The attempt to pack the Supreme Court; the constant growth of power in the Administrative branch of our Federal Government; the growth of independent Federal Bureaus, unaccountable to anyone but the Administrative branch; the encroachment of Federal activity in areas which were formerly the prerogatives of the States, etc. The present Federal Aid to Education Bill is a case in point. On the surface this looks like a benevolent measure. But it violates our basic principle by giving the people in Federal Government power over our educational processes that could be tragically misused in the hands of the wrong office holders.

The same principle holds true in other walks of life. If any individual business man or labor leader becomes too powerful he represents a threat to human liberty—benevolent though he may be. If any group or party becomes too powerful, it represents a threat to human liberty.

Finally, just to bring our discussion down to the level of day-to-day living, I'd like to emphasize that this human liberty is a thing of very real and *personal* importance to each of you and to all of the rest of us in this audience. If you ever doubt it, read Articles V, VI, VII, and VIII of the Bill of Rights some morning this summer during vacation and then go down to the court house and follow a criminal trial through from beginning to end. Most of the trials only take a day or two and you'll come away with a very real appreciation of what the Constitutional fathers were talking about.

After that, read Article IV which deals with rights of Search and Seizure and then stop to think that within

continued on page 26



All Down Hill

HERE'S Pasadena Marketing Station's recipe for a swell time:

Roll out of bed early some winter morning, preferably after a good storm. If there's a mantle of white on mountain tops to the east, drive over to the neighborhood service station for a thorough tire and motor check. See that your skid chains are in the luggage compartment—and better fill your gas tank with “7600”.

Taking off through La Canada along Angelus Crest Highway, you'll arrive in about one hour or forty miles later at Kratka Ridge Lodge. There's snow here at the 6,800-foot elevation, but a spot of coffee will put you in first-class condition for another 1,000-foot climb.

No, you won't have to walk. Just clamp on your skis, hang on to the tow rope, and let a gasoline-driven engine do the climbing for you.

An exciting few minutes later you'll arrive at the spot from where photographer Ray Johnson took this month's beautiful cover picture for ON TOUR.





From balmy sunshine at Pasadena Marketing Station . . .

If you're breathing hard, it's because of the view or the altitude, not the physical exertion. For hardly an inch of the upward route has required any expenditure of muscular energy. Machines have made skiing a downhill recreation all the way.



it is a 40-mile run up beautiful Angelus Crest Highway . . .

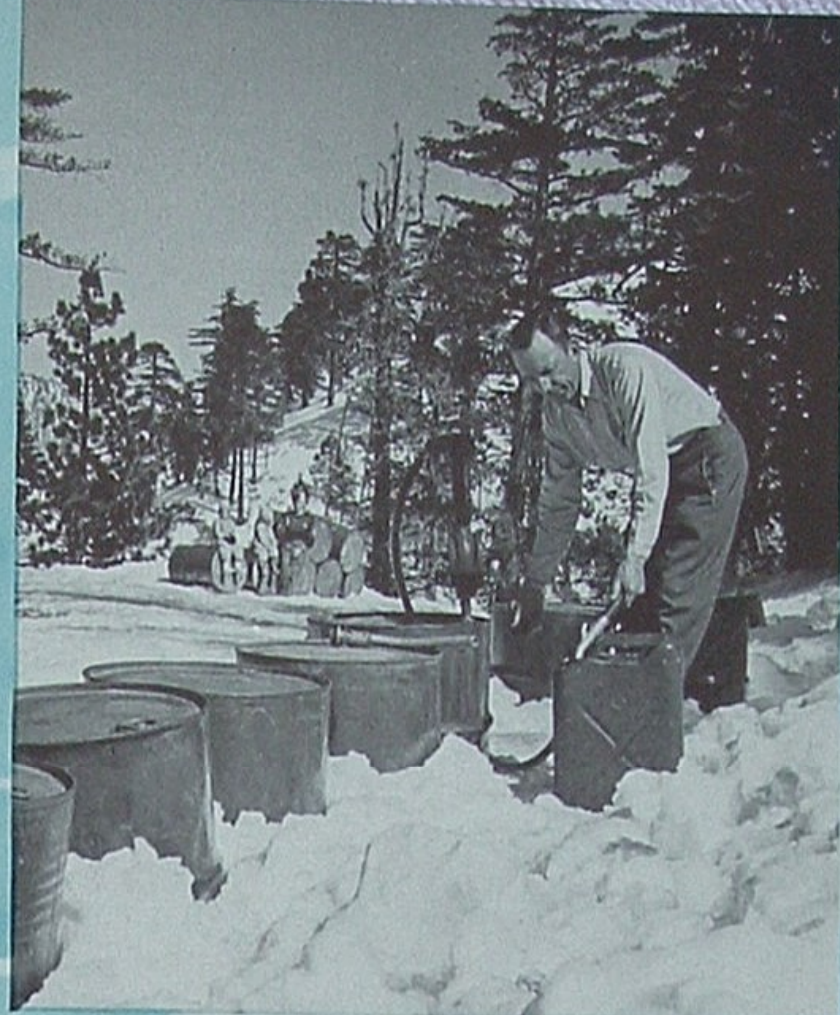
When you tire of the view and start homeward down that ski run between the pines—that's living, son. You're on your own—free as a bird. But remember, there's nothing the petroleum industry can do to mend any broken bones except perhaps fuel an ambulance.



Skiers prepare for a thrilling slalom under the tutelage of Betty and Bob Brombach, internationally known experts.



to Kratka Ridge, where Driver Bill Pappas unloads...



"76" products into Proprietor Bill Lehman's cold storage.

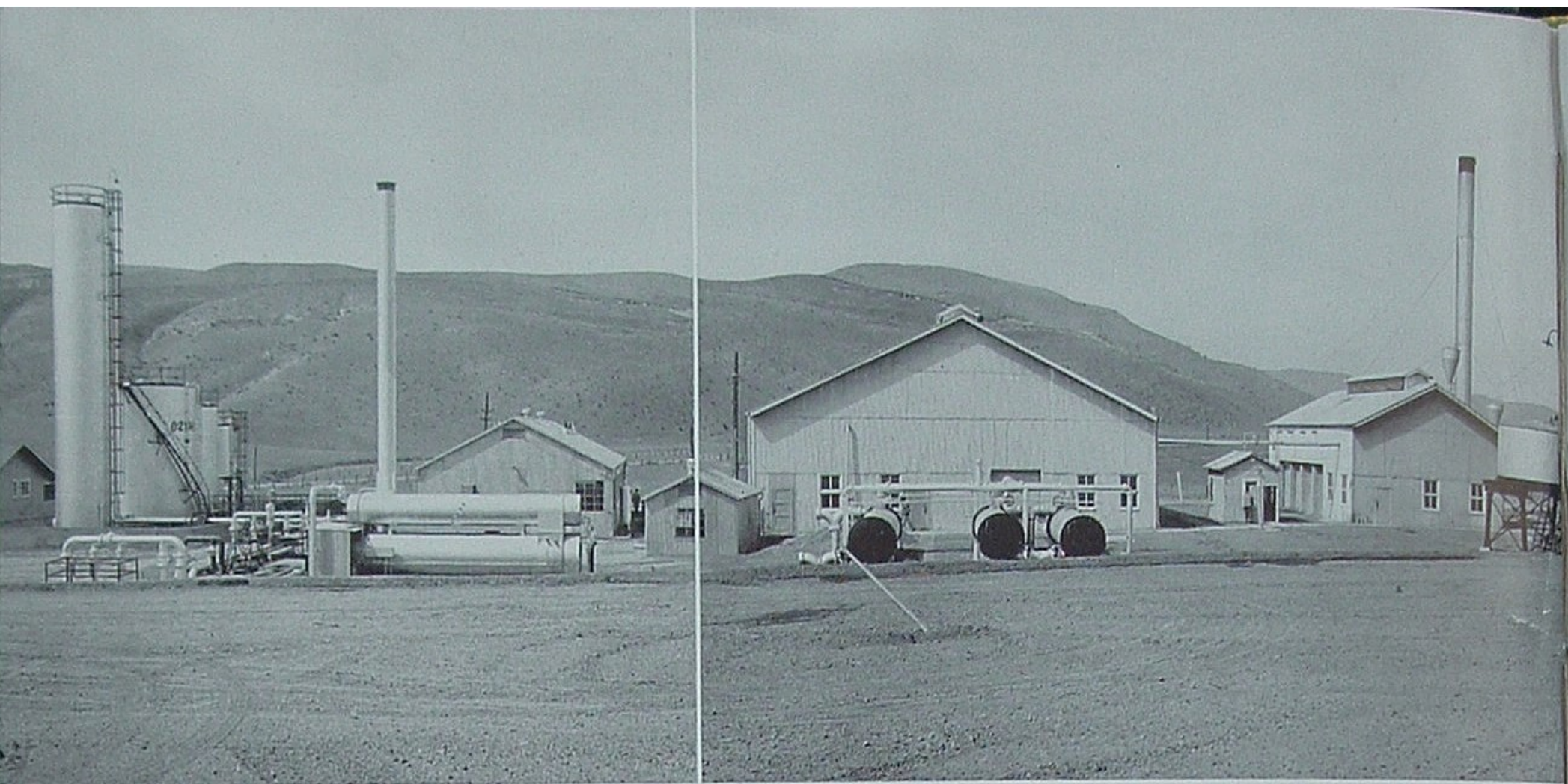
Pasadena's sponsorship of this joy recipe is undoubtedly inspired by marketing motives. Not only are thousands of skiing enthusiasts rising to snow level on the wings of Union gasolines and lubricants, but at Kratka Ridge, Company stove oil heats the lodge and coffee, "76"

Gasoline powers the three rope tows, and Unitec 20-w provides cold weather lubrication for the tow engines.

Come to think of it, if it wasn't for petroleum, skiing would still be limited pretty much to the Scandinavians and Swiss, and they probably wouldn't enjoy it much.

Gasoline not only brings the skiers to snow country but powers the rope-tow engines, making the sport 100% fun.





