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WAGON BOSS

The Cavalcade of Montana

On Tour

WITH UNION OIL COMPANY OF CALIFORNIA



DECEMBER 1953

On Tour

WITH UNION OIL COMPANY OF CALIFORNIA

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NOW! PURPLE ROYAL TRITON IN 5-20 AND 10-30 GRADES

"ON TOUR", pronounced "on tower," is an oil field expression meaning "on duty." Our magazine by that title is published monthly by Union Oil Company of California for the purposes (1) of keeping Union Oil people informed regarding their Company's operations and progress, and (2) of recognizing and encouraging the fine accomplishments of employee groups and individuals. We invite communications from our employee readers, whose thoughts, interests and opinions are carefully weighed in determining editorial policy. Address correspondence to ON TOUR, Union Oil Building, 617 West Seventh Street, Los Angeles 17, Calif.

T. D. Collett, Editor
R. C. Hogen, Assistant Editor



The near passage of one year and the approach of a new one is the traditional time for Americans to pause and take stock of their harvest.

For Union Oil Company, 1953 has been a good year. We have worked hard and prospered. But, in addition to material things, have we sought for and gained any of the imperishable treasures of life—in the realms of wisdom, honesty, industry and charity—which are so important in the development of good character?

For the answer each one of us must search his individual soul. However, to those of us whose human contacts are so numerous throughout Union Oil Company during the year, it is a warm satisfaction to find so many of our fellowmen motivated by true Christian ideals. Certainly no enterprise can anchor itself to a sounder human foundation than that prescribed for mankind some 1900 years ago by the Man of Galilee.

So our estimate of the past year should give us a feeling of genuine thanks-giving—our "MERRY CHRISTMAS" to all Union Oil people is sincerely meant—and our wishes for your "HAPPY AND PROSPEROUS NEW YEAR" are expressed with deepest confidence.

THE COVER was painted by Charles M. Russell (1864-1926), the famous "cowboy artist" of Great Falls whose hundreds of oils and sketches faithfully portray the ruggedness of life in early Montana. He migrated from St. Louis as a boy and turned to art as a means of entertaining his friends in Montana towns and cow camps. His genius is now recognized in the world's foremost art galleries.

seriously to develop a taste for the white man's strange laws and customs.

The Montanans

From these backward glances at the history of the upper Missouri, we can see that modern America is indebted to the foresight of Thomas Jefferson and his contemporaries. Their \$15-million investment has been justified a thousandfold. Nevertheless, Montana has given of its treasures grudgingly—requiring a day's work for a day's gain—sometimes yielding a bumper crop only to snatch it away in a fit of storm or drouth—and tormenting its settlers with many types of adversity, economic as well as climatic.

So, in recent years, the state's population tide has both ebbed and risen. It still takes work, courage and perseverance to become a Montanan; hence, many a newcomer, attracted by the lush green of summertime, departs with the winter's first blizzard. Those who stay seem more richly imbued with the stalwart traits and appreciations that won the West.

Many Union Oil people in Montana are descendants of the pioneers who stayed, or have become confirmed citizens through long evaluation of the state's resources. At Great Falls, headquarters location of our Glacier

Division, they like to take visiting guests for a drive past some of the spots where Lewis and Clark nearly lost patience with the Missouri River. They like to park on a cut bank and recall how Indians used to stampede hundreds of buffalo over the brink to slaughter. Just in case civilization gets tiresome or doesn't keep, the luggage compartment of many a Montana-licensed car carries rifle, fishing tackle, bed roll and saddle. The old frontier is only a few miles, a few minutes and a few inhibitions from town.

Good that the pioneering traits have been preserved in members of our generation, for the search for oil in Montana, like that for furs, homesteads, minerals and wheat, has called for human strength and tenacity. Natural gas and oil were found in Montana as early as 1913. But the yield has never attracted the rabble of prospectors who think only of getting rich overnight. Rather, the state's modest petroleum rewards have gone principally to those who "stay for the winter."

In a subsequent article ON TOUR will introduce the people and describe the Union Oil operations at Cut Bank, where most of our Montana oil is produced and refined. Meanwhile, meet the Glacier Division staff at Great Falls, who qualify in every sense as petroleum pioneers in the cavalcade of Montana.



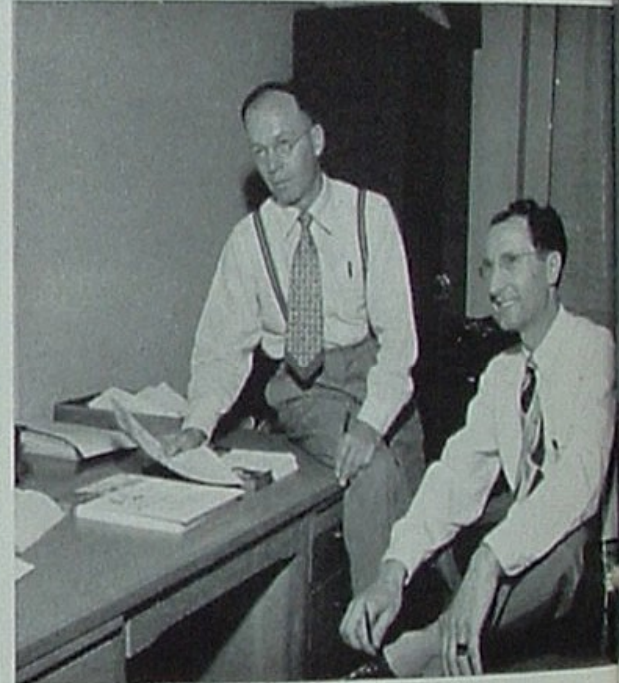
Union Oilers "on tour" at Great Falls include, from left, Shirley Monroe, Robert Bowker, Frank Simons, Frank

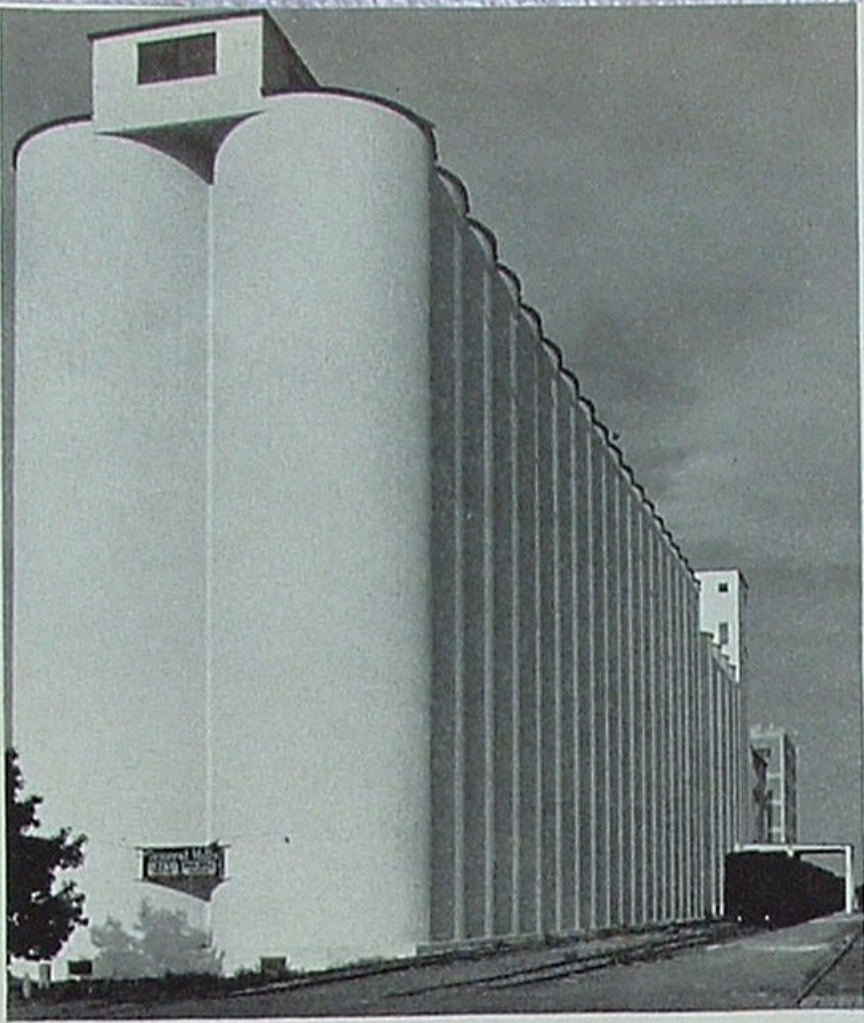
(standing) Woodrow Hovland, Richard Mondik, James Moriarty, (seated) George Elderkin and Robert Holland of



