



**SAN DIEGO RISES
TO THE OCCASION**

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On Tour

WITH UNION OIL COMPANY OF CALIFORNIA



On Tour



Volume 18, Number 6
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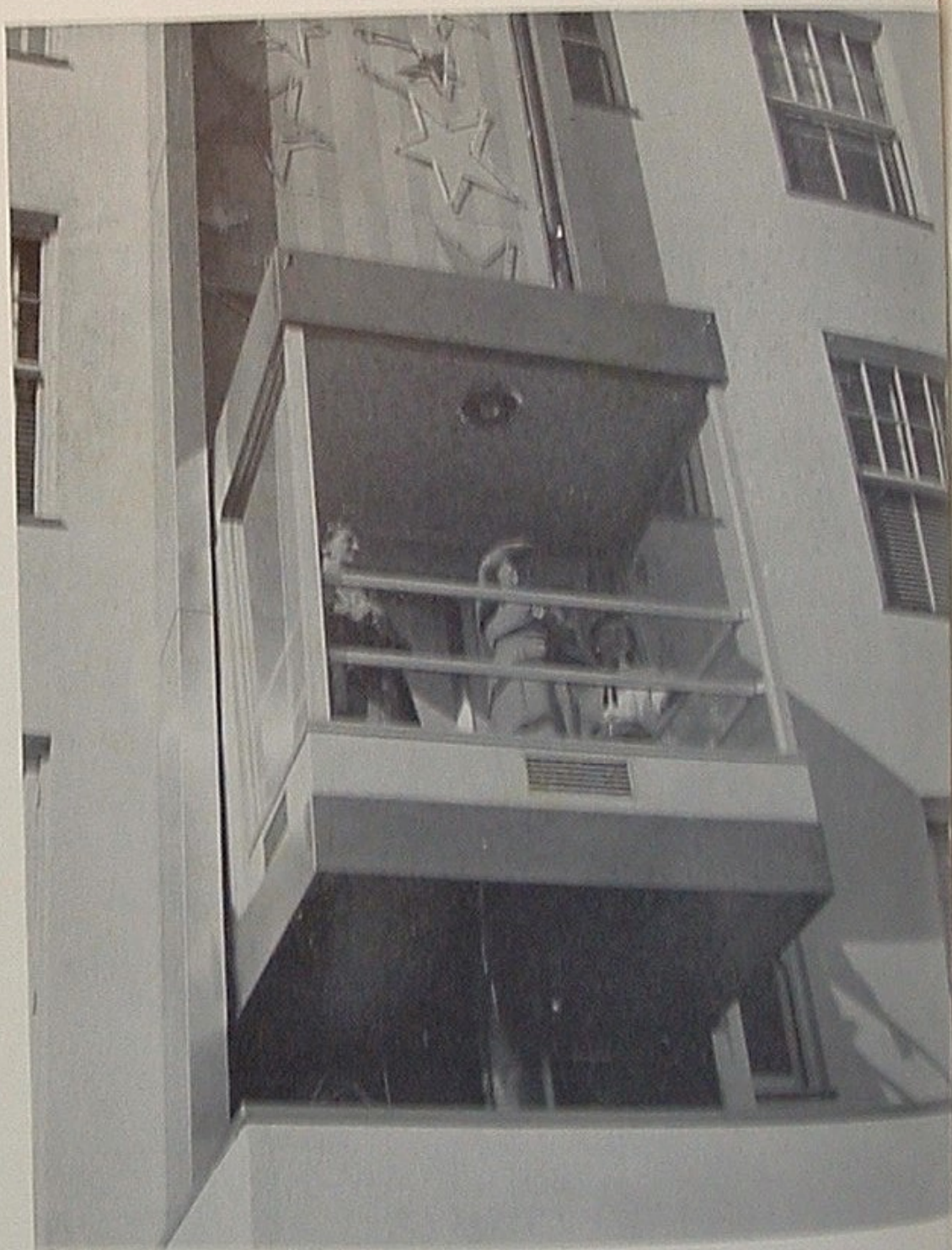
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"ON TOUR", pronounced "on tower," is an oil field expression meaning "on duty." Our magazine by that title is published monthly by Union Oil Company of California for the purposes (1) of keeping Union Oil people informed regarding their Company's operations 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.