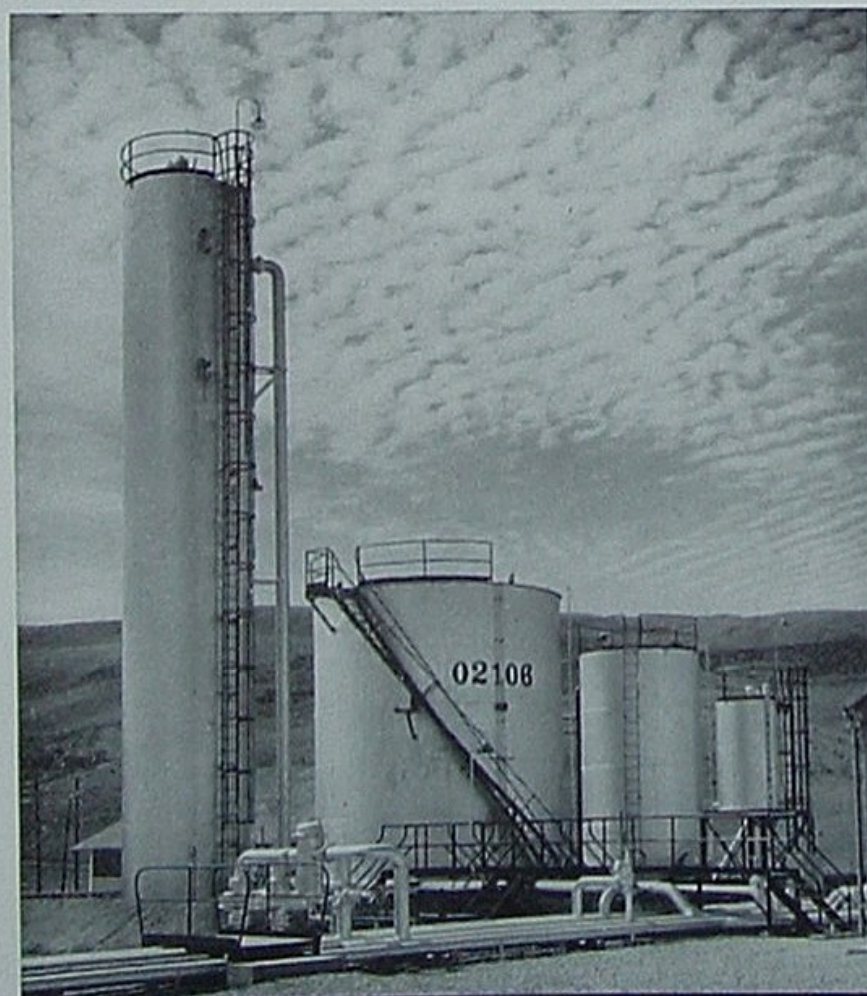
New facilities, left, at Antelope Pump Station were built beside the old plant, right, and took over without pause.

Crude Oil Harnessed at Antelope

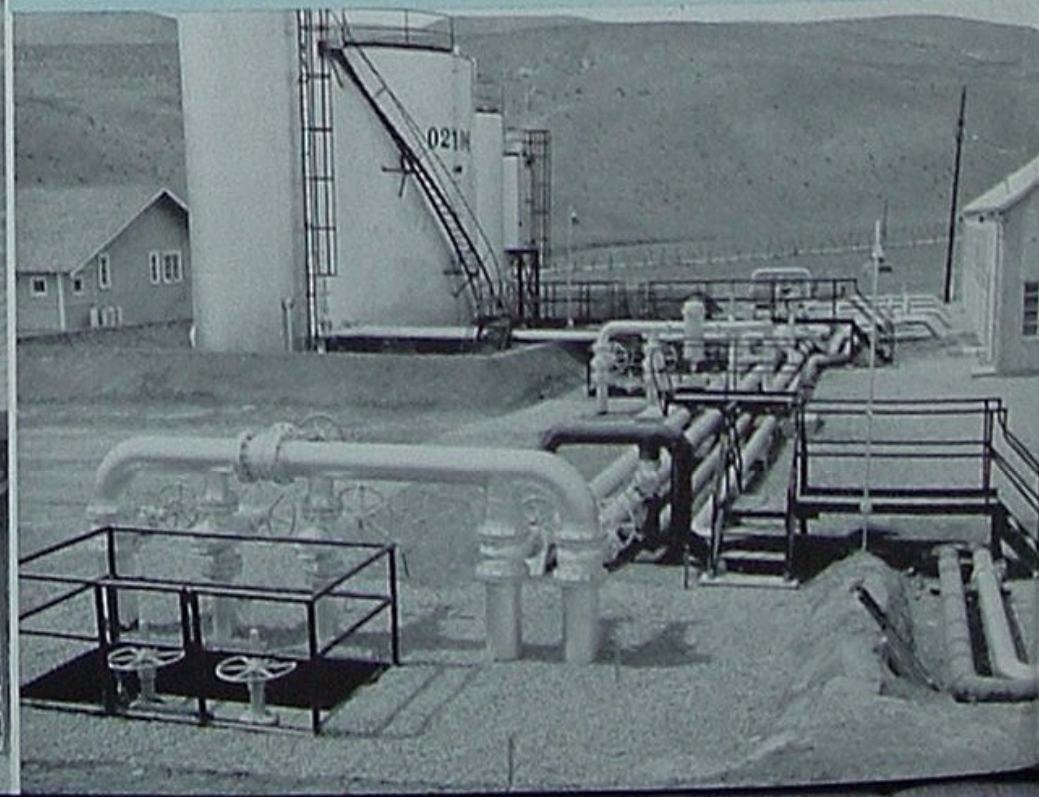
EXCEPTIONAL interest is being manifested by engineers in our completely rebuilt Antelope pump station, a booster unit located 15 miles west of Blackwell's Corner in the San Joaquin Valley. Described as the most modern crude oil pump station on the Pacific Coast, it moreover is introducing to the petroleum industry something en-

tirely new—diesel-type engines that operate efficiently on wholly unrefined 16-gravity crude.

These engines, the first stationary units of their type ever placed in industrial service, resemble the conventional combustion engines in most respects. However, after a 15-minute warm-up period on diesel fuel, they



Fuel tanks at Antelope are flanked by the tall surge tank at left, which automatically governs the pumping rate. Incoming crude flows through manifolding, below, to...



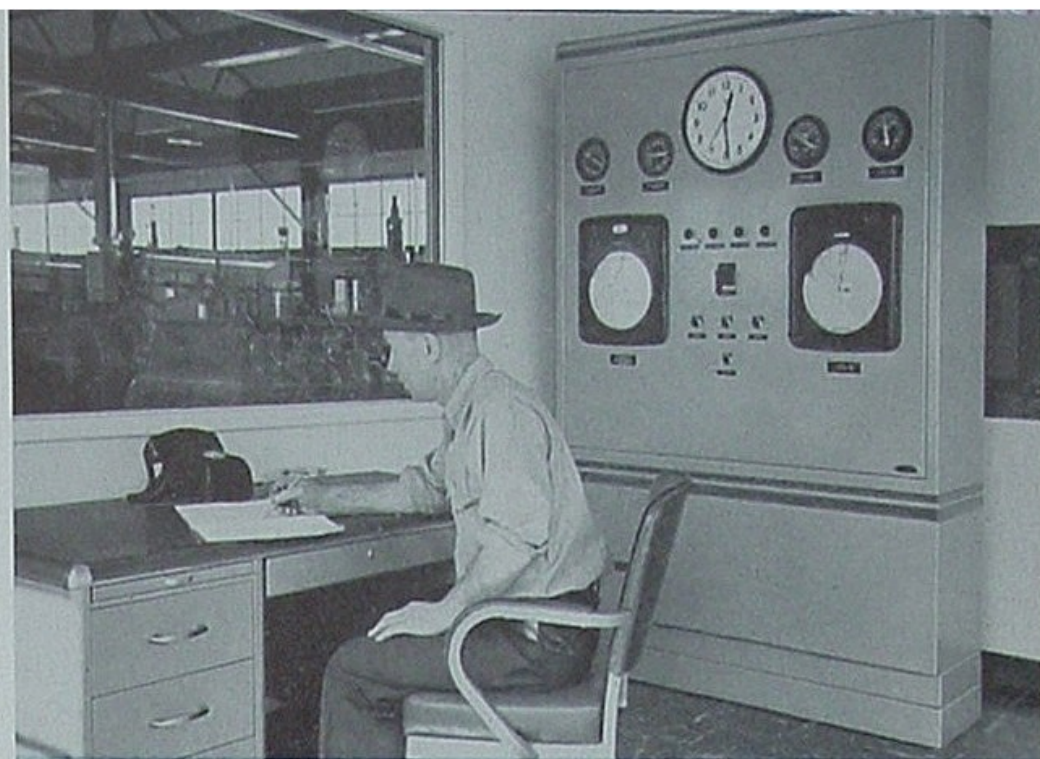
are switched over to a diet of crude oil from which only water and sediment have been removed. The engines are also fueled with the lighter diesel product 15 minutes before being shut down in order to facilitate the next startup. They were manufactured by the Enterprise Engine and Machinery Division of General Metals Corporation, San Francisco, and bear serial numbers 1, 2 and 3.

New to the petroleum industry also are the Wilson-Snyder quintuplex pumps installed at Antelope. Each has a crude oil pumping capacity of 540 barrels per hour at 124 revolutions per minute.