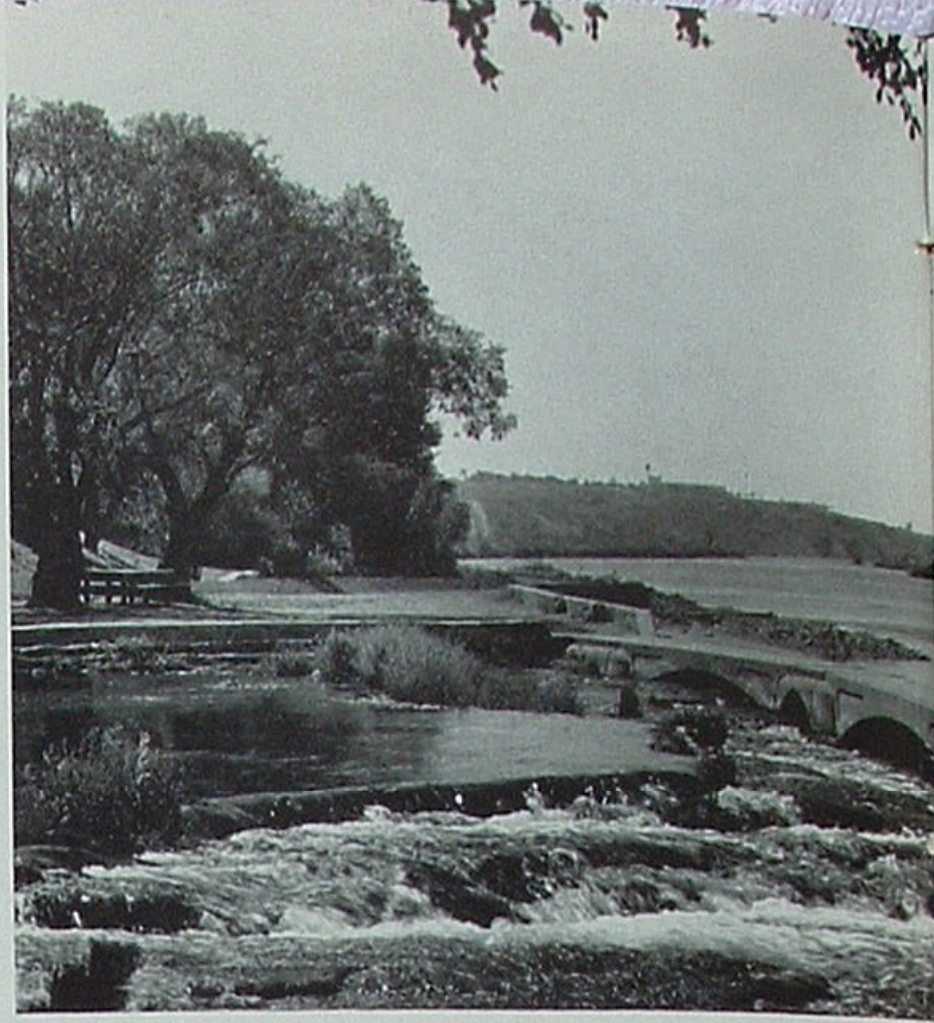
White, William Carden and Betty Trumbo of Accounting; W. E. Ashby, construction supervisor; Harley Hooker and

Accounting; Shirley Seation, stenographer, and Frances Lund, clerk; Mary Burns and Mary Wilson, clerks in Office





Modern grain elevators attest to one of the major changes that have taken place on Montana's eastern plains since the days buffalo were counted there by the tens of thousands.



Near Great Falls, Lewis and Clark discovered Giant Springs, said to be the world's largest, which pour some 380 million gallons of crystal clear water a day into the Missouri River.

The "Sky Pilots"

Strangely, the Christian religion was first brought to Montana through the initiative of the Red Men themselves. Some Iriquois Indians, hired as trappers by the North-West Company, carried the gospel so effectively to the Nez Perce and Flathead tribes that Indian delegates were despatched to St. Louis in 1831 seeking a black-robed priest. Father Pierre Jean de Smet responded in 1841 by founding St. Mary's Mission in the Bitterroot Valley. Protestant "sky pilots" enroute to Oregon also were given brief audience in the saloons and gambling houses during the first decade of migration. In due time missionaries and ministers of all faiths were made

welcome in a diocese where the bible often spent as much time in the saddle as on the altar.

The Homesteaders

It was in Bitterroot Valley also where the first seeds of Montana agriculture were sown in 1842. From that original crop of grain and vegetables, the state's leading source of income has been developed. The banks of the Missouri now support vast fields of grain and hay instead of buffalo grass—some of America's largest herds of sheep and cattle in place of the nearly vanished bison.

Cattle, introduced in 1832, fared so well on the lush grass of the plains that Montana became the West's



Great Falls, largest city in Montana, occupies a bend in the Missouri River—owes its name to a series of five falls, which drop the river 512 feet in less than 10 miles. Lewis and Clark were obliged to portage round them in 1805.

TALKATHON NO. 3

BY DAVID LAWRENCE

A
TIMELY
EDITORIAL

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"U. S. NEWS & WORLD REPORT"

WE TALKED for months and months at Panmunjom—and then laid down our arms, credulously hoping it would mean an agreement later to unify Korea and secure the withdrawal of Chinese Communist armies from Korean territory.

We have been talking ever since the truce was signed only about the time and place and the membership of the proposed peace conference. Concurrently, the Communists have been building new airfields in North Korea and bringing in scores of Russian-type jet planes to threaten our troops and terrorize the Korean people. This build-up is, of course, a violation of the armistice terms, but we still talk at Panmunjom.

We have agreed, moreover, to talk about European problems at a four-power conference of Foreign Ministers at Berlin. This third series of talks may last for months and months, too. We have had only 289 "talks" in the past few years with the Soviets on the Austrian problem.

Morality in diplomacy is at a low ebb. Dishonesty and hypocrisy are condoned. The illusion seems to be that there is some magic way by which those who tell falsehoods to the world can be suddenly converted to truth-telling and sincerity merely by listening to the eloquent words of an Old World statesman.

Deals with gangsters never work out. Neither Mr. Churchill nor anyone else can negotiate an agreement with Soviet Russia today that would be worth the paper it is written on. Until there is a free government in Russia, there can be no durable peace.

If talk is futile, is war the only alternative? Not at all. Military strength can produce a balance of power in the world—can deter an enemy who is uncertain of his own capability in a war with the other side. But nothing will deter even an enemy of inferior strength if the alliance which faces it is weak and decadent.

The free world alliance is frail. It lacks not only military solidarity and strength, but it lacks moral courage.

Despite the recent caution uttered by Secretary of State John Foster Dulles about the importance of overseas bases for our airplanes—and hence the need for catering to our European allies—the fact remains that a sudden attack by atom bombs on the United States direct from Russia would mean a negotiation until permission could be obtained, as now required by agreement between the Attlee Government and the Truman Administration, be-

fore our planes could take off from bases in Great Britain with atom bombs. It might mean a debate in the British Parliament. Meanwhile, many American cities would have been hit and perhaps destroyed.

We may, on the other hand, face another Pearl Harbor—an attack without warning in the Pacific. Atom bombs could be dropped on aircraft plants on our own Pacific Coast by planes flown from bases in Communist China or North Korea. Once this attack came, the Soviets might naively declare that this was only the act of "Chinese volunteers" and that Moscow was really "neutral." Would our European allies vote then to let us use their bases against Soviet Russia, or would they insist that, since Europe itself had not been attacked, it would be better for them to remain neutral?

Is there any assurance, moreover, that the European parliaments, which can be infiltrated any day by a Communist bloc, will not suddenly vote to prohibit us from using their bases?