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On a Column of Oil and In a Glass Cage

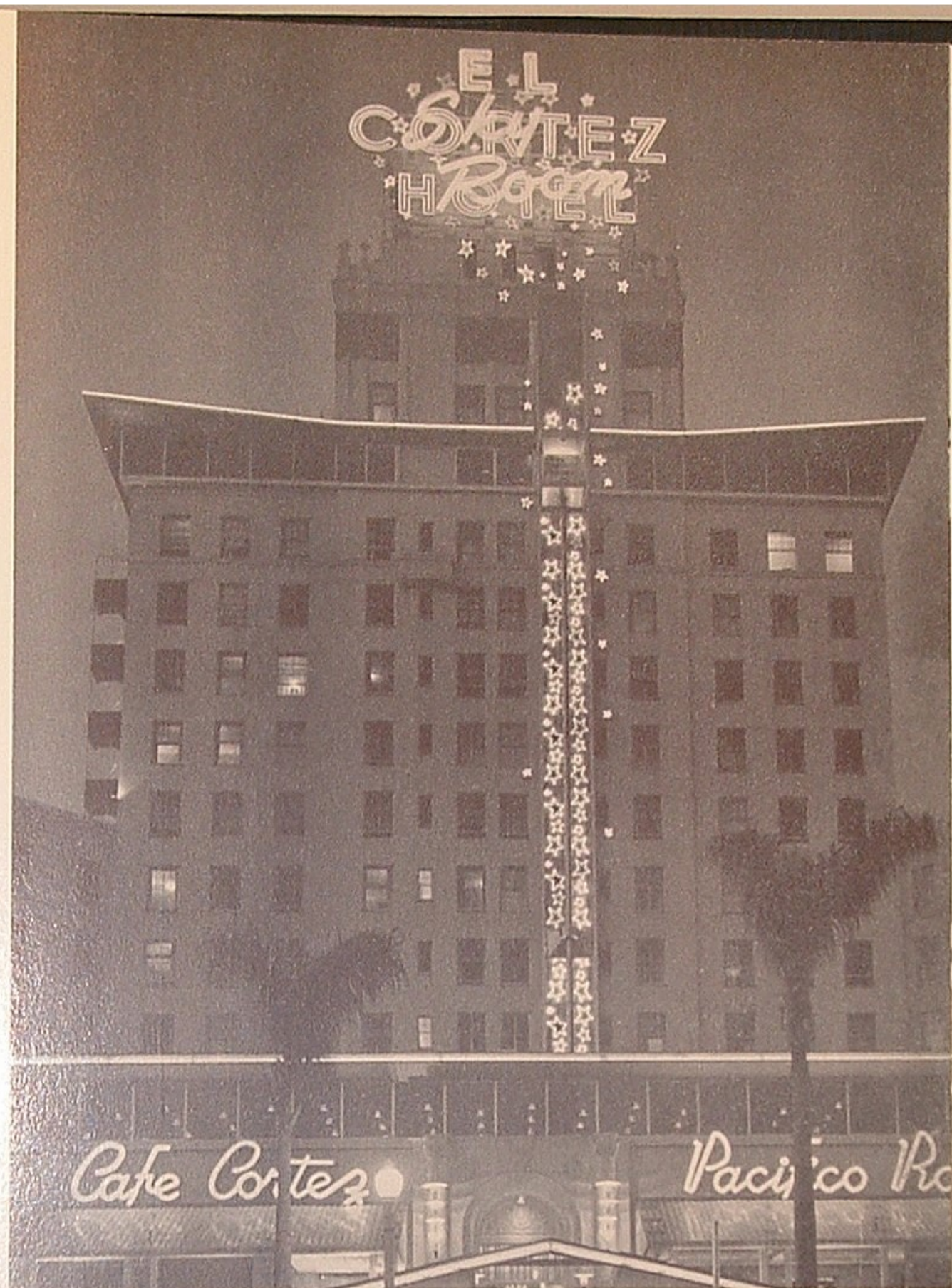
SAN DIEGO TO THE OCCASION



The world's first outdoor, hydroelectric-ran, glass elevator emerges from the El Cortez Hotel lobby to give its passengers a breath-taking view of San Diego Bay.

ORISES ASION

At night the elevator follows a pathway of neon stars to social functions on the 12th and 15th floors. Below, Pilot Laura Berkstresser invites Margie Kleifgen to step from the scenic sky-ride to the hotel's "Starlite Roof."



FANCY entering a plexi-glass cage mounted on a service-station-type hoist—then being hoisted, not six feet, but 162 feet up the outside face of San Diego's El Cortez Hotel to its 15th story Sky Room.

Or better still, save your imagination and ride the elevator in person. In all of its steel and neon-splendored glory it now adorns the seaward side of the El Cortez. It works like a charm. And if you'll wait in line a moment on the right, the hotel will treat you to a ride in the world's first outdoor, hydroelectric-ram, glass elevator!

Fancy, too, played a part in the elevator's beginning. A bellman at the hotel is said to have suggested the idea when his employers confessed the need of another elevator but no place to put it. "Run 'em up the outside in a glass cage!" the bellman responded. H-m-m, why not?

ON TOUR



Well, hardly an elevator concern in the country would have anything to do with such a project. Elevators normally demand the stoutest central supports of a high building—never the space beyond an exterior wall. It just couldn't be done.

There were three ambitious young men in San Diego willing to invest some fancies of their own in the elevator business. They were Dick F. McIntyre, Arnold L. Hunsberger and Verne L. Larson, partners in the three-year-old Elevator Electric Company. As the late Edgar A. Guest might have rhymed it:

Somebody said that it couldn't be done,