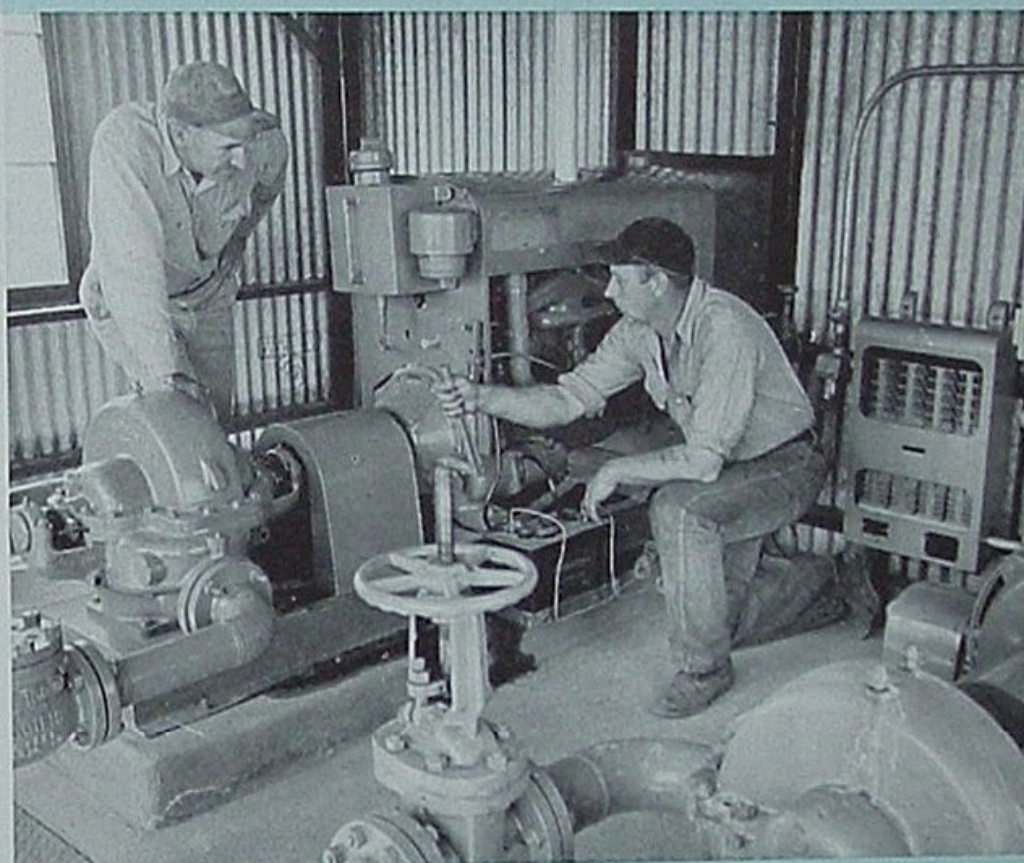
The use of crude oil for power at Antelope spelled the doom of a steam plant that has been in operation there since 1909. In its place, for purposes of heating the pipe line crude, is a direct-fired heater—that is, one in which the crude is circulated through coils of a fire box rather than through a steam chamber. The new heater installation has a thermal efficiency of 75 per cent.

Fire protection in the pump house consists of an overhead sprinkler system equipped with modern fog nozzles. The entire system, including an electric pump, responds automatically if a fire occurs or can be turned on manually from outside the building. An auxiliary gasoline engine is also connected with the system to pump water in the possible event of an electric power failure.

The accompanying pictures, upper left, showing the old and new standing side by side, are a compliment to our Pipe Line Department in more than one way. Besides keeping abreast of progress in the pipe line transportation field, they have established an enviable standard of housekeeping. The old plant, after 42 years of service, is quite as spic and span as the new.



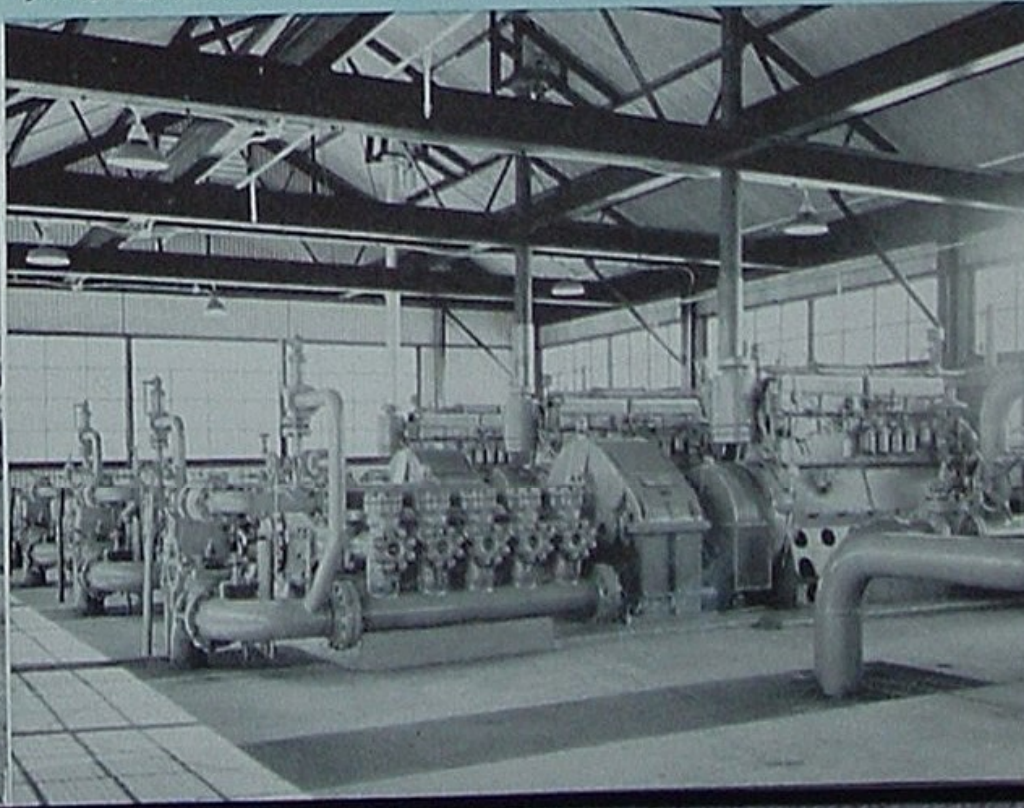
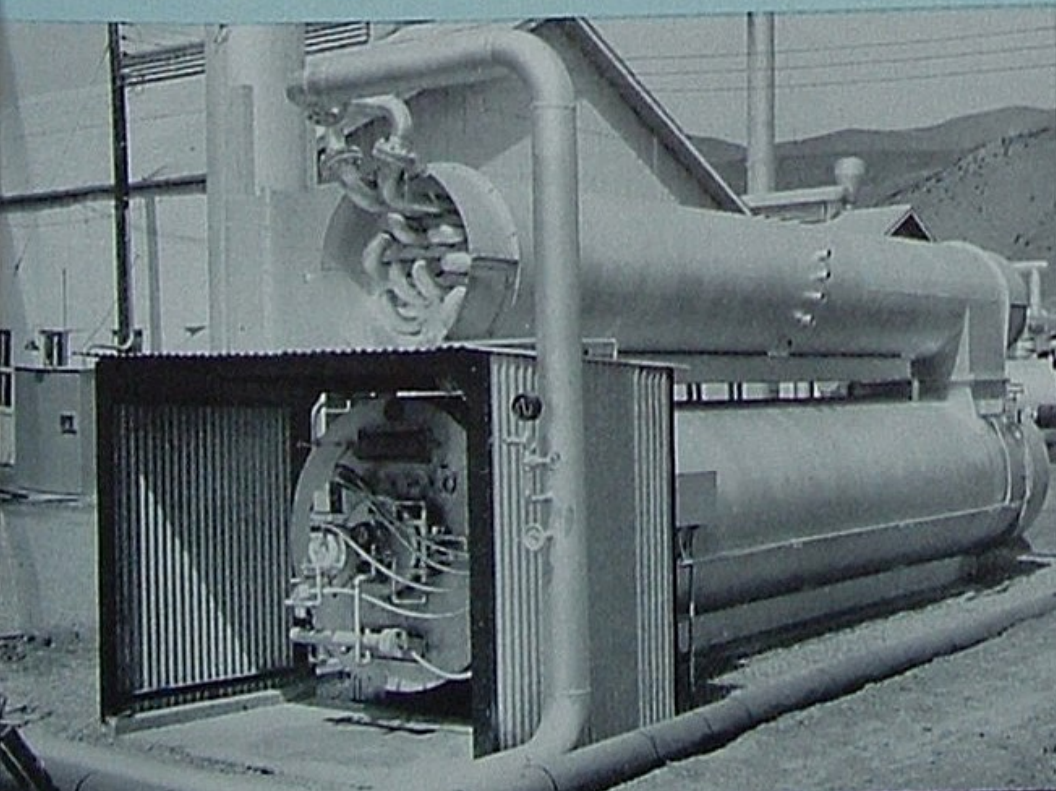
Tour Engineer Mike Shea little dreamed of such an elegant office and instrument panel when he started 22 years ago.



Ted Barber, head roustabout, and Charles Woodland, gauger, inspect two new fire-protection units for pumping water.

pump house. From here a booster pump forces the oil out to this direct-fired heater, heating it to 170 degrees.

Finally, these crude oil burning combustion engines and pumps give the departing oil an uphill push of 15 miles.



WASHINGTON WASTE LINES

from "An Open Letter" by Eleo Sears Committee

Squandering and wasteful Washington spending must stop!

In 1948 free mail sent out by government agencies at public expense cost \$76,000,000—and much of it probably filled waste baskets. Just for comparison, in 1930 the cost was \$9,000,000.

In New York City there are eleven government-operated hospitals with a total bed-capacity of 9,259. When the Hoover Commission made its survey there were only 5,330 patients in these hospitals and 7,000 persons were employed, including 630 full-time physicians, to treat the sick. The patients had adequate treatment; there were more beds available than patients. But three Federal agencies are now building or planning to build FIVE ADDITIONAL HOSPITALS at a cost to Mr. and Mrs. Taxpayer of more than \$100,000,000.

Four separate Federal agencies make short term loans to farmers, each maintaining its own organization. They represent a government investment in excess of half a billion dollars. Some farmers receive funds from the U. S. Treasury without interest. They then invest in government bonds. Thus the Treasury pays interest on its own money.

Often from five to ten separate organizations of the Department of Agriculture operate at the same time in a rural county. According to the Hoover Commission report, a farmer complained that he received from five different Department agencies varying advice on how to apply fertilizer. "Farmers," said the Hoover report, "are confused and irritated"—but no more than the taxpayer.

Federal bureaus, departments and agencies jumped from 400 in 1928 to 1,800 in 1948. They were staffed by 570,000 civilian employees in 1928 and 2,100,000 civilian employees in 1948. They cost \$4 billion in 1928 and \$40 billion dollars in 1948. And in the first eight months of 1948 the federal government was adding 513 new civilian workers to its payroll every day.

On one page of a federal budget, an item of \$114.53 was very explicit—but on another page the budget was delightfully vague about a matter of \$1 billion, listed merely as "salaries and expenses" for the veterans' administration.

Since 1940 the U. S. individual's food costs have doubled. During the same period the cost of total government has more than trebled! In 1946 and 1947 spending of our federal government alone was greater than all the money the 7,000,000 average U. S. families spent for food, the greatest single item of the family budget—

next to taxes.