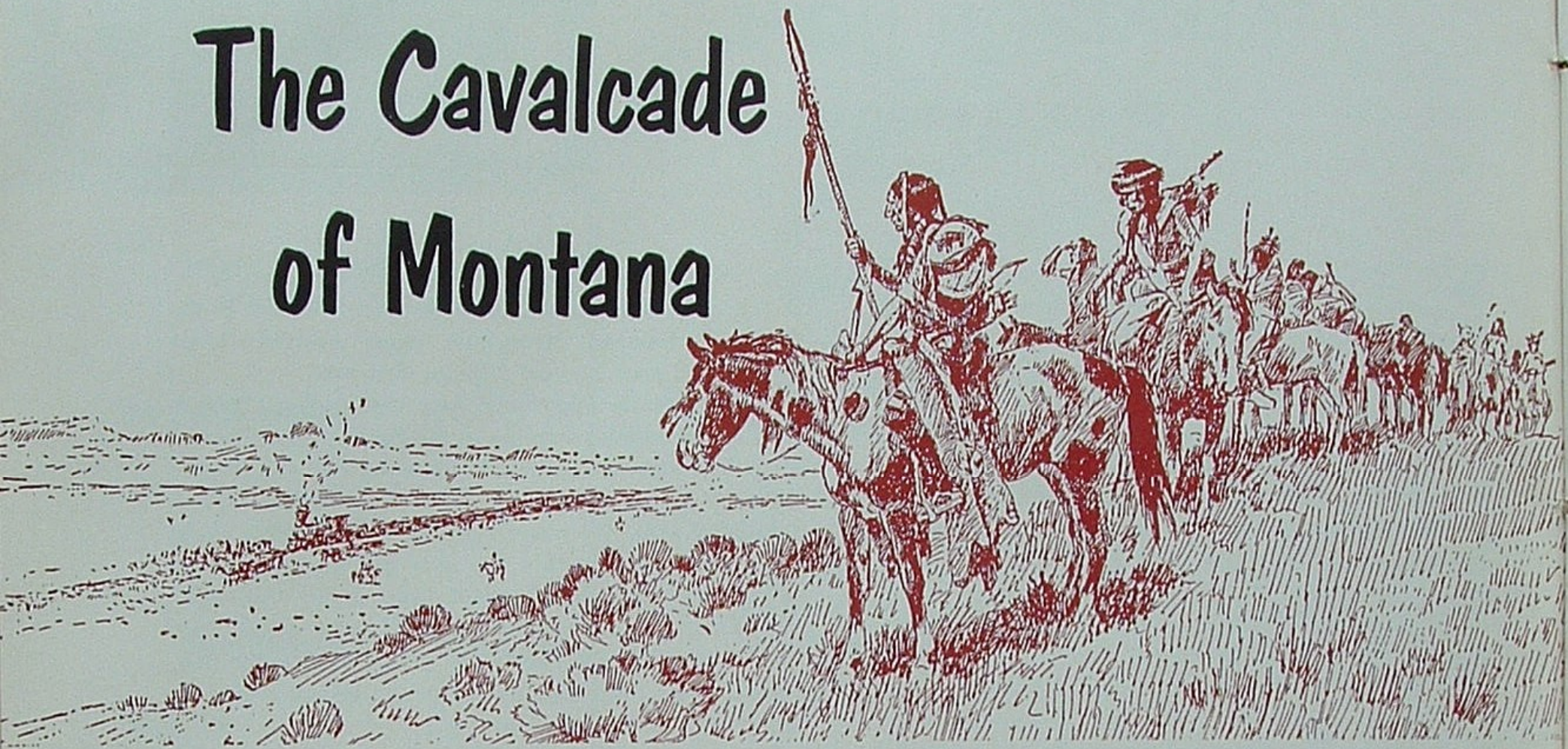
The plain lesson of today for the American people is to build more intercontinental bombers for our Air Force that can deliver a death blow on our enemies from our own territory and construct at once as many big aircraft carriers as we can for our Navy. This would enable us instantly—if we are attacked—to reach the enemy heartland without depending on overseas bases.

Only in this way can we prevent our country from being blackmailed into surrendering our principles merely to get the theoretical use of bases from which we may never be allowed to fly our planes.

America must look to her own defenses first and rely only secondarily on the use of overseas bases. We must not stay in the sorry position in which the Secretary of State, in his formal statement last week, inadvertently put this country when he virtually conceded that even the unmoral trading with the enemy by the Europeans during the Korean war must be overlooked as we cravenly seek the right to a continued use of overseas airbases.

It is time to consider the safety of the United States as primary and as of the highest priority. No other policy can now be regarded as dependable after the startling revelation by the Secretary of State concerning the price we evidently are being asked to pay to keep overseas bases. No membership in any alliance is worthy of American honor if it is built on the sacrifice of moral principle.

The Cavalcade of Montana



THE LOUISIANA PURCHASE of 1803 brought under control of the United States, at a cost of \$15-million or four cents an acre, one of the world's richest areas. It included not only the explored and partly settled lands of the lower Mississippi River but also the broad river basins northward to Canada, including the vast unexplored wilderness of the Missouri River and its tributaries.

For more than a hundred years prior to 1803 the French, English and Spanish claimants of Louisiana Territory had used the region principally as a clause in their European treaties, trading it back and forth as if their claims or the area's values were subject to serious doubt. Obviously they had little conception of the Mississippi River Valley's fertility. And they saw the Missouri River country, through the eyes of a few traders who had entered it, as a region ill suited for any enterprise except the fur trade.

Even President Thomas Jefferson, who drove a swift bargain with Napoleon for the purchase of Louisiana Territory from France, didn't know whether the U. S. had obligated itself for a honey hive or a nest of hornets along the upper Missouri. But, with typical New World aggressiveness, he found out. Hardly had French signatures dried on the Louisiana bill of sale before the President dispatched his personal secretary "To explore the Missouri River, and such principal streams of it as, by its course and communication with the waters of the Pacific Ocean . . . may offer the most direct and practicable water communication across the continent for the purposes of commerce."

The secretary, Captain Meriwether Lewis, prevailed

upon a life-long friend, William Clark, to co-captain the expedition. In May, 1804, they—along with nine young Kentuckians, 14 U. S. soldier volunteers, two French watermen, one interpreter and hunter, and one negro servant—left the frontier settlement of St. Louis and disappeared into the Missouri's mouth. Winter overtook them at a Mandan Indian village near where Bismark, North Dakota, now stands. But early the following spring they pushed on, having added two members to their expedition—Sacajawea, Indian wife of their interpreter Charbonneau, and the couple's one-month-old son. The western wilderness swallowed them so completely that the expedition was given up for lost.

When, in August of 1806, Lewis and Clark, clad in buckskin, finally emerged from the Missouri to make their report, President Jefferson and thousands of other Americans listened eagerly. The explorers had reached the Pacific and now urged Americans to quickly colonize its shores. They reported the Missouri a rather difficult waterway—iced over in winter—obstructed in one area by a series of falls—made treacherous in other places by shallows and quicksands—and its main course hardly distinguishable at times from several large tributaries.

Their more favorable observations along the upper Missouri reflected a wealth of furs—immense herds of buffalo and other wild game—coal outcroppings and evidence of other mineral resources—at the edge of the western plains, magnificent mountains whose beauty seemed to compensate for their hindrances to travel—limitless range and farm land—an abundance of timber far to the west—in short, a wilderness empire waiting to be pioneered.

Today we refer to the region of the upper Missouri River as Montana. Indeed it was within the present boundaries of that state where the Lewis and Clark expedition was put to its greatest tests of courage and stamina. Here at present-day Great Falls they had to portage around the series of cascades and take to improvised canoes. On the river banks they were attacked by "white bears" (grizzlies), far more to be feared than were hostile Indians. They encountered deer, elk, antelope, wolves, buffalo by the tens of thousands—and had to depend on wild game for much of their food and clothing. The large tributaries and forks of the Missouri, to a number of which they gave Anglicized names, kept them in constant doubt as to the most favorable western route. They were buffeted by violent storms and other freakish extremes of weather. But they lost only one member of their party, to illness, and were obliged to take only two Indian lives, during a skirmish in Montana to prevent the stealing of their horses.

Their faithfully kept diaries, intimating how individuals stood the hardships, painted a fine tribute to the character of Sacajawea, "The Bird Woman." Despite having to care for her infant child, she proved invaluable rather than burdensome to the explorers. When others weakened or met adversity, she either aided or shamed them back into line. When ill herself, she did not complain. Through her blood relationship and dealings with a Rocky Mountain Indian tribe, the expedition obtained horses and made rapid progress through the difficult mountain areas. Montana and America have ever since echoed the tribute paid Sacajawea by Lewis and Clark.

Probably more than any other state carved from the Louisiana Purchase, Montana places the Lewis and Clark expedition at the head of its historic cavalcade. And behind that inspiring leadership have marched explorers of similar spirit, whose taming of the Upper Missouri provides some of the West's most thrilling episodes:

The Trappers

Following the explorers, there came in 1807 the fur traders, led by Manuel Lisa. His vanguard of 42 men built Montana's first trading post at the confluence of the Big Horn and Yellowstone rivers. Two of the men were attacked by Indians that year near the forks of the Missouri. One was killed, but the other—John Colter, who had accompanied Lewis and Clark—escaped to the south through Colter's Hell, today known as Yellowstone National Park. Other well known names associated with this early fur trade were Pierre Menard, Andrew Henry, John Jacob Astor, Alexander Ross, William H. Ashley, Jim Bridger, Edward Rose, Andrew Henry, David Thompson and Kenneth McKenzie. It is estimated that the fur men collectively redeemed the full Louisiana Purchase price in Montana alone, at a cost however of a hundred trappers' lives and a fortune in horses stolen by Indian raiders.



Capt. William Clark

Capt. Meriwether Lewis

The recorded history of Montana begins in 1805, when the Lewis and Clark Expedition, including 32 men, the Indian wife of the party's interpreter and their month-old son, moved up the Missouri River through wholly unexplored territory toward the Pacific Ocean. Their travels, lasting more than two years, blazed a trail for western migration and preserved for our generation some authentic journal descriptions of the Old West.

Sacajawea





Offices of Union Oil's Glacier Division are located in the First National Bank Building (right) at Great Falls. The Division is managed by R. D. "Dick" Smith (above), Assistant to the President, whose Great Falls staff of some 30 persons includes the Montanans pictured below.