And they with a chuckle replied
That maybe it couldn't, but they would be three
Who wouldn't say so until they had tried.
So they buckled right in with a bit of a grin
and amazed everybody except McIntyre, Hunsberger
and Larson.

Three months of debate with state and municipal elevator authorities was only a warmup for the three young engineers. Their next challenge was to build a drilling rig, half in and half outside the El Cortez, to permit the drilling of a 175-foot hole. This they accomplished in jig time.

Nobody rushed forward to sell 'em a 162-foot ram that would slide inside the casing of their refined oil well—in fact, nobody had such a ram for sale. So they made it themselves—out of 20-foot sections of extra-heavy steel pipe—welded at the joints—and machined to mirror-like perfection.

Pushing this world's largest ram 15 stories above the ground is a column of Union Oil Company's Red Line 100 Oil. From a 4,000 gallon tank in the hotel's basement, the oil is pumped by a battery of electric motors into a 10-inch manifold, then into and up nearly the entire height of the hollow ram. Thus, though the ram supports the elevator cage, a column of oil raises the ram—a total weight of 25,000 pounds. There is practically no strain on the hotel structure; the weight of the elevator and its passenger load is borne by Mother Earth.

Our San Diego salesman who exulted over that initial delivery of oil is less enthusiastic about the "repeat" business. True, a thin film of oil coats the ram on its way up and is wiped off, along with dust particles and a few social-ambitious insects, on its way down. But 10 gallons of make-up oil a month is about the best a salesman can hope for.

However, Union Oil is proud to be a part of this interesting achievement. We like the hotel and its progressive management and its alert bellman. We admire the engineering genius of Electric Engineering Company. And of course everybody likes San Diego!