According to the Hoover Commission:

The federal government was found to own \$29 billion worth of personal property, but there was no one person or agency anywhere that had any real record of where this property was or what it was. \$29 billion is a sum equal to the total cost of the first world war including pensions.

More than \$10 worth of paper work is needed to complete a federal purchase order; yet half of these orders, 1,500,000 a year, were for sums of less than \$10.

Most federal agencies have enough of certain supplies to last them 50 years. Excess stocks in their hands were estimated to cost \$2.5 billion.

THE NATIONAL TAX INJUSTICE

Prices have about doubled since 1939, meaning that the average family, with an income of around \$1,800 before the war, needs an income of about \$3,600 to maintain the same living standard in 1951. But, according to a report in "The Business Outlook" of April 5, 1951, the upper-bracket incomes of executives, because of terrific income taxes imposed, have hardly been able to leave the post, let alone maintain the pace. To maintain the same buying power, after taxes, he earned in 1939, here is what a married man with two dependents would have to earn in 1951.

Net Income in 1939 of		Net Income in 1951 of
\$1,200	=	\$2,221
1,800	=	3,565
2,500	=	5,785
3,000	=	6,341
4,000	=	8,685
5,000	=	11,003
7,500	=	17,160
10,000	=	23,618
15,000	=	38,883
25,000	=	79,330
50,000	=	282,700
100,000	=	814,778
250,000	=	1,740,442
500,000	=	2,796,892
1,000,000	=	4,578,557

MY HOW WE'VE GROWN!

Excerpt from National Petroleum News of April 11

What stirs our ire right now is a "Report of the Federal Trade Commission on Interlocking Directorates" issued as of June 30, 1950

Something also is made of an alleged "indirect tie in" between Phillips Petroleum, the Union Oil Company of California and Tidewater Oil. It seems the present

ON TOUR

president of Lambert Company, St. Louis pharmaceutical house, is a director of Phillips Petroleum and also of the Manufacturers Trust Company, and that the chairman of the bank's trust committee and also director of the Trust Company is also a director of Union Oil. Further it appears, according to the Commission, that a member of Kuhn, Loeb & Company is a director of Tidewater and also of Hat Corporation, whatever that last is. All of this causes the Commission to note "an indirect tie in" between the three oil companies

The further you go in this Commission report the funnier it gets.

WELL SAID

In discussing "An Analysis of Union's 1950 Report" by Dr. Neil H. Jacoby, Los Angeles Refinery's "On Stream," edited by H. D. Bourgeois, made some observations that are well worth repeating Company-wide:

"One point of interest Dr. Jacoby mentions about dividends is that 'the common stockholder is a risk-taker in the American enterprise system, so nothing can be guaranteed him. But it is important that he should be paid, on the average, a sufficient return for the use of his money so that he will continue to provide the funds that a growing company requires to stay in business and expand.'

"Along this line, the Nordstrom Valve magazine 'Flow Line' published an article in its January-February, 1951 issue giving some statistics on just how difficult it is to stay in business.

"The average life of manufacturing concerns in this country is only seven years! In the 50-odd years of the automobile in this country, 2,500 makes have started. Only 21 have survived!

"Since World War I, 886 makes of radios have entered the field. Seven hundred and forty-two have died in the struggle for markets!

"Why, with these overwhelming odds against success in business, is the risk worth the gamble?

"One answer is that in the face of all the odds, all the hazards, there remains the priceless and basic American instinct to produce, to progress, to grow, to risk, to serve and to profit.

"We employees of Union Oil Company are fortunate that we are working for a Company that has maintained a position of stable leadership in the industry for over 60 years. Top management has supplied us with the tools that should enable us to produce products in competition with any company, and it is up to us as employees to use these tools to the best of our ability in order to help Union Oil Company to maintain its position and operate at a net profit. This is the best insurance of our jobs in the future."

—from Los Angeles Refinery "On Stream" of April 19

LET'S FACE FACTS

By Max Lorimore

IT is only human nature to put off facing realities. This led us, as a nation, to attempt, through borrowing, to defer and spread the tremendous cost of World War II over future years. Once again increased taxes are necessary to permit a pay-as-we-go policy, this time for our defense program. To the extent we oppose this policy, we are individually courting our nation's financial ruin.

We must now face the fundamental economic fact that governmental costs, including the necessary additional costs of defense mobilization, are a current burden. It cannot be avoided or even deferred by financial juggling.

The alternative to pay-as-we-go is further expansion of our already burdensome quarter trillion dollar national debt. But the lesson of World War II should tell us all that this would be a tragic mistake. Our government's policy of borrowing from the banks to finance the War gave most of us a greater number of dollars to spend or save, but we have learned that each of these dollars now buys far less. The shrinkage in value of our savings, (insurance policies, bank accounts, or bonds) is tragic. The portion of our aged population, dependent upon fixed pensions or annuities, is facing poverty and suffering.

Our national production, *in terms of useful goods and services—not money*, is the *sole* source to which the government and civilians can look to satisfy their needs and desires. To the extent governmental requirements increase, the quantity remaining for civilians must decrease. If a nation must shift millions of its men from production in factory and field to the armed forces, and must use materials and labor for planes and tanks instead of for automobiles and homes, civilian production must suffer. The resulting *current* sacrifice is the real burden. Taxation to cover the cost of the government's requirements, pay-as-we-go, is simply recognition of this fact in terms of money.

A pay-as-we-go policy, therefore, will not increase the strain on our economy, nor will it deprive us nationally of things we might otherwise have. Instead, it will keep the dollar cost of government down by avoiding a further disastrous decline in the value of the dollar.

The impact of the military effort on our living standards can be diminished only (1) by strengthening and expanding the nation's capacity to produce and (2) by reducing expenditures wherever possible. We cannot avoid the burden of the huge defense program, but each of us has the right, and duty, to *demand* that unnecessary sacrifice be avoided through elimination or deferment of all nonessential governmental projects, however meritorious under peacetime conditions. Rigid governmental economy and the policy of paying-as-we-go will strengthen our nation's defense and assure the maintenance of our free economy.



DEFENSIVE DRIVING PAYS

By The Training and Safety Department

ACCIDENTS rank fourth among the leading causes of death. Only heart disease, cancer and cerebral hemorrhage are greater killers. Accidents should rank at the bottom of the list instead of near the top because statistics indicate that most accidents are caused by man and therefore by thinking men can be prevented.

Motor vehicle accidents head the list of types, constituting one of our most important national and local problems. The death toll in 1948 was 32,259 and in 1949, 31,500 or almost 32 per cent of all accidental deaths. The disgraceful accident toll affects all of us, whether by loss of dear ones or friends, by the pain of personal injury or merely by paying unnecessarily large insurance premiums. In a single year three of this Company's employees were killed in on-duty vehicle accidents and others in off-duty accidents.

Recognizing that the problem of preventing accidents rests with every vehicle operator, Union Oil Company, by means of the SAFE DRIVER AWARD, wishes to aid you in exercising always the attitude and caution of expert defensive drivers.

The Safe Driver Award is not a contest but represents "par performance" for any driver of any type of vehicle. Earning the Award is an indication of how well a driver believes in and practices the rules of "defensive driving." A booklet entitled "Defensive Driving Pays" has been prepared by and may be obtained from the Training and Safety Division of the Employee Relations Department.

WHO CAN WIN IT?

Union Oil Company employees in the following classes who have operated vehicles without a chargeable accident for one or more years are eligible:

1. Drivers regularly assigned to Company passenger vehicles.
2. Drivers of Company passenger pool cars driving over 3,000 miles per year, except in the Manufacturing and Research Departments where the minimum mileage will be 1,000 miles per year because of the low mileage accumulated by in-plant driving.
3. Drivers regularly assigned to Company commercial vehicles or driving them in excess of 3,000 miles per year.

IT'S FAIR FOR ALL

Some of us drive much of our mileage on narrow country or lease roads; some drive on fast highways; some drive in small towns; others drive in metropolitan traffic congestions or congested areas within refineries. Winning a Safe Driver Award is not attained by merely observing the traffic regulations which vary with these different conditions. Topnotch drivers also practice the principles of "defensive driving"—sound principles which apply in all classes of driving conditions.

The defensive driver expects and makes allowances for reckless and careless actions of others. He keeps constantly on the alert and thinks far enough ahead to be able to take the necessary preventive action before dangerous situations do cause accidents. He adjusts his driving to meet all hazards of weather, roads, traffic and other conditions.

Most accidents can be prevented if drivers will exercise the attitude and caution of defensive drivers.

HOW LONG DOES IT TAKE?

1. A wallet size Safe Driver Award Certificate will be presented to each driver who drives throughout a calendar year without a chargeable vehicle accident. The Certificate will indicate the year for which the Award was earned until the Award has been earned three consecutive years. The three consecutive years is considered a proving period.
2. At the conclusion of the proving period the Safe Driver Award Certificate will indicate three years of safe driving have been accumulated.
3. Additional cumulative years of safe driving will be recognized by the presentation of a new Safe Driver Award Certificate showing the accumulated number of years.

Commercial Vehicle Drivers

4. Drivers of commercial vehicles will receive, after completing the three year proving period, in addition to the Certificate, a Safe Driver Award Pin designating the number of accumulated safe driving years to an individual driver's credit.
5. Additional cumulative years of safe driving by commercial vehicle drivers will be recognized each year by the presentation of a new pin designating the total number of safe driving years accumulated.

Penalties

6. Awards will not be presented to a driver for any calendar year in which he is involved in a chargeable accident.
7. In the case of drivers who have passed their three year proving period, a chargeable accident will delay the presentation of their next annual cumulative award. The accumulated years of accident-free driving will be included in the award presented following the next accident-free calendar year.

HOW WINNERS ARE DETERMINED

A set of rules for deciding awards has been drawn up which does away with "guessing." Drivers are held to a clean-cut plan for determining whether or not an accident must be reported and for deciding whether or not the accident could have been prevented.

Reportable Accident

Every accident resulting from driving or parking a vehicle, regardless of who was to blame or extent of damage, is reportable.

Chargeable Accident

Any reportable accident which is determined by a local award committee to have been preventable is a chargeable accident—an accident in which the driver

failed to do everything he possibly could have done to prevent or avoid the accident.