Nicholas Wren of Sales Services Department; Helen Lapee, secretary for Assistant to the President R. D. Smith; Ruth Services, and Mary Darkenwald, stenographer in Accounting; Gladys Ryan, clerk, and Donald Gough, distribution

Melvin, stenographer, and Douglas B. Hayes, division sales manager; Paul K. Noland, the division accountant; supervisor; Richard Dowell, retail representative, with Lessee J. P. Gabriel; and A. D. Adolphson, sales representative.



Due Unto

By Hjalmar H. Hansson
Chairman of Home Office AID

UNION OIL PEOPLE during 1953 have responded as never before in giving to the worthy causes of their communities and the nation—due largely, we believe, to a one-package campaign method of raising funds.

Bakersfield employees, in contributing \$1,200, exceeded their last year's drive some 500 per cent. Petroleum Building Union Oilers gave nearly \$3,000—one-third more than in 1952. Los Angeles Refinery surpassed the \$11,000 donation mark. Our Research and Process group contributed nearly \$6,000. Los Angeles Terminal and Home Office employees, pledging more than \$1,000 and \$32,000 respectively, qualified for membership in the AID Club when more than 50 per cent agreed to donate at least ½ per cent of their annual earnings. Undoubtedly, many unreported drives brought similar good results and added substantially to the Company total.

In social work the emphasis has shifted from "charity" to "community service." For, in addition to serving the destitute, social agencies are devoting great effort toward medical research, the arrest and prevention of epidemic diseases, disaster relief, child welfare, preservation of home life, and so on. Practically all members of society benefit from such programs; hence "community service" better defines the objectives.

W. F. Bradford, fund-raising committee of Research and Process; (front) Tom Rossbottom, Al Reckling, Beverly Greenside, Mary Shallcross, Betty Coombs, Jean Shaffer, Sid Toney, (back) Jim McDonald, Ernest Hoglund, Oscar Pear-



Seeing first-hand how AID dollars are spent in Orthopaedic Hospital are, l-r, Isabelle Hill, Margaret Carvey and Irene Carnal, Los Angeles representatives of Union Oil.

Reporting highly successful AID campaigns are, l-r, Gloria Rice, Sally Darrow, Colleen Douglas, Mabel Randall, Barbara Hamilton, Luella Rodabaugh, Al Lange, Paul Doyle, Mr. Hannigan of AID, L. W. McLennan, Anne Falconer and



Into Others

By Hjalmar H. Hansen
 Chairman of Home Office AID Committee

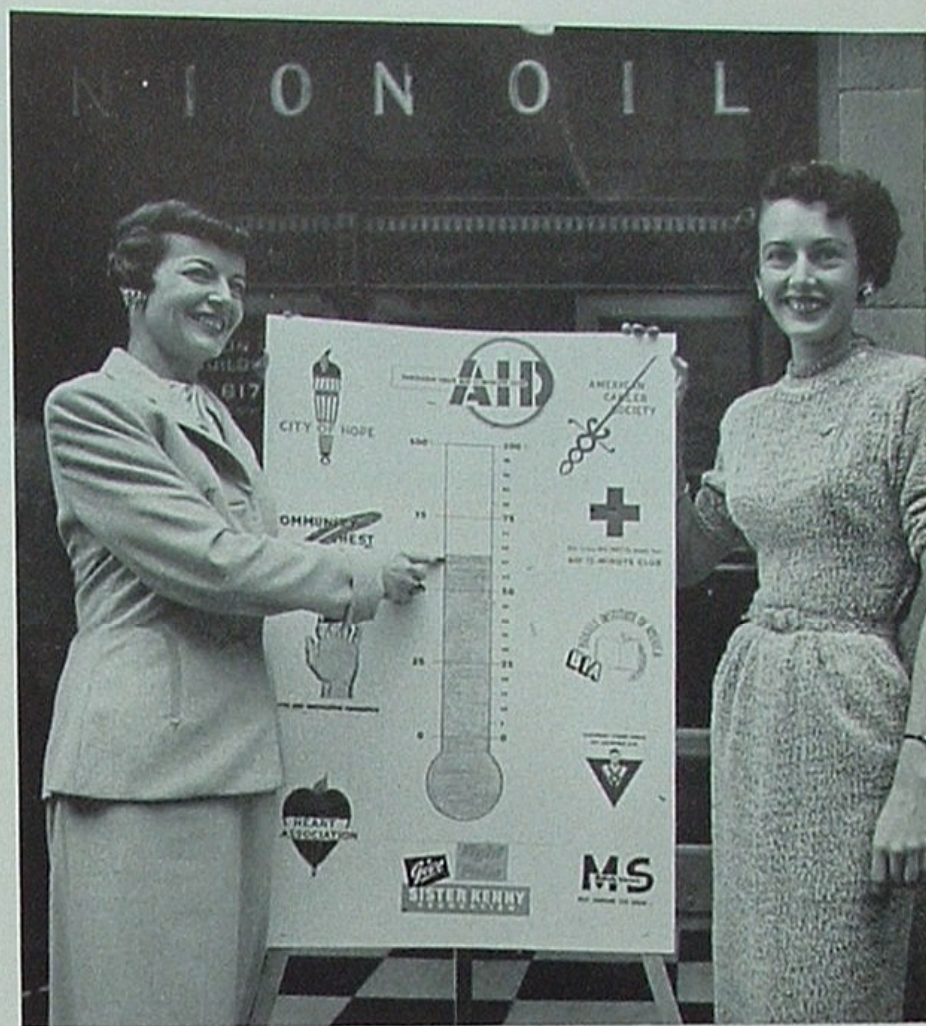
The rub was that working people have been deluged with a constant round of campaigns by national and local service agencies. From March-of-Dimes time in January to Christmas-Seal time in December, hardly a month passed without one or more appeals and campaigns. People got the feeling of being *dimed* and *dollared* to the breaking point.

The one-package plan of giving was inaugurated in Los Angeles during 1951 by Associated In-Group Donors, better known as AID. As the name implies, it is an organization of givers. Donor committees investigate the service agencies, conduct their own drives, and see to it that gifts are relayed to organizations of the giver's choice or are fairly distributed among all agencies. AID has raised \$3,000,000 at a cost of only five per cent.

Similarly, San Francisco has its Bay Area United Crusade and Seattle its United Good Neighbor Fund. Their experience, like AID's, proves that donors give far more generously if not pestered constantly and confused by an endless stream of appeals.

The members of our voluntary committees who served as fund raisers in 1953 whole-heartedly endorse the spread of one-package campaigns. The money, time and patience thus conserved can be put to much better use in "community service."

son, Forest Rogers, Claude Taylor, Ellis Hart, Bill Forbes, Gerald Lunsford, Henry Meiners and Don Link of Los Angeles Refinery; (front) Betty Smith, Mary Brown, Tricia Firmin, Alice Nelson, Nancy White, Anne Peterson, (back)



Helen Arvin and Joy Bauer are justifiably pleased when more than 61 per cent of Home Office employees pledge at least 1/2 per cent of their annual earnings to A.I.D.

Dorothy Smith, Nate King, Doreen Dunn, Mike Imes, Olga Wohlgemuth, Alma Hansen, Don Reed and Irene Bedford of our Petroleum Building and other Marketing units in Los Angeles. All endorse one-package "community service."





• MARKETING

Because of a noticeable shift during the past six or eight months from a seller's to a buyer's market—accompanied by oversupply, keener competition and some price-cutting—the Marketing Department has re-aligned its retail and wholesale organizations. Taking the place of our former 29 Districts handling both wholesale and retail activities, the Company now has 14 Wholesale Districts, 16 Retail Districts, and 7 smaller volume Districts where wholesale and retail functions remain under the direction of one manager in each. This increase to 37 Districts has resulted in the appointment of eight new district sales managers. Incidentally, Alaska has been made a District and is no longer a subdivision of the Seattle District. In each Territory there is now a manager of sales-wholesale and a manager of sales-retail. They and all district sales managers will report to their respective territory managers. This division into separate retail and wholesale groups will permit making the most efficient use of highly trained specialists in each field of marketing.

Our sales training program is in full swing. To date 349 sales representatives have completed the Petroleum Educational Institute course in fuels and lubricants, and 196 others are presently enrolled. It is expected that all district sales managers in our western marketing area will attend orientation conferences, from which 24 of their number have already benefited. A special two-weeks' sales course designed for about 16 resident managers, retail representatives and salesman at a time, so far has accommodated 47 men. A high degree of interest and enthusiasm has been manifest.

Denton L. Dunn brings 20 years of marketing experience to Union Oil by becoming our full-line distributor in Salt Lake City. His operations will provide a means of substantially expanding our business in the Inter-Mountain area.

The Company has nearly completed construction of new cargo pipe lines from the harbor to our Honolulu plant. The installation, costing approximately \$262,000, will be placed in service when a new pier under construction by the Oahu Railway and Land Company is completed. Nearly complete there also are two new tanks, costing \$100,000, for refined products.