Above are two views of the 162-foot ram, whose 25,000-pound load is supported on a column of oil. The collar halfway up the shaft is a follower-guide used to guard against swaying of the ram during high winds. Below, Union Oilers Vic Morrison and Walt Bassett of San Diego hear a technical description of the elevator by Dick McIntyre and Arnold Hunsberger, two of its three builders.



**100-Ton Pressure Vessel
at Los Angeles Refinery**

**YIELDS TO
OPERATION
BIG LIFT**

SIMPLE! All you have to do is pick it up, swing it over, and lay it down.

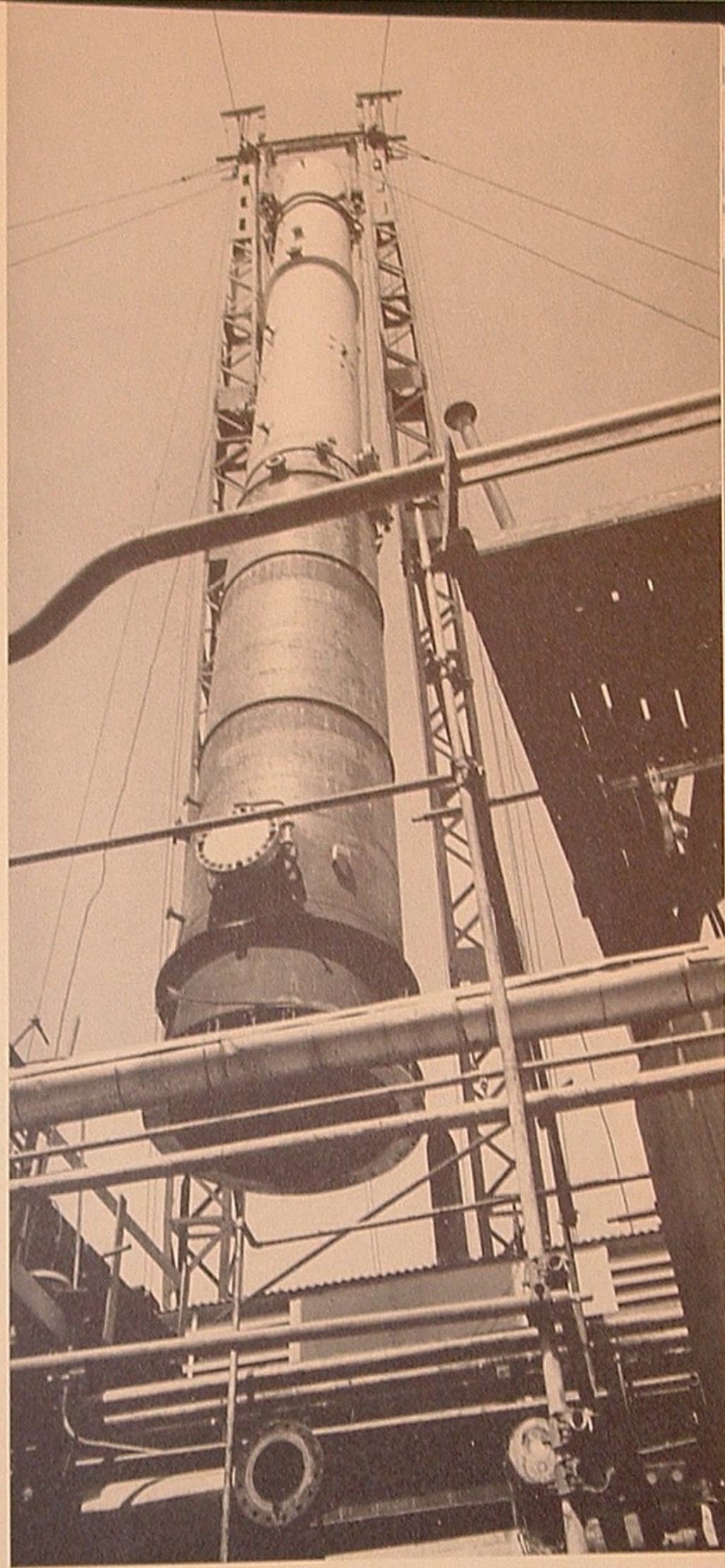
There's a problem, however. "It" is a 125-foot-high steel pressure vessel, weighing 100 tons. "It" has to be lifted in one piece 30 feet above its foundation—swung across the top of a 56-foot-wide building—and laid horizontally on the ground. Then in exactly the reverse order, "it" has to be replaced by a new pressure vessel of identical height and weight.