Award Committee

As soon as possible after each reportable accident, the driver's supervisor will appoint a local award committee composed of at least two drivers (not including the one who was involved in the accident) and one supervisor. The committee will investigate and review each accident and submit a memorandum to the division, territory or refinery office stating its decision of "Chargeable" or "Non-Chargeable" and the reasons for the decision. The driver can aid the committee in rendering a fair decision by making certain his Form 783 contains all pertinent facts, such as location of vehicles before and after crash, length and location of skid marks, location of obstructions to visibility, estimated speeds, number of traffic lanes, type of traffic control devices, etc.

Office Responsibilities

In order to uphold the high standards of the Award and to insure uniformly fair decisions, the division, territory or refinery office reserves the right to present additional viewpoints concerning the preventability of an accident for further consideration of the local award committee. The Training and Safety Division of the Employee Relations Department may be requested to comment on questionable cases.

The office will file a copy of each accident report and Award Committee decision in the driver's personnel file where it will constitute a record for checking at intervals when awards are to be issued.

Awards will be distributed by the office as soon after the first of each year as the eligibility of drivers for the next higher award can be determined by reviewing the employee record files.

Transport drivers, O. K. Fisher, H. E. Delaney, H. S. Baimbridge, W. J. Blaylock, R. H. Thomas and F. C. McCullough from Rosecrans Terminal, received their three-year safe driving award pin from Mike Imes, superintendent. Ten drivers from the Terminal were presented two-year safe driving award cards and ten received the one-year card.





INDUSTRIAL SUMMARY

WORTH

A plain bar of iron is worth \$5.

This same bar of iron when made into horse-shoes is worth \$10.50.

If made into needles, it is worth \$3,285.

And, if turned into balance springs for watches, it becomes worth \$250,000.

The same is true of another kind of material—
You.

Your value is determined by what you make of yourself.

from James Hughes

MUSEUM AT SANTA PAULA ATTRACTS WIDE INTEREST

Visitors from 11 foreign countries, 39 states and 2 territories have registered at the California Oil Museum since it was opened by Union Oil at Santa Paula last June. Approximately 6,000 persons signed the guestbook in the first 10 months. Foreign countries represented include: Italy, Scotland, Columbia, Canada, Mexico, Venezuela, Peru, Saudi Arabia, France, China and England. Ten daily newspapers of California have featured the museum in their illustrated motorlogues.

from Reese H. Taylor

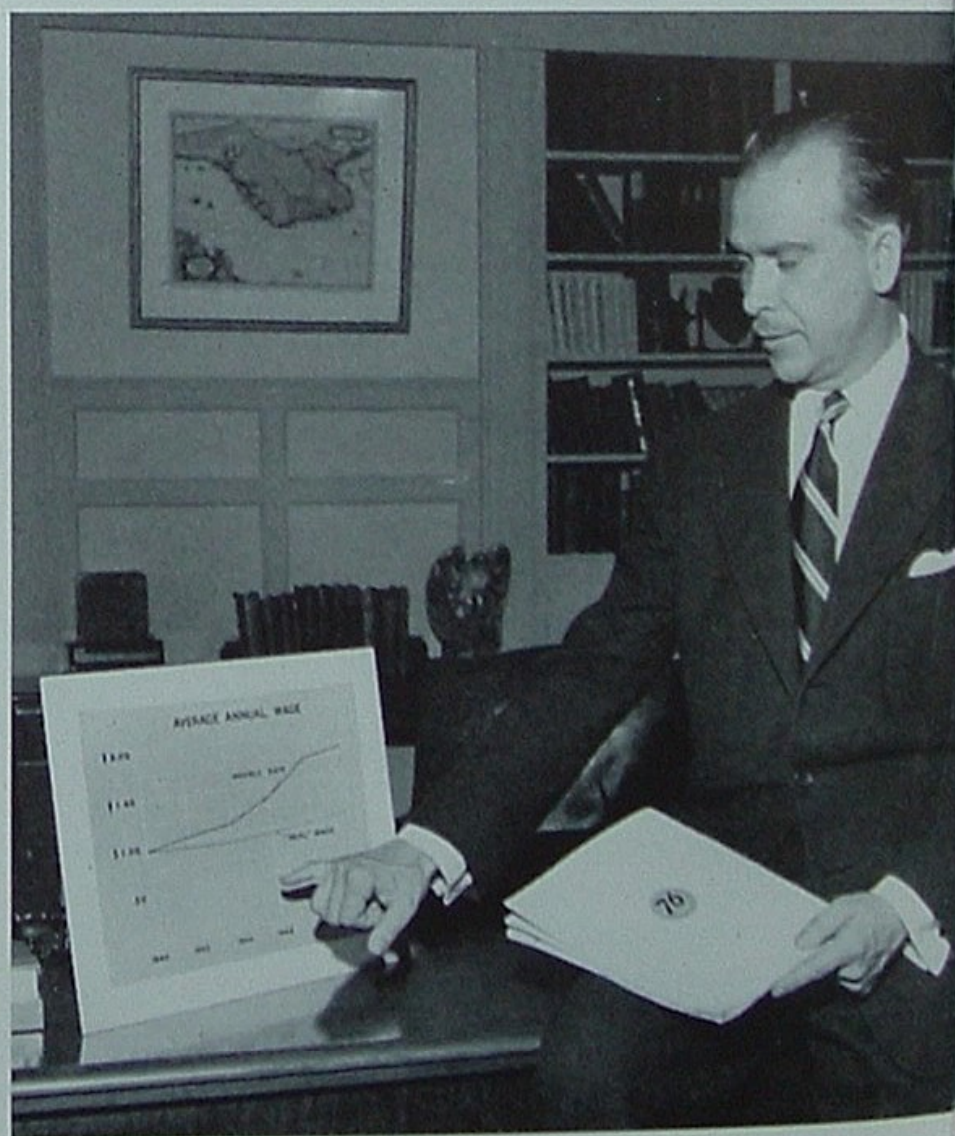
INDUSTRIAL RELATIONS

For many years your Company has tried to provide its employees, shareholders, and the public with a clear view of Union's progress. As one of the great families of American business corporations, competing in open markets, Union Oil considered it a duty to present clearly and factually the story of its operations.

This year your Company has taken another step. The Company wanted employees to receive an impartial appraisal by an outstanding economist, so, Dr. Neil H. Jacoby, Dean of the School of Business Administration of the University of California at Los Angeles (shown in the photo below) and a nationally-known expert on business finance, was invited to offer his unvarnished opinion about the meaning of Union's report for 1950.

Dr. Jacoby's analysis was recorded on a sound film and was shown to all employees. The film is now available for showing to interested groups other than employees of the Company.

from W. C. Stevenson



● **MANUFACTURING** The new Edmonds Asphalt Plant is near completion and operation was begun during May.

Crude Distillation Unit 67 at Oleum was down for two weeks to make changes to increase the crude oil feed rate from 27,000 to 30,000 barrels per day.

Oleum Refinery has installed a short wave radio system for communication between the Shiploading Plant and the Main Pumphouse. This system will also provide refinery communication in case of emergency shutdown of the regular telephone system.

Shipments to the Military for March 1951 amounted to 1,750,000 barrels of various products. In addition, Oleum Refinery packaged 30,000 barrels of asphalt.

from K. E. Kingman

● **PIPE LINE** Ground has been broken for the installation of our Marine Loading Terminal at Ventura. When this facility is completed, our Santa Paula crude will be loaded aboard tankers for delivery to refineries. Natural gasoline from our Del Valle Absorption Plant, now transported via tank truck, will also be handled through this terminal by commingling with the crude in the field.

● **COMMUNICATIONS** Installation of the new automatic telephone equipment in the Union Oil Building and Los Angeles Basin area was completed and placed in operation on March 31. The PAX System, consisting of an interconnected dial network of five switchboards totaling 1200 lines, permits inter-dialing over the entire system.

Through a switchboard in the Union Oil Building, calls may be made over the Company's lines to the San Joaquin Valley and Coastal Fields and offices.

● **MARINE** The SS LOMPOC arrived at Yokosua, Japan on April 2, under charter to the Military Sea Transportation Service. The ship had loaded a cargo of fuel oil for the Navy at Los Angeles on March 17 under the voluntary pooling arrangement recently established by the Maritime Administration because of the shortage of tankships available for lifting military cargoes.

from R. D. Gibbs

● **FIELD** At one time in the oil industry gas was thought of only as a fire hazard. The production of gas by the Field Department has become increasingly important and during the past month several items of interest have developed.

Three hundred and sixty miles northwest of Edmonton, in a joint account drilling operation, Hudson's Bay-Union North Tangent 1, a wildcat well, blew out making approximately 25 to 50 million cubic feet per day of gas and 2,400 barrels of salt water. Atmospheric tem-

peratures dropped to 45 degrees below zero and the derrick and drilling equipment became almost a solid block of ice. The weather has moderated and with the removal of the ice, workmen have been able to kill the well and shut it in. Sixty miles northeast of Red Water, Union's Amisk Lake well, another prospect well on a 30,000 acre farmout from Seaboard and others, was completed as a gas well and shut in. Additional development is assured for this area.

The Provincial Government of Alberta recently granted an export license which will permit the delivery of gas from properties jointly owned with McColl-Frontenac in the Pakowki Lake area in the southern Alberta. These properties will be sold to the Montana Power Company and they will transport the gas across the International Boundary for distribution in Montana to defense plant projects. This is the first export license of any consequence granted by the Alberta Government.

On April 1, in the Gulf Division, the twenty-year contract with Transcontinental Gas Pipe Line Corporation became effective which requires that the purchaser take or pay for a minimum of sixty-five million cubic feet of gas per day from properties we operate in southern Louisiana. This gas is to be delivered through the Transcontinental 1,832 mile line to the New York area.

The trend of increasing value of natural gas causes gas production to be a greater factor in Field Department operations.

from Sam Grinsfelder

● **PURCHASING** In spite of shortages, allocations and priorities, company inventories have increased approximately \$1,500,000 since the low of September, 1950 period. While part of this increase is accounted for by higher prices, a large percentage represents an actual increase in physical volume made necessary by the longer delivery time on many critical items.

A number of basic items are still giving Purchasing considerable trouble. These among others include tubular goods, some types of containers, some industrial chemicals and additives, and copper and copper alloy products. Such items will have to be planned for as far in advance as possible and stocks maintained at a high level.