Union Oil has nearly finished construction at Honolulu of a 25,000-barrel tank, cargo pipe line, and loading rack for handling aqueous ammonia. The facility will be leased to Brea Chemicals, Inc., our subsidiary, for their supplying of aqueous ammonia to Hawaiian plantations beginning January 1. Construction is also under way on similar ammonia facilities at Hilo. Brea Chemical's plans to serve the ammonia market in California's central valley have reached the engineering stage on a 35,000-barrel ammonia tank for Stockton.

We have a new marketing station at Haines, gateway to the interior of southeastern Alaska. Work has been started on terminal improvements and an extension of the wharf at Whittier, Alaska; also on a half-million-dollar addition to terminal facilities at Edmonds, Washington.

Union Oil is actively entering the Canada market with the addition of British Columbia and Yukon Territory to our Northwest Territory; Alberta and Saskatchewan to our Glacier Division; and eastern Canada to our Eastern Continental Territory.

from Roy Linden

• MANUFACTURING

As part of our refinery modernization program, MP-30, a gasoline desulfurization plant will be constructed at Oleum Refinery. The process, known as "Unifying," is a development by Union Oil Company. Briefly, the unit will convert sulfur in high-sulfur gasoline stocks to hydrogen sulfide by the addition of hydrogen. The hydrogen sulfide can then be converted to sulfur through further processing. The Unifying Plant.

with a feed capacity of 16,000 barrels per day, will accomplish the sulfur conversion by use of a catalyst composed essentially of alumina impregnated with cobalt and molybdenum. The hydrogen required will be produced by the Platformer to be built at Oleum as part of the modernization program. The Unifying Plant is scheduled to begin operating late in 1954.

Los Angeles Refinery is installing floating roofs on 18 storage tanks. Installation of this type of tank roof, which actually floats on the surface of the oil, will reduce evaporation losses of petroleum vapor to the atmosphere, and is in conformance with recent regulations of the Los Angeles Air Pollution Control District.

from K. E. Kingman

• FIELD

Development drilling operations in California have been reduced in recent weeks from an average of 13 operations to 5. This curtailment is due to the fact that present supplies of crude oil are believed to be adequate for our refinery needs for the immediate future. The reduction in drilling has been effected with a minimum of inconvenience, principally because drilling operations have been handled on a contract basis. The exploratory drilling program, with seven wildcat wells being drilled in California at present, is in no way affected by the development cutback.

Exploratory drilling is to be commenced shortly in Peru in conformity with an operating agreement between Union Oil Company and Petroleo Sullana, Ltd., (owned 40% by Union). Under this agreement, exploration and exploitation operations on approximately 750,000 acres in the Sechura Desert area of Peru will be conducted by the Company. The first well will be started early in 1954.

from Sam Grinsfelder

• TRANSPORTATION & DISTRIBUTION

The first commercial shipment of aqueous ammonia to be made in a Company tanker left Los Angeles Harbor in the SS PAUL M. GREGG in November, bound for the Hawaiian Islands. The shipment, made for Brea Chemicals, was consigned to the Union Oil terminal at Honolulu.

Activity at our Ventura submarine loading terminal has increased with the handling of additional crude oil for other companies through our Ventura pipe line system. Nine ships were loaded during October with a total of 926,000 barrels of crude oil. The average loading rate is about 12,000 barrels per hour. Simultaneously, 23,000 barrels of refined products were discharged through our submarine products line for distribution in the Ventura area. Some 32,000 barrels per day of crude oil moving through this terminal originates in such oil fields as Oakridge, Torrey, Del Valle, Ventura

Avenue, Rincon and San Miguelito. Tidelands oil production from the Oxnard-Montalvo area is also shipped through our Ventura terminal.

from E. L. Hiatt

• RESEARCH & PROCESS

On November 5, Dr. Clyde Berg, manager of Process Development, addressed a record gathering of the California Natural Gasoline Association on the subject of "Hyperforming." Dr. Berg was a member of a four-man panel which discussed catalytic reforming, particularly as it applies to typical California refining stocks.

A new division, Commercial Development, has been organized in the Research & Process Department for the purpose of coordinating and extending the commercial application and licensing of research and process developments. Fred L. Hartley, previously general superintendent of operations at Los Angeles Refinery, is in charge of this new activity.

R. E. Hall of the Research Division recently participated in a three-day session on "Cathodic Protection" held at UCLA under joint auspices of the university and the National Association of Corrosion Engineers. Mr. Hall presented a paper on field testing practices.

from C. E. Swift

Packaging the first cans of Royal Triton 10-30, whose merits are being described in the Company's current advertising campaign, are, left to right, Manuel Relva and Joe Souza, employees at our Oleum Refinery.





California members of the Desk & Derrick Club's European tour included, l-r, Marian Black and Ruth Tharp of General Petroleum, Rose Pelous and Lorraine Cosner of Union Oil.

D & D Days in Europe

AS 72 Desk and Derrick Club members were about to land at Brussels, Belgium, on September 5, the Sabena Airlines steward handed each a gift bottle of perfume labeled "Ma Griffé." Someone asked him what the name meant. "What you call eet zat ze poosey cat has on ze hands?" he asked in return. "Claws?" someone ventured. "Well, zat ees ze name of ze perfume!"

The six dozen women, who had paid for their dash of extravagance with months or years of petroleum toil, took a good whiff of "Ma Griffé" and landed. Thereafter for 20 days, Europe heard the chatter of excited voices, saw a loaded bus, train or boat swoosh by, and stood sniffing the unmistakable odor of musk. In years to come the tourist trail through Belgium, Holland, France, Switzerland, Italy and England may also be labeled "Ma Griffé."—in memory of the greatest feminine invasion since the Amazons set foot in ancient Greece.

That we, mere men, dwell at such length on a miserly bottle of perfume, meanwhile dismissing the Old World's cultural aspects entirely, may be due to frustration. But, say, how do they manage it, these working girls? Spend every cent they make on clothes yet still scrape up enough for a European vacation? Buy ringside seats at the Follies Bergere, why? Travel all day, stay up all night, and come home after three weeks fully rested, how?

Maybe that "Ma Griffé" manufacturer has something!



Seventy-two boarded plane at New York.



In Rome, visited St. Peter's Square



In France, entered Fontainebleau castle.



Saw memorial to American soldiers at Bastogne.



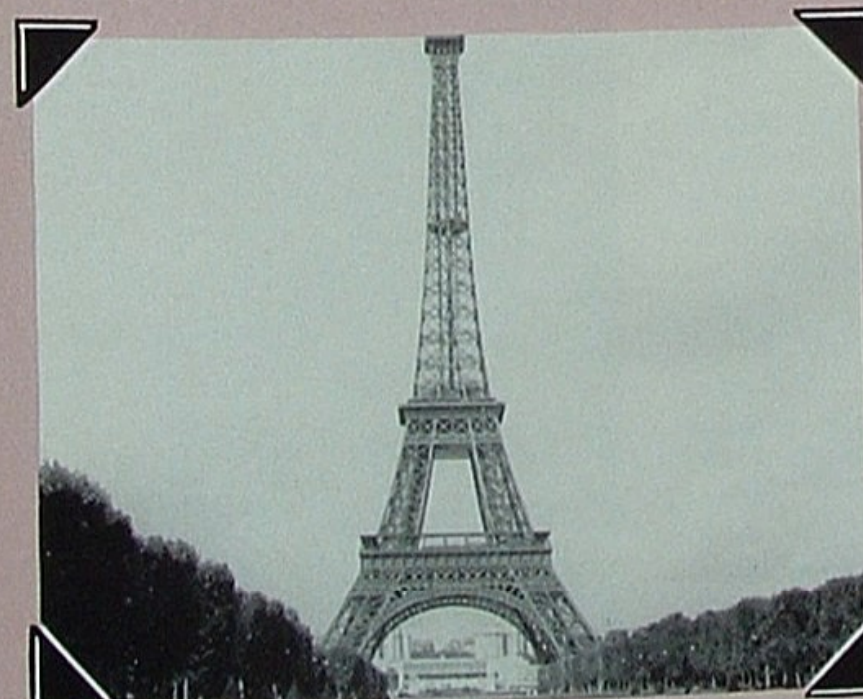
Found Berne, Switzerland, delightful city.



... Temple of Vesta built in first century B.C.