While workmen at Los Angeles Refinery make the three-day changeover, let's prod Engineers John Ramirez and Tom Sawyer with a few questions:

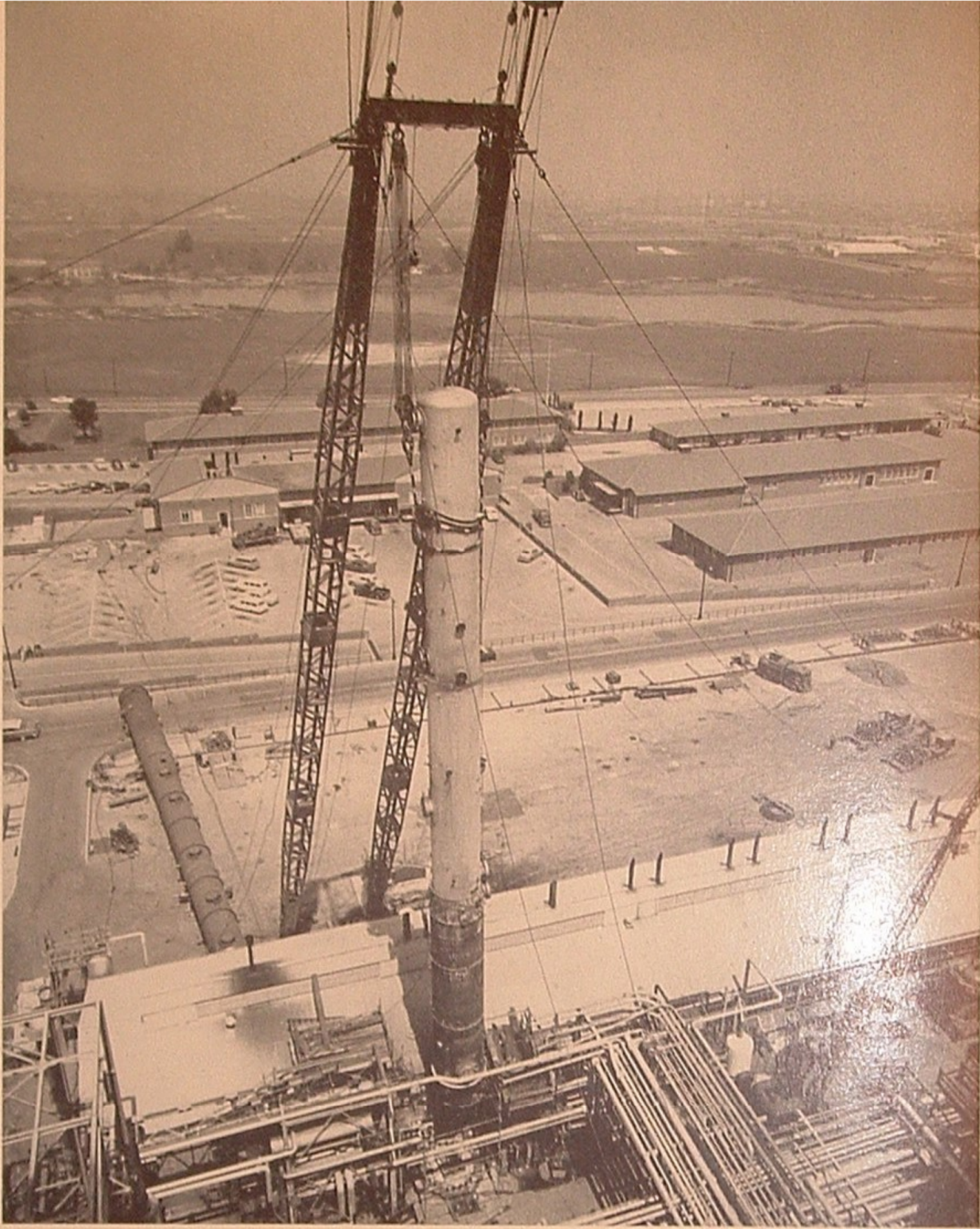
The vessel about to be replaced is properly called De-ethanizer Tower D-701 of the Catalytic Light Ends Fractionating Unit. It is part of the equipment used to separate butane and propane fractions from the unit's lighter overhead gases. An ailment known as hydrogen blistering of the steel has doomed the old tower, requiring its replacement by the new vessel seen lying on the ground.