However, the National Production Authority is planning to start a controlled materials plan by July 1, 1951. Under this plan, essential industries will secure an even flow of necessary materials. Even under present priority rules, some relief in securing materials is being given the petroleum industry. A DO-97 rating under Government Regulation M-46 is already in operation and in some cases is of considerable help in expediting shipments.

from E. H. Weaver

● MARKETING

For the purpose of better sales coverage and economy of operation, major adjustments have been made in the market in territories and districts, recognizing natural geographical boundary lines and highway routes as well as other conditions which have changed customers' buying habits. On April 1, all of the Bakersfield District south of Porterville was transferred to the Southwest Territory and the Mono Lake area in California was transferred to the Central Territory. On May 1, stations in Oregon on Highway 101 as far north as Reedsport and stations in Oregon on Highway 99 as far north as Sutherlin were transferred to the Central Territory as a part of the new Medford District. New district headquarters have been established at Salt Lake as a part of the Central Territory to cover Southern Idaho, Eastern Nevada and Utah. California stations on Highway 99 as far south as Dunsmuir were transferred to the Northwest Territory as a part of the new Klamath Falls District.

A new-car-dealer sales program will be centered in 24 major cities in the East, Middle-West and South. The first six areas to be covered are St. Louis, Detroit, Boston, Philadelphia, Jacksonville and Cleveland. A new group of six cities will be covered each thirty days. The initial contact with the car dealer will be by Western Union telegraph followed by an attractive gift package containing eight quart cans of Royal Triton. This will be followed by a personal contact from a sales representative. A large amount of sales promotion material has been prepared for this program, and six months' television commercials will be employed in each of these cities.

During March, a dinner sales meeting was conducted at Indianapolis by W. L. Spencer, Manager Refinery Sales, Head Office, and A. E. Grogan, Special Representative, Chicago. There were 35 persons present and the film "Constant Challenge" was shown. This launched the motor oil sales campaign in Indiana. Sales through all of our Eastern distributors are showing attractive increases.

A two week's advanced training course for Industrial Sales Engineers is being held at the Los Angeles Refinery. The course covers various phases of lubricating oil and grease applications with particular reference to field problems. Formal presentations are given and panel discussions are held with the assistance of Research personnel. Each participant in the course prepares a paper on the lubrication of some particular type of industrial machinery. This is followed by visiting local plants and preparing actual lubrication surveys for subsequent discussion.

The first of the three groups to complete the course included: left to right, A. F. Olsen, Portland; J. Peterson, Great Falls; E. J. Eifert, Research; H. Smith, Long Beach; C. B. Mallory, Everett; I. Bergsteinsson, Research; J. S. Bassett, Spokane; J. McBrien, Honolulu; R. V. Martin, Oakland; M. K. Carter, Los Angeles; R. L. Linder, Medford; F. S. Lanning, Riverside; N. Wood, Research; H. Emerson, Research; E. V. Frary, Burbank; R. R. Blakeslee, San Francisco; M. Reynolds, Research; A. R. Ousdahl, Supervisor Lubricating Oil and Grease Sales, Head Office.

from Roy Linden



NEWLY ELECTED ADMINISTRATORS OF EBP TAKE OFFICE



H. D. AGGERS



A. L. REED



R. H. ROCKWELL

BALLOTS cast by Company employees in the annual election of Administrators of the Employees' Benefit Plan have been tabulated as follows:

1. To fill the expired term of K. C. Vaughn:

H. D. Aggers	1,373
T. R. Tinker	1,330
2. To fill the expired term of A. E. Morrison:

A. L. Reed	1,521
G. H. Anderson	1,188
3. To fill the unexpired term of J. S. Foster:

R. H. Rockwell	1,490
J. S. Swanson	1,224

Harry D. Aggers, who at present is division superintendent of the Valley Division, was employed in 1934 as a roustabout in the Field Department's Southern Di-

vision. His promotion to assistant production foreman in 1938 was the beginning of several supervisory and engineering assignments in the Valley, Texas, Coast and Southern Divisions.

Arthur L. Reed, supervisor of financial accounts in the Comptroller's Department, Head Office, has accumulated nearly 25 years of Union Oil service. Besides at Head Office, where he has held various accounting responsibilities, he has worked at Santa Fe Springs, Orcutt and in Montana.

Robert H. Rockwell, district sales manager of the Hollywood District, has been with Union Oil since he was hired as a truck driver in 1924. His promotion to agent at Hawthorne in 1930 was followed by similar assignments at Watts, Wilmington, Hyde Park and Hollywood. He has been a district sales manager in Southwest Territory since his appointment at Riverside in 1941.



CLIFFORD WOODS, center of accompanying picture, is a gauger at the Rosecrans Terminal. In addition to that assignment and at a time when most tired oil workers are resting over the dishpan, Cliff is busy in his home workshop designing and building period furniture and wooden whatnots of 19th Century style.

So skilled has he become in his pastime that he was invited to participate in a recent hobby show at the Shrine Auditorium, Los Angeles. Given the corner of the balcony for his display, he completely redecorated it to resemble a provincial living room, using only the products of his own workmanship. So attractive was the corner that KTLA asked to televise it via their "City at Night" program, and failed only because technicians could not reach the display with their cameras. Later, however, Cliff appeared on Dick Garton's "Magazine of the Week" and won first place among the hobbyists.

from Mike Imes



M. V. "MILT" VARNER, production foreman of the Brea District, completed 40 years of service with the Company last February 17. To celebrate the occasion, he was persuaded to pose for a picture at Stearns No. 45, the very well on which he first worked in 1911. As camera insurance Milt insisted that "Skib" Washbon, left, a youngster with only 35 years of service, get into the act and pay all damages. Milt can accumulate a 50-year record and obviously will.

from Kenny Vaughan



BEN TOKUZO ONO, district salesman at Honolulu, receives photographic attention in ON TOUR for the second consecutive month, this time for having been elected president of the 442nd Veterans Club. His was the most widely decorated of all United States Divisions during World War II, the more remarkable because these infantrymen were principally Hawaiians and Californians of Japanese ancestry. Ben, seated, appears with C. T. Taba and John Tsukano, vice presidents.

from Fred Barr

SEE-ATLE With 16 of the Company's public relations films going out almost daily to appreciative audiences, employees of the Northwest Territory Office began to wonder if they weren't missing something. And when even McNeil Island Penitentiary asked for and received a free show, that was the last straw. How-

ever, the back everyone threatened to break belonged to Jim Hattrick instead of a camel. So, every other Wednesday at noon, Jim gives up most of his lunch hour to project movies. There's an empty on the third row, boys, unless the lady gets it.

from Gudrun Larsen





HONOR ROLL



Employees who have entered military service as of April 1, 1951

Purchasing Department

Clark, Ralph O. Home Office

Research & Patents Department

Overton, Donald W. L.A. Research

Manufacturing Department

Albright, John W. L. A. Refy.
 Andrews, Ernest R. Oleum Refy.
 Barks, LaW. Lee L. A. Refy.
 Bledsor, Jordan R. L. A. Refy.
 Blocker, Irving M. L. A. Refy.
 Browne, James Arthur L. A. Refy.
 Cameron, John Gordon L. A. Refy.
 Caulkins, Irving S. L. A. Refy.
 Chadband, Gordon B. Oleum Refy.
 Childs, Richard W. L. A. Refy.
 Christenson, Devere W. L. A. Refy.
 Clifton, Chas. E. Oleum Refy.
 Condon, John F. L. A. Refy.
 Cooper, Richard E. Oleum Refy.
 Dana, Donald W. L. A. Refy.
 DaRe, Dante J. Oleum Refy.
 Davis, Phillip A. L. A. Refy.
 Effler, Wm. E. Oleum Refy.
 Fiesler, Peter D. HO - Mfg.
 Flock, Russell L. A. Refy.
 Forbes, Robert Lee L. A. Refy.
 Gaedtke, Harvey Oleum Refy.
 Geissert, Wm. L. L. A. Refy.
 Helmond, Clarence H. Oleum Refy.
 Hilton, Robert W. L. A. Refy.
 Hull, Franklin K. L. A. Refy.
 Jardine, Donald J. Oleum Refy.
 Johnston, Raymond L. A. Refy.
 Jones, Eldridge B. L. A. Refy.
 Knudsen, Louis S. L. A. Refy.
 Landry, Theo. E., Jr. Oleum Refy.
 Lemieux, George E. Oleum Refy.
 Lokerse, Robert F. Oleum Refy.
 McBride, Glenn C. Oleum Refy.
 *McCann, Rudolph A. Maltha Refy.
 McDonald, Ronald B. L. A. Refy.
 McEwen, C. D. L. A. Refy.
 Martindale, Richard C. L. A. Refy.
 Matthews, Werlin G. L. A. Refy.
 Nash, Merle W. Oleum Refy.
 Oliver, James R. L. A. Refy.
 Orr, George Herman L. A. Refy.
 Osborn, Jack L. A. Refy.
 Pearson, Oscar A. L. A. Refy.
 Rameriz, Daniel A. Oleum Refy.
 Ramos, Salvador Oleum Refy.
 Rogers, Forest H. L. A. Refy.
 Shaw, Ernest H. Maltha Refy.
 Silva, Antonio R. Oleum Refy.
 Sinclair, Robert C. Oleum Refy.
 Stanfill, Herman F. L. A. Refy.
 Stansbury, Gene F. L. A. Refy.
 Stark, Wm. N., Jr. L. A. Refy.
 Sweet, James C. Oleum Refy.
 Tanner, Rora Jr. L. A. Refy.
 Thomas, Grover L. L. A. Refy.
 Tinder, Richard H. L. A. Refy.
 Totten, Albert A. L. A. Refy.
 Turner, Arley Oleum Refy.
 Waddill, Virginia L. Oleum Refy.
 Wheeler, Harold L. Oleum Refy.