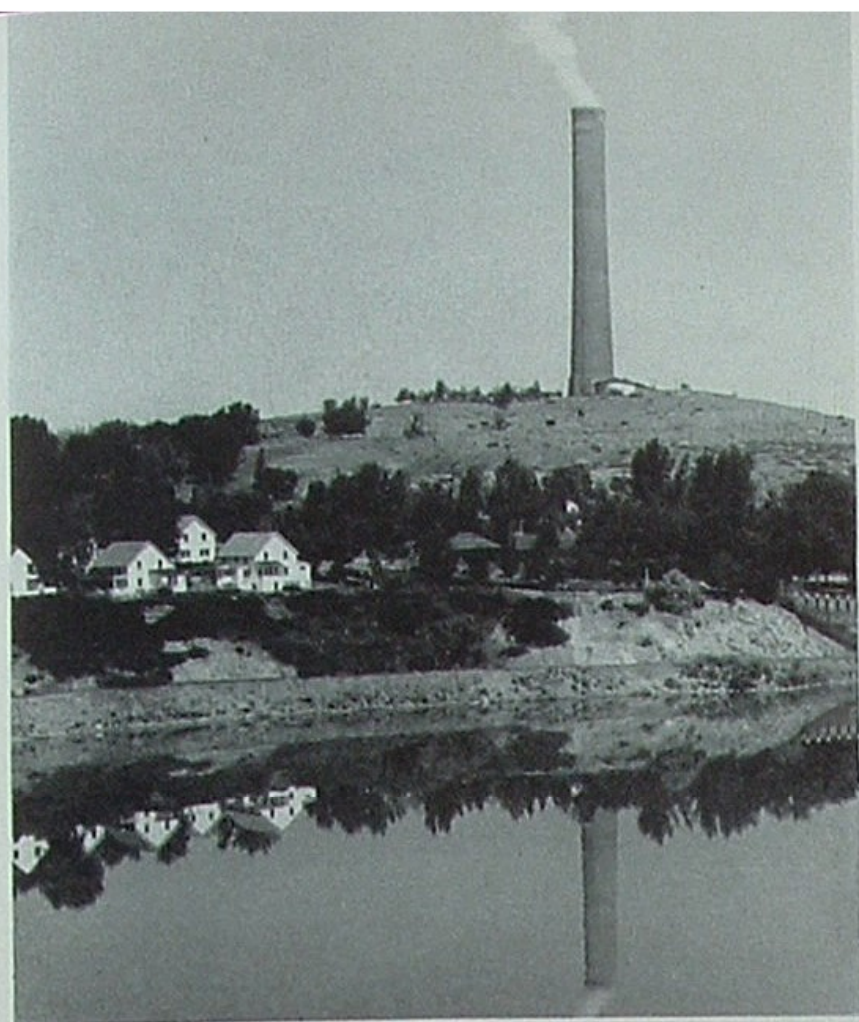
... the one-third of the Colosseum left standing.



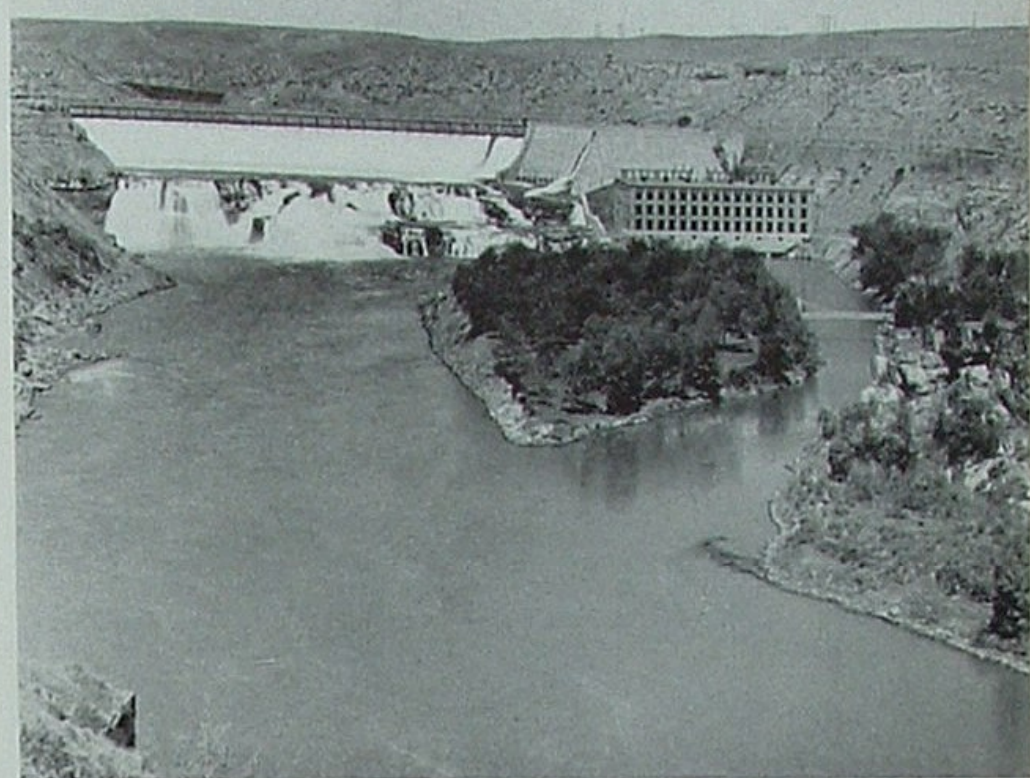
Had lunch in Eiffel Tower, Paris



Saw Buckingham Palace, and headed for home!



Huge smelter stacks at Butte, Anaconda, and Great Falls (above) are working monuments of the state's mining industry. Both copper and zinc are refined here.



Four hydro-electric plants, with a total generating capacity of 235,000 horsepower, have been built by the Montana Power, making Great Falls a foremost industrial city.

major fattening area. Between 1860 and 1890, immense herds were driven from as far south as Texas, fattened during the summer season on buffalo grass, then driven east or south to market. Homesteaders, barbed wire fences and railroads somewhat changed the meaning of freedom of the range after 1900, but livestock raising continues to be of major importance.

The Prospectors

In 1858 some gold dust was offered in St. Louis in exchange for provisions. The dust was back-tracked to Ft. Benton, to Ft. Owen, to Deer Lodge Valley and finally to Montana's Gold Creek, where it had been panned by a quarter-breed Indian named Benetsee. Four years later, prospectors began swarming in from Idaho and Colorado, resulting in a dozen important gold discoveries. One claim at Confederate Gulch yielded \$1,000 per pan and a seven-day fortune of \$114,800. Alder Gulch in 1863 paid off a jackpot of \$10-million—spawned Virginia City and a roaring population of 10,000 within two years— attracted "road agents" like flies—and heralded the rise of the Vigilantes, who discouraged banditry by conducting 24 hangings within three months. Eventually the gold miners sent \$350-million in Montana gold dust to St. Louis and elsewhere.

Silver, first discovered at Butte in 1865, quietly passed gold in total valuation to exceed the half-billion-dollar mark. And beginning in 1880, Marcus Daly's copper mine at Butte turned mining attention to the greatest metal find of all. Up to 1936 Montana had produced 11 billion pounds of copper, and since that year has been producing in excess of \$20-million worth annually. Lead,

zinc, manganese, coal and gems also have been found in important quantities along the upper Missouri.

The Indians

Indians of Montana were formidable defenders of their buffalo realm. The Sioux, the Cheyenne, the Blackfeet and braves of many other western tribes often exacted a life for a life on the field of battle. Their early uneasiness toward the white man's trespassing grew to distrust, bitterness and finally hostility. In the Indian's defense it is admitted that he was generally about 50 per cent justified in resisting the new order of life.

Particularly were Montana Indians incensed against the undisciplined horde of gold seekers. In fact it was to put down the numerous Indian attacks on miners and their wagon trains along the Bozeman Road that Fort C. F. Smith was established on the upper Big Horn in 1866. A year later John Bozeman himself was killed by Piegans, following which U. S. troops withdrew and declared the road closed.

Nine years later, in 1876, the War Department came to final grips with the Sioux and Cheyenne. The Indians under Chief Crazy Horse defeated General Crook in one battle, and later annihilated General Custer and some 200 cavalrymen at the famous battle of the Little Big Horn River, usually referred to as Custer's Last Stand. The following year, Chief Joseph of the Nez Perce humiliated other cavalry units while fleeing with a band of his people toward Canada. However, Chief Joseph was captured and Custer's last stand proved also to be the last major stand of the Sioux and other Plains Indians. They returned to their assigned reservations and began

Union Oilers



➤ **REMOVING ALL DOUBT,** Irving "Pete" Dodge of Home Office took five of his Union Oil associates to meet "my brother" Joe, director of the U.S. Bureau of the Budget. Shown at the Statler introduction of October 22 are, l-r, Irving Dodge, Harry Thompson, U.S. Budget Director Joseph M. Dodge, Edward McFadden, Harold Seeley, Harry Holbrook and Harold Cooper. The Director was in Los Angeles to address manufacturers.