Transportation and Distribution Department

Banducci, Aldo Marine
 Bautista, Peter J. Marine
 Bilton, Marion J. Marine
 Bishop, Robert C. Marine
 Campbell, John R. Marine
 Durbin, Robert L. Marine
 Faughnder, Willard T. Marine
 Feathers, Samuel Pipe Line
 Friddle, Burton E. Marine
 Gearhart, Charles G. Pipe Line
 Grabovac, John A. Marine
 Green, David F. Marine
 Herdman, David G. Marine
 Johnson, Vern R. Marine
 Kakahio, Moses N. Marine
 LaPinta, John J. Marine
 McDonald, Robert E. Marine
 McNair, Willie D. Marine
 Ortiz, Gilbert Marine
 Patterson, Wm. M. Marine
 Pitts, Rowland R. Pipe Line
 Rabourn, Clarence W. Pipe Line
 Stanfield, Edward H. Auto
 Tidwell, Donald I. Marine
 Voss, Raymond C. Marine
 Woodward, Carl L. Marine

Marketing

Adams, George Francis Central Retail
 Aljian, Edward Southern Retail
 Anderson, John Lee Southern Retail
 Andrews, Ralph H. Southern Retail
 Appleby, John R. Southern Retail
 Armistead, G. E., Jr. Cen. Wholesale
 Arnold, Charles C. Southern Retail
 Baird, G. M. Southern Wholesale
 Bartlett, Ross F. Southern Retail
 *Bass, Paul D. Southern Retail
 Bastron, Willard D. Southern Retail
 Bauer, Roderick Southern Retail
 Bearden, G. L. Southern Wholesale
 Beaudreau, C. A. Northern Wholesale
 Beckstead, L. M. Refy. Sales
 Boles, Atlas L. Southern Retail
 Boyle, J. E., Jr. Northern Wholesale
 Brandenberger, Wm. L. So. Wholesale
 Brown, Maxfield J. Southern Retail
 Cain, John W. Southern Wholesale
 Chandler, J. D., Jr. Southern Retail
 Chaney, Donald E. Central Retail
 Charman, E. J. Northern Wholesale
 Childs, M. S. Northern Wholesale
 Chunn, D. B. Southern Wholesale
 Clancy, Robert L. Southern Retail
 Clanton, Wm. E. Central Wholesale
 Clarke, Dale B. Southern Retail
 Cloepfil, V. E. Northern Wholesale
 Cook, N. McD. Central Wholesale
 Coons, Theo. Southern Wholesale
 Cramer, R. C. Southern Wholesale
 Curley, R. J. Southern Wholesale
 Danielson, R. B. Southern Wholesale
 Deach, Ivan J. Southern Retail
 DiBiovanni, S. Southern Retail
 Dimel, Rudolph Southern Retail
 Dunstan, Carlyle Southern Retail
 Elder, Chas. R. Southern Wholesale
 Fiedler, Fred S. Southern Wholesale

Finnerty, R. Southern Wholesale
 Fleming, Paul E. Southern Retail
 Forbes, Don R. Northern Wholesale
 Forslund, C. A. Northern Wholesale
 Glass, Ralph L. Southern Retail
 Good, Benj. F. Southern Retail
 Goodwin, P. H. Southern Wholesale
 Goss, John T. Honolulu
 Hafer, L. R. Northern Wholesale
 Harmon, Willard Southern Retail
 Harris, Reed P. Southern Retail
 Holt, Robert R. Southern Retail
 Hooper, W. H. Northern Wholesale
 Howes, S. A. Central Wholesale
 Hylas, Thomas J. Southern Retail
 Jaqua, Robert Lee Southern Retail
 Johnson, D. A. Southern Wholesale
 Johnson, M. D. Northern Wholesale
 Johnson, Robert K. Southern Retail
 Kehoe, John T. Southern Retail
 Kemp, Jesse Allen Southern Retail
 King, Jack D. Northern Wholesale
 Kinney, Loren B. Central Wholesale
 Kiplinger, W. M. Northern Wholesale
 Koch, Robert F. Southern Wholesale
 Kozup, George Southern Retail
 Kramer, Richard J. Southern Retail
 *Lewis, B. E. Northern Wholesale
 Lyon, R. G., Jr. Southern Retail
 McKay, Gordon B. Southern Retail
 Maisch, Wm. Wylie Southern Retail
 Marcelli, D. E. Central Wholesale
 Martinez, John A. Central Retail
 Miller, Allen P. Southern Retail
 Miller, R. R. Southern Wholesale
 Miller, W. L. Northern Wholesale
 Moat, Lynn C. Northern Wholesale
 Morgan, Gene A. Southern Retail
 Morris, Doyle P. Southern Wholesale
 Murray, Tom Southern Retail
 Nelson, R. G. Central Wholesale
 Ness, Gerald W. Northern Wholesale
 Paddock, R. Wm. Southern Retail
 Parker, Leonard G. Central Retail
 Pinter, H. R. Northern Wholesale
 Purdy, Wm. T. Central Wholesale
 Read, Arthur J. Southern Wholesale
 Regan, John V. Southern Retail
 Reilly, Phillip J. Southern Retail
 Riehl, Geo. Wm. Southern Retail
 Ries, Frank E. Southern Wholesale
 Rogers, Donald LaF. Northern Retail
 Rousselot, T. T. Southern Retail
 Sammon, F. J. Central Wholesale
 Schoneborn, E. L. Southern Retail
 Schuyler, H. L. Northern Wholesale
 Sharp, Thomas Southern Retail
 Siglin, Lester A. Southern Retail
 Sly, John F. Southern Wholesale
 Smith, G. O., Jr. Southern Wholesale
 Speer, Norman J. Southern Retail
 Spencer, J. L. Jr. So. Wholesale
 Stewart, Wm. S. Southern Retail
 Stoughton, E. N. Central Wholesale
 Taylor, Richard D. Northern Retail
 Thomas, Wm. E. Central Wholesale
 Tillman, Melville H. Southern Retail
 Tilt, Joseph E. Southern Retail
 Tomita, Uichiro Honolulu

(continued on page 27)

In my opinion ...

To the Editor:

Although a new employee I feel that the Union Oil Company has a great responsibility to the government, the petroleum industry and those whom Union Oil has been serving for some 60 years.

With the ever imperialistic U.S.S.R. spraying various deadly elements of communistic teachings to peace-loving countries, we as a country have a task before us so great that it will call on all of our strength, unity, ingenuity and resourcefulness to meet the combat and production requirements that lie ahead. We must face and defeat the biggest enemy our nation has ever confronted.

To our government we must pledge, as a company of many firsts, a continuation of better quality and greater quantity of petroleum products. In addition to meeting our government's requirements for the military, we must continue to meet civilian needs.

We must do our part to keep the petroleum industry the strong, dependable and integral part of our national economy that it has grown to be.

To the friendly people of other nations we must pledge our products, experience, research and hard work.

We have a job ahead which calls for the best in everyone of us.

Albert H. Piche'
Willbridge Terminal

20 MINUTES WITH MY SONS—(cont. from page 10)
the last 12 months the King of Egypt saw a strange girl on the streets of Cairo shopping with her fiance and, without ever speaking to her, issued an order stating that she should break off her engagement and marry him.

That's an example of what absolute power can do to human liberty and that's an example of what human liberty means to you.

Power and liberty are not just words. They are not just symbols. They are not just abstract subjects for the debating team. They are a vital part of life itself—the day-to-day life that I lead, the day-to-day life that you lead, and the day-to-day life that your children will lead.

For that reason alone, liberty is worth fighting for.

But when you go beyond your own personal stake in this cause, and realize what our American concept of liberty could mean for the whole human race—for people in all parts of the world, for people whose fathers and grandfathers are not yet born—it becomes the greatest crusade since Christianity that a young man can enlist in.

RETIREMENTS

A grateful company and hosts of well-wishing employees are bidding farewell to the following Union Oilers who have concluded long careers of Company service and are retiring:

Manuel Pimentel

Coast Division Field Department
Employed 5/9/18—Retired 4/1/51

Ernest J. Smith

Northern Division Pipe Line
Employed 9/24/18—Retired 4/1/51

Mrs. Evelyn Cole

Marine Department
Employed 3/27/28—Elected to retire 5/1/51

Don R. Dean

Southwest Territory
Employed 1/1/23—Retired 5/1/51

Charles Moseley

Southern Division Field Department
Employed 9/10/17—Will retire 6/1/51

Grant Shaw

Coast Division Field Department
Employed 5/31/15—Will retire 6/1/51

Albert P. Dumont

Central Territory
Employed 6/1/22—Elected to retire 6/1/51

IN MEMORIAM

With deep regret and with earnest sympathy toward their families and intimate associates, we report the death of the following employees:

On April 4—William W. Skinner,
Marketing Department, San Luis Obispo

On April 5—Roy Allen Martin
Production Department, Retired October 1, 1946.

On April 13—Carl Roy White,
Marketing Department, Seattle

On April 14—Arthur E. Taylor,
Manufacturing Department, Oleum

On May 6—Oscar M. Johnson,
Territory Accountant, Seattle



SERVICE BIRTHDAY AWARDS

MAY 1951

EXPLORATION AND PRODUCTION DEPT.

Name	Location	Years
Smith, Maitland	Dominguez	35
Weaver, Ray E.	Richfield	35
Clay, Robert K.	Santa Fe Springs	30
Hart, Henry H.	Home Office	30
Allaire, Herbert A.	Orcutt	25
Davis, Douglas L.	Richfield	25
Renfro, Wallace F.	Richfield	25
Rilea, Dwight S.	Richfield	25
Sorenson, Laurits	Dominguez	25
Weide, Leonard R.	Santa Fe Springs	25
West, Herchel C.	Richfield	25
Yost, Harry G.	Santa Fe Springs	15
Black, Robert K.	Orcutt	10

TRANSPORTATION AND DISTRIBUTION DEPT.