➤ **AN OIL PROCLAMATION** was signed during October by Governor Goodwin J. Knight, center, at Sacramento in the presence of, from left, Harry W. Stewart of Shell, Manager of Sales Services John J. Grunewald of Union Oil, and G. V. Garner of the Texas Company. The

proclamation placed the oil industry second only to agriculture in California, pointed out that nine billion barrels of crude have flowed from the state's wells and that 120,000 people are now directly employed in this \$2-billion per year industry.

from T. W. Proudfoot



➤ **"GARDEN HOSE WILL DO,"** demonstrated Fire Protection Engineer C. H. Van Marter at Turlock, California, on October 19 when some 800 San Joaquin Valley firemen visited the fair grounds to observe Union Oil techniques of petroleum fire fighting. Van, with the assistance of Al Van Nest of Los Angeles Terminal, not only extinguished this fierce gasoline blaze with spray from a garden hose, but revealed how many other types of oil fires can be controlled by common sense and cool-headed know-how. Within a week, one of the fire companies put the advice to successful use in combating a butane fire.

➤ **PANEL LEADER** of a San Francisco trade delegation visiting the Hawaiian Islands during October to improve trade relations was our F. K. Cadwell, manager of Central Territory. The traveling committee of 33 delegates included, l-r, Congressman Wm. S. Mailliard, Chamber of Commerce President, J. W. Mailliard III, R. P. Cole, Mr. Cadwell, L. E. Sievert, G. F. Hansen and J. M. Mixer. They were photographed aboard the Lurline just prior to disembarking at Honolulu.

from Ethel Cline





◀ **ANDREW LEMISH**, left, wax handler at Oleum Refinery, provided the correct answers without hesitation when San Francisco teachers visited his unit on Business-Education Day. Incidentally, new wax-blending facilities recently completed at Oleum place our company in a better competitive marketing position. Whereas we formerly produced only grades of wax having melting points of 130/134, 143/150, and 160/165, we now can fill customers' orders for grades of wax having intermediate melting points between the three former standards. The blending facilities were completed at a cost of about \$25,000.

from J. G. Warnecke

◀ **DR. GEORGE MATSUYAMA**, who is in charge of the electro-metric-method laboratory of the analytical group at Brea, was recently elected secretary of the YMCA Men's Club at Fullerton. He joined Union Oil about one year ago after graduating from the University of California at Berkeley and earning his doctorate at the University of Minnesota. With his wife and two children, Dr. Matsuyama is taking an active part in both church and civic affairs at Fullerton.

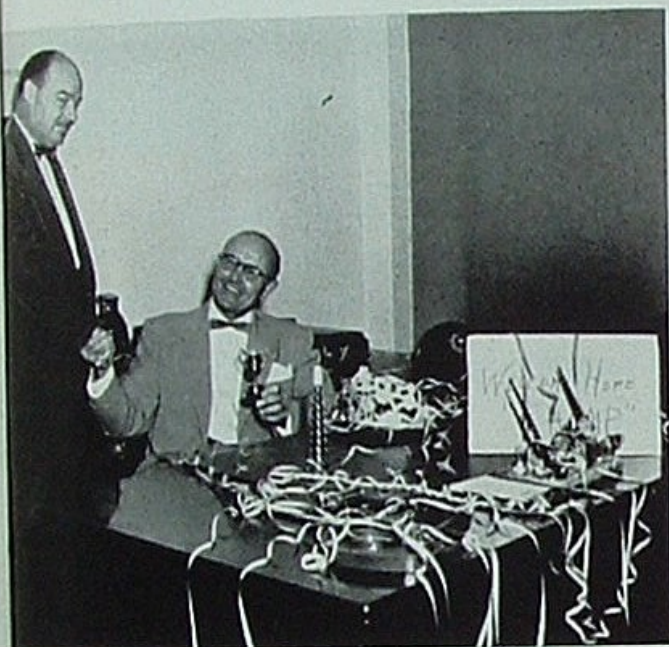
from L. W. McLennon



◀ **A SUCCESSFUL COMEBACK** was arranged by Resident Manager Dale Wells, left, and other Los Angeles District "Angels" for DSM Paul Boyd, right, who, prior to taking a week's vacation, had piloted them to a record-breaking third-quarter championship in Southwest Territory's "1953 Sales Challenge Campaign." On coming back, Paul found his Monday-morning desk "wired" for sound of the New Year's variety. The winners won a clock trophy, bonds, and a picnic for their entire organization.

◀ **VACATION DREAMS** of, l-r, Kay Kesner, Peg Flanigan and Virginia Hughes of our Northwest Territory office included the Brea Research Center they had been reading so much about. They were escorted by Jean Ivers of Home Office. By the way, Kay was recently elected vice president and Peg a board member of the newly formed Desk & Derrick Club of Seattle.

from Paul Doyle





▲ **GEORGIA ASHTON**, the seventh floor receptionist at Home Office, took up the study of modeling several months ago as a sort of spare-time hobby. The result was that she was chosen to appear as Actress Ruth Roman's double during a fashion show at Universal International Studios on November 13th. The 1900 suit she wears at right and

above for a distinguished studio audience appears in a new Technicolor film soon to be released, "The Far Country," starring James Stewart, Ruth Roman and Corinne Calvert. During the fashion show, Georgia met scores of celebrities and was seated at Jane Wyman's side for "the most exciting assignment of my life."

from Harold Seeley



◀ **TABLES WERE TURNED** in November when J. G. Brown, right, operator of our Driver Training Unit, put several of Washington's law-enforcement officers through his series of eye and coordination tests. The equipment, representing the best that science has yet devised, is attracting traffic policemen, sheriffs and their deputies, and state highway patrolmen wherever the attractive trailer appears. Scores have taken the tests, along with Union Oil people, and are high in praise of the project's worthwhileness.

from Gudrun Larsen



◀ **PRIZE WINNERS** in Oleum's final golf tournament of 1953 were Kaye Crowell, center, and George Creed, right, who finished the season with low net and low gross scores respectively. Presenting the handsome trophy on which their names will be immortalized is Shirlee Viera of Oleum's Clerical Staff.

from Roberto Field



Retirements

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

ALDEN O. GRAGG
Field Department
Employed 10/15/17—Retired 11/1/53

SAM E. PARRY
Field Department
Employed 11/18/19—Retired 11/1/53

FRANCES L. DOCK
Distribution & Traffic
Employed 9/14/25—Retired 11/1/53

ALEXANDER P. HATHERELL
Glacier Division
Employed 1/19/43—Retired 11/1/53

CARL TORNQUIST
Field Department
Employed 12/19/13—Retired 12/1/53

LESSIE RICHARDSON
Field Department
Employed 9/6/34—Retired 12/1/53

WILLIAM HOWELL
Research Department
Employed 11/16/44—Retired 12/1/53

↓ **THREE ERAS** of petroleum transportation, including the two below, were entered in the State of Washington Centennial Parade at Vancouver by Union Oil Consignees G. I. and R. H. Inman, who of course walked away with first prize. The third picture, confiscated either by persons unknown or **THE MINUTE MAN**, depicts a shining tank-truck mounted by eight shameless bathing creatures. from Gudrun Larsen



SERVICE BIRTHDAY AWARDS

DECEMBER 1953

EXPLORATION & TRANSPORTATION

Tornquist, Carl G., Dominguez.....	40
Davis, Chester A., Orcutt.....	35
Lundberg, Ray D., Dominguez.....	25
Watson, William A., Home Office.....	25
Bartlett, Blois, Orcutt.....	10
Hacker, Theodore R., Orcutt.....	10
Herbert, Joseph P., Louisiana.....	10
Huebner, Edward D., Cut Bank.....	10
Hughes, Peter W., Cut Bank.....	10
Matthews, Harold J., Ventura.....	10
Veazey, Gabriel, Louisiana.....	10
Wright, Tommie G., Bakersfield.....	10

MANUFACTURING

Graves, Harold D., Jr., Oleum.....	35
Pate, Bonnie, Home Office.....	30
Robertson, John L., Wilmington.....	30
Swearingen, Bert, Wilmington.....	30
McVey, Leil E., Wilmington.....	25
Milbrad, Herbert W., Wilmington.....	25
Turner, William L., Oleum.....	25
Welton, Edmund F., Wilmington.....	25
Russell, Arthur B., Oleum.....	25
Fitzgerald, Charles R., Oleum.....	20
Edwards, Lester C., Oleum.....	15
Amerine, Earl D., Oleum.....	10
Cannon, James R., Wilmington.....	10
Fulton, Robert M., Wilmington.....	10
Herwat, Robert, Oleum.....	10
Jones, Victor G., Wilmington.....	10
Morgal, Paul W., Home Office.....	10
Piatt, Harry C., Wilmington.....	10
Thayer, Joseph D., Oleum.....	10
Trimmer, Marvin A., Oleum.....	10
Wagner, Harry H., Wilmington.....	10

MARKETING

Cline, Julia E., San Francisco.....	35
Kirkpatrick, Elmo, Seattle.....	30
Grogan, Allen E., Los Angeles.....	25
Hanson, Elmer M., Portland.....	25
Farley, Frances C., San Francisco.....	20
Ayers, Clarence H., San Luis Obispo.....	15
Navarrete, Guillermo, South America.....	10
Rogers, John Roy, Los Angeles.....	10

PIPELINE

Keyser, Augustus, San Luis Obispo.....	25
Martin, Perry, San Luis Obispo.....	20
Williams, Richard C., San Luis Obispo.....	10

AUTOMOTIVE

Nichols, Lawrence, Santa Fe Springs.....	20
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NAT. GAS & GASOLINE

Hill, Isabelle G., Home Office.....	15
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RESEARCH & PROCESS

Gould, Martin W., Brea.....	10
Howland, Ward W., Brea.....	10

In Memoriam

On September 25, 1953
CARL EDMOND TURNER
Oleum Refinery
Military Leave July 1, 1953

On October 2, 1953
EARL E. LYONS
Southern Division Field

On October 3, 1953
CHARLES A. ASCHERIN
Los Angeles Refinery
Retired August 31, 1949

On August 28, 1953
HERBERT C. LARUE
Central Territory
Retired 8/30/39

On October 4, 1953
HENRY C. HATHCOCK, SR.
Southern Division Pipe Line
Retired 12/1/43

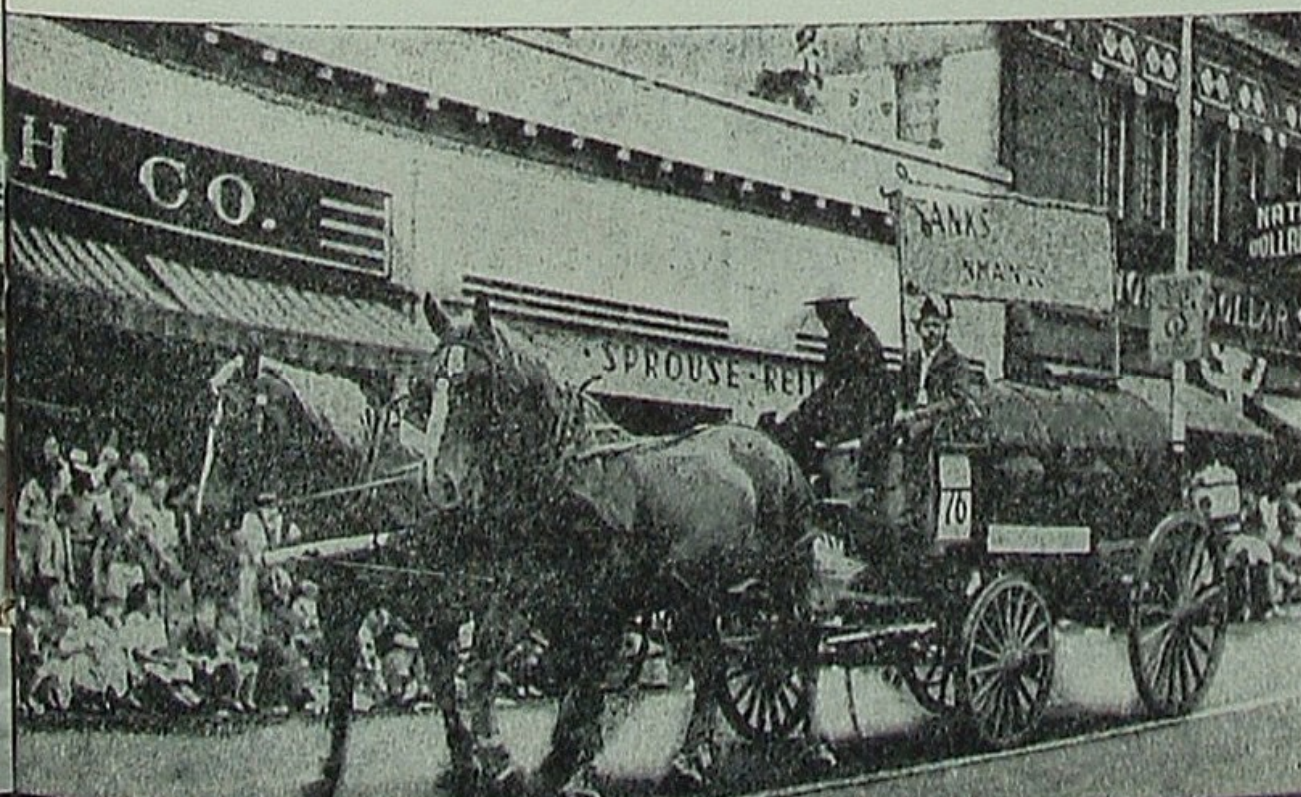
On October 14, 1953
JAMES C. GRANT
Los Angeles Refinery
Retired 9/30/50

On October 17, 1953
JACK SHEA
Oleum Refinery

On October 21, 1953
RAYMOND O. WINGETT
Gulf Division

On October 24, 1953
LAURENCE M. P. LEE
Southern Division Field

On October 29, 1953
ALBERT F. OLSEN
Northwest Territory



NOW! PURPLE ROYAL TRITON IN 5-20 AND 10-30 GRADES!

They lubricate with the thoroughness
of a lightweight motor oil
... protect with the toughness
of a heavyweight motor oil!



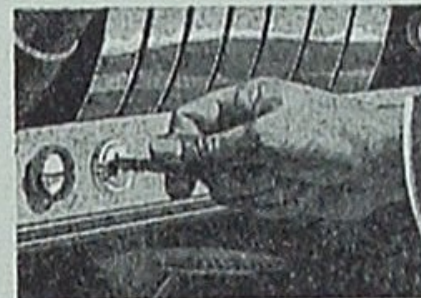
**KEEPS THAT NEW CAR FEEL
THOUSANDS OF MILES LONGER**
Because new Royal Triton 5-20
and 10-30 motor oil clean your
engine as they protect... prevent
the build-up of power-robbing
deposits inside your engine.



**YOUR ENGINE'S REPAIR COSTS
ARE CUT TO THE BONE**
Because amazing Royal Triton
5-20 and 10-30 motor oil hold wear
of vital moving engine parts to
next-to-none. This materially
lengthens engine life.

**EVERY GALLON OF GAS TAKES
YOUR CAR FARTHER**

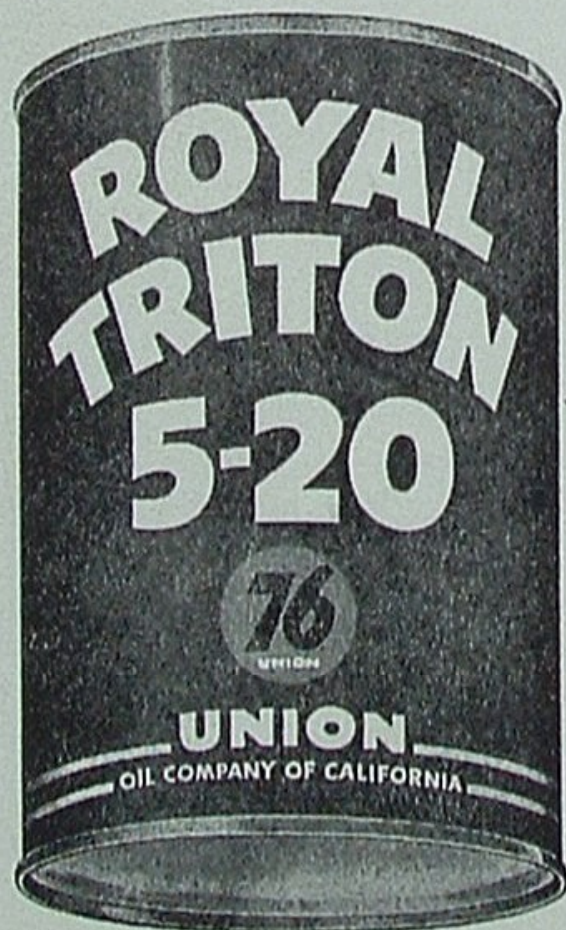
Because revolutionary new Royal
Triton 5-20 and 10-30 motor oil flow
so freely they tremendously reduce
engine friction, materially increase
engine efficiency.



**YOUR ENGINE RESPONDS
QUICKER TO THE STARTER**
Because free-flowing Royal Triton
5-20 and 10-30 oil reach a cold
engine's bare metal far faster...
lubricate more completely. This
saves your battery, too!



**IT'S ALL BEEN PROVED!
PROVE IT IN YOUR CAR!**
Every promise here has been
proved in thousands of miles of
test fleet driving. Change to
America's finest motor oil and
prove these promises in your car.



**WHICH GRADE
of America's
finest motor oil
FOR YOUR CAR?**

Use Royal Triton 5-20 grade with
any new car that normally uses a
20 weight motor oil. Use Royal
Triton 10-30 grade with any car,
new or old, that normally uses a
30 weight motor oil or lighter.
Both give you all-weather, all-
climate protection all year. See
your Union Oil Minute Man now!

**UNION OIL COMPANY
OF CALIFORNIA**



The West's Oldest and Largest Independent Oil Company