Name	Location	Years
Monroe, Leverett C.	Home Office	30
Rode, Clarence	Santa Fe Springs	30
DeSmeth, Leon	Wilmington	25
Law, Jack	Wilmington	15

COMPTROLLER'S DEPARTMENT

Name	Location	Years
Cain, Robert L., Jr.	Home Office	25
Carden, William L.	Great Falls	20
Mackey, Thomas O., Jr.	Home Office	10

INDUSTRIAL RELATIONS DEPARTMENT

Name	Location	Years
Rutledge, Marjorie E.	Home Office	25

MANUFACTURING DEPARTMENT

Name	Location	Years
Hauswirth, Marjorie E.	Home Office	25
Kelly, William H.	Bakersfield	25
Farris, Thomas F.	Cut Bank	20
Maguire, Frank C.	Cut Bank	20
Bagley, Elmer A.	Oleum	15

Name	Location	Years
Alphers, Fred T.	Oleum	10
Chapin, Stanley D.	Oleum	10
Fifer, Harvey R.	Oleum	10
Godfrey, Chas. F., Jr.	Wilmington	10
Goyette, Cleo J.	Wilmington	10
Smith, Lawrence W.	Wilmington	10
Stribley, Arthur F.	Wilmington	10

MARKETING DEPARTMENT

Name	Location	Years
Anderson, Roy	Seattle	25
Asbury, Adaline M.	Home Office	20
Boehmer, Earle C.	San Francisco	20
Frain, Courtland B.	Home Office	20
Janni, Frank J.	Walla Walla	20
Dowle, Richard D.	Pasadena	15
Glass, Ralph C.	Phoenix	15
Miller, John W.	Home Office	15
Ace, Doris F.	San Francisco	10
Giron, Antonio	Balboa, Canal Zone	10
Griffin, Richard J.	Hollywood	10
Howard, Jack C.	Monterey	10
Owen, Clyde L.	Sacramento	10
Tapia, Guillermo	Balboa, Canal Zone	10

EXECUTIVE STAFF

Name	Location	Years
Smith, R. D.	Great Falls	20

EXECUTIVE OFFICE STAFF

Name	Location	Years
Lyons, Caroline M.	Home Office	10

RESEARCH AND PATENTS DEPARTMENT

Name	Location	Years
Harline, Douglas L.	Wilmington	10
Switzer, Robert L.	Wilmington	10

TREASURER'S DEPARTMENT

Name	Location	Years
Whitney, Betty J.	Home Office	10

HONOR ROLL—Cont.

Name	Location
Turner, Ronald F.	Southern Retail
Tuthill, Robert E.	Southern Retail
Van Osten, D. R.	No. Wholesale
Walden, Judson D.	Southern Retail
Warren, Robert A.	Southern Retail
Williams, J. G.	Southern Wholesale
Wold, Richard N.	Southern Retail
Wolf, Hans Robert	Southern Retail
Young, H. N.	Refy. Sales
Zang, T. W.	Northern Wholesale

Exploration and Production Department

Cook, Willard D.	Expl.
Parker, Ben H., Jr.	Nev.—Expl.
Quackenbush, Wm. H.	Expl. Pac.

Treasurer's Department

Coony, Edmund P.	Legal
Sherar, William T.	Treas.

Comptroller's Department

Bowman, Maurice E.	Field
Boyes, Ralph L.	Field

Dodds, Richard W.	Home Office
Dulaney, Richard T.	Home Office
Dunham, Donald F.	Field
Foster, Duane A.	Field
Goodchild, Francis R.	Field
Graham, Harold E.	Field
Grant, James N.	Home Office
Haines, Jonathan R.	Home Office
Harcastle, Wm. E.	Home Office
Herring, Clifford L.	Home Office
Hodges, Bill W.	Field
Hollingsworth, W. D.	Field
Jordan, Donald A.	Home Office
Kearns, Francis J., Jr.	Home Office
Kohal, Kenneth L.	Field
McGourty, James F.	Field
McGrory, Charles G.	Field
Miller, Bill H.	Field
Miller, Orville H.	Home Office
Nighswonger, Wm. O.	Home Office
Parker, Gaylord K.	Field
Pattee, Walter W.	Home Office
Plumb, Robert W.	Field

Schenken, Albert W.	Home Office
Siler, Ben H., Jr.	Field
Smith, Robert L.	Home Office
Unfried, Alvin Wm.	Home Office
Vidal, Richard A.	Field

Gulf Division

*Bigelow, Darrel V.
Broussard, Thurman L.
Erickson, Carl R.
Robbins, Joseph H.

Glacier Division

Cavert, Wm. C.	Great Falls
Colegrove, Robert G.	Great Falls
**Gertzen, Norman	Cut Bank
Hall, Edwin L.	Cut Bank
Hathaway, Gerald W.	Cut Bank
McLaughlin, William L.	Great Falls
Nanini, Fred	Cut Bank
Pollard, Wayne H.	Cut Bank
Sewell, Russell L.	Cut Bank

*Returned from service
**Killed in action

Who owns big business anyway?



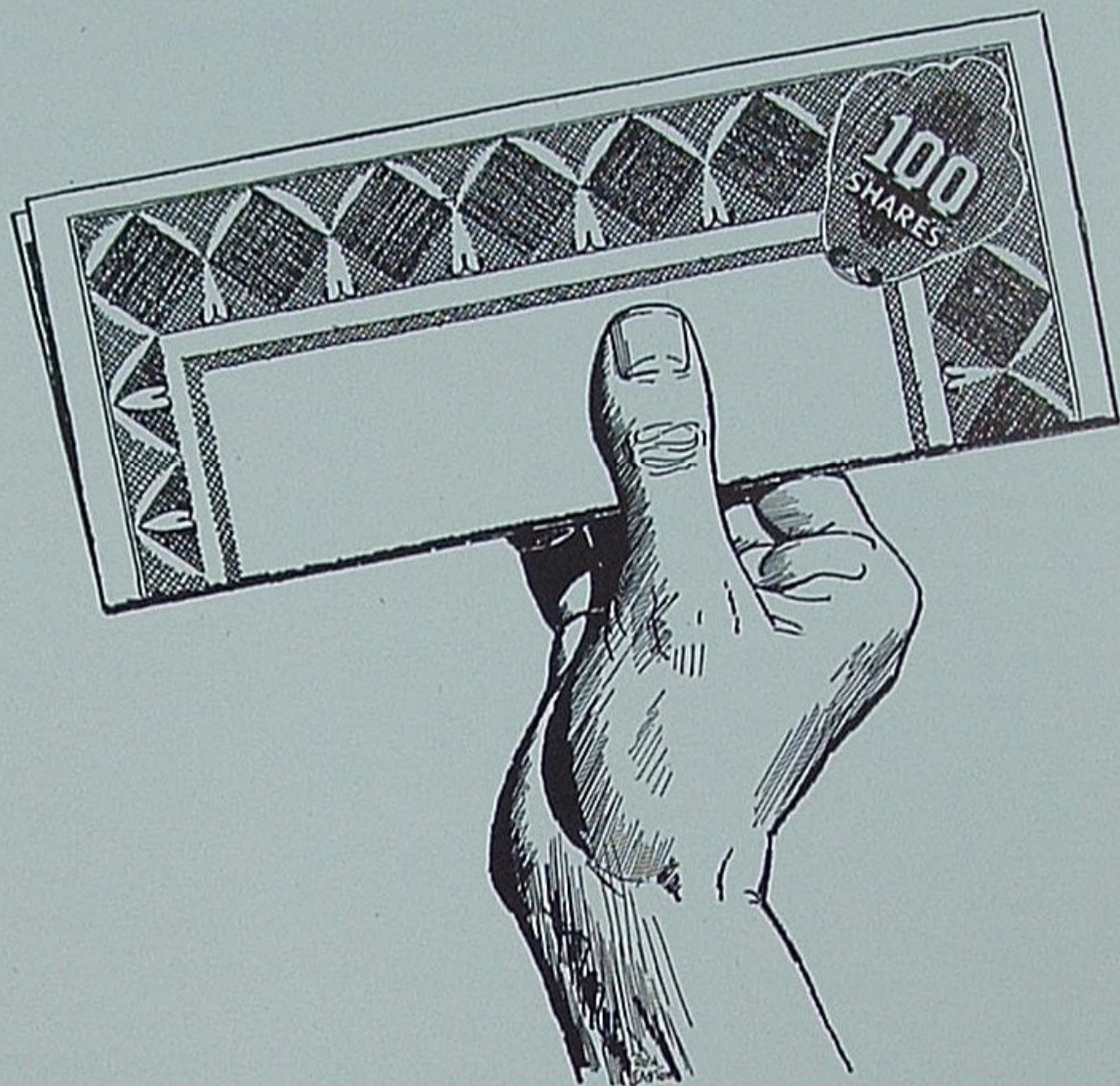
1. Many people, including the Russian delegates to the United Nations, don't seem to understand who owns America's corporations. They continually talk about "Big Business" and "Wall Street Capitalists" as if our big companies were owned and run by a handful of "economic royalists."



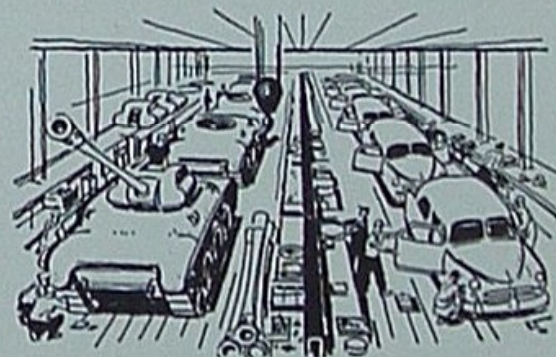
2. As a matter of fact, practically all large American corporations are owned and run by the American people. Union Oil Company, for example, has more than 36,000 stockholder-owners. 33,613 of our common stockholders are individuals—15,528 women and 18,085 men. The remainder consist of some 2,500 educational, religious and charitable institutions, labor unions, insurance and trust companies.



3. Approximately half of Union Oil's common stock is owned by stockholders who have 500 shares or less. Average shares per stockholder is 146. Naturally there are many larger holdings than this and many smaller, but our largest stockholder owns only 2¼% of the total stock. Our directors and officers combined own 2½%.



4. In other words, Union Oil Company is owned not by a few dozen millionaires but by many thousands of ordinary Americans. And this is true of practically every U. S. corporation.* So when the Communists argue that their system would allow the American "people" to "own" their industries, they're whistling up the wrong drainpipe. The American people own their industries already.



5. The big difference is that our system provides the incentives to the individual, the competition and the efficiency that go with private ownership. Consequently, our industries are able to outproduce, outprogress and outdo the Communists' by a country mile. And our people are free to spend their money, put it in the bank, invest it in stocks or bury it in the back yard—whichever they darn well please.

** More than 15 million Americans own stock in some U. S. corporation. In addition to these, everyone who has a life insurance policy will find some of his "cash value" invested in corporations. So, altogether, probably 8 out of 10 American families have a direct or indirect stake in U. S. corporations.*

UNION OIL COMPANY
OF CALIFORNIA

Manufacturers of Royal Triton, the amazing purple oil.