Men of the rigging fraternity refer to the derrick structure in view as a pair of gin poles connected at their tops by a head frame. The poles are standing on heavy timber mats, but have ball-and-socket connections at their bases to permit swinging the head frame through a wide arc. Guy cables leading off in several directions are anchored to deadmen (timbers buried in the ground) or to gasoline-powered hoists used in booming the poles.

Lifting of the tower will be accomplished by a separate pair of gasoline-powered hoists. Their steel lines move up to and through the six-sheave block assemblies seen grasping the top of the tower with a pair of steel-cable friction chokers.



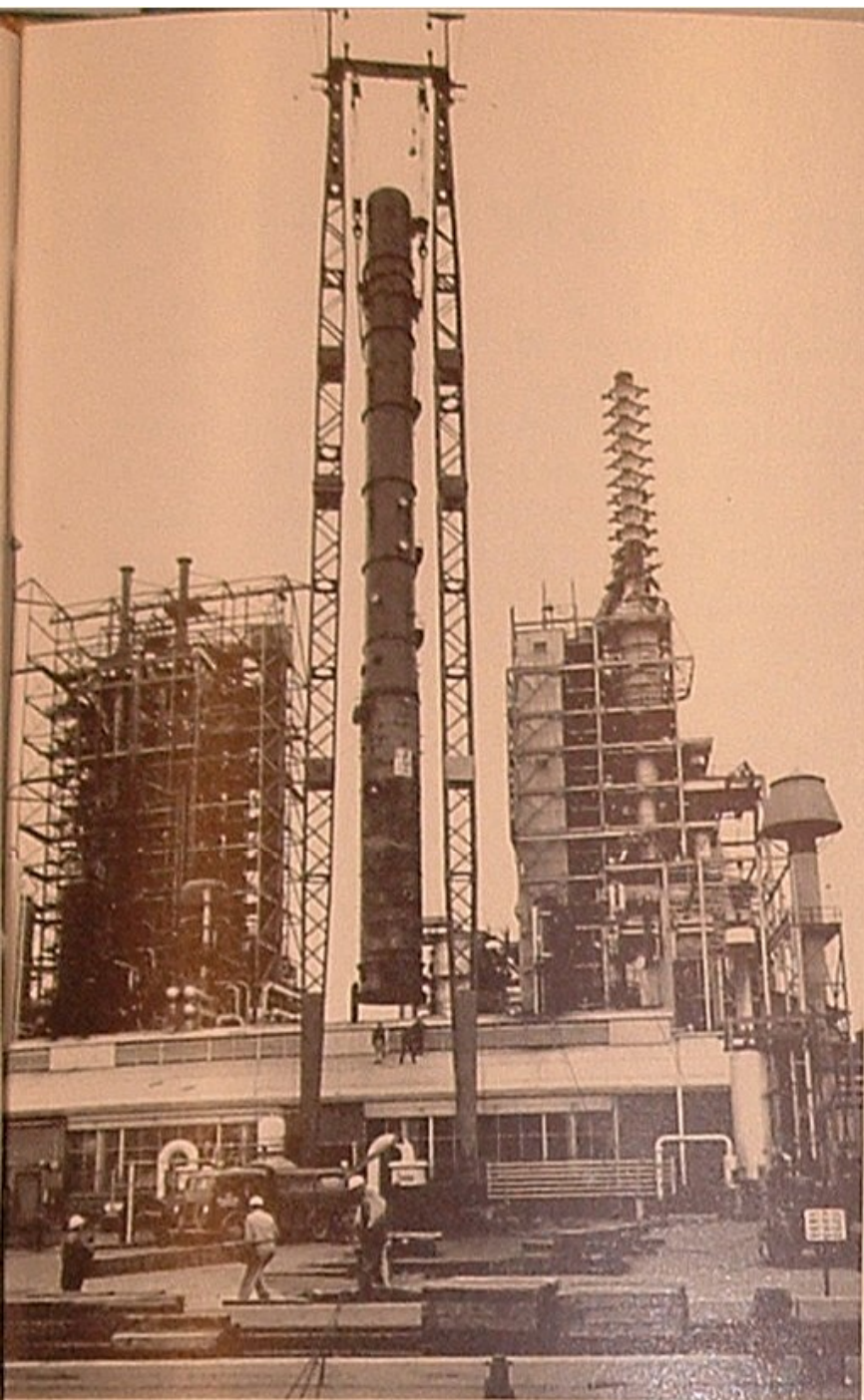
Four weeks of planning, calculation and construction have preceded the actual lifting operation. Now let's turn the page and see, via the camera lens of Photographer Will Hays, how well the project has been engineered:



With a mighty heave of 100 tons, the old tower is lifted 30 feet off its foundation, or high enough to clear the roof of the adjoining Compressor House.



While the ailing vessel is being lowered to the ground, Engineers Tom Sawyer and John Ramirez check their plans for installing the new De-ethanizer tower.



Another 100-ton lift raises the replacement column to roof-top height. Background are the Refinery's Thermoform (left) and Fluid (right) cracking units.

In position to be bolted down for many years of service is the new De-ethanizer. The job was achieved according to plan and without evidence of backstrain.



Lobbying And Campaign Contributions

(The following are excerpts from a statement by Senator Andrew F. Schoeppel to the United States Senate, which was published in the Congressional Record of May 10, 1956. On the enclosed postcard ballot, please indicate your personal opinion of "lobbying" both before and after reading the statement.)

"MR. PRESIDENT, with the permission of this honorable body . . . I shall make some brief remarks concerning the investigative project of the Special Senate Committee, formed under Resolution 219, to receive testimony on the current practices in lobbying and campaign contributions.

"Regarding lobbying in America, I am reminded of an article written in 1935 by Raymond Moley, who is truly an elder statesman in the field of political journalism. Mr. Moley wrote:

Lobbies, about which we are hearing so much these days, are an inevitable aspect of republican government. They fill a need created by modern economic life, which is a mesh of many interests.

If we recognize these interests as legitimate, we speak of them as *interests*; if we do not like them, we call them *voice interests*; if we hate them and are fighting them, we call them *big, vested or special interests*.

But interests they are, and they multiply, overlap and conflict.

It is difficult to indict a method which, in its essence, is the ancient right of petition in a modern dress.

"Mr. President, regarding the right of petition, there is a traditional policy in Washington which every American citizen critical of lobbying should know and understand: On nearly every entrance door in the Senate Office Building there is a sign which reads, in effect, 'Come in, you are welcome.'

"Were this sign ever to be removed, dictatorship would get its first toehold on the Republic of the United States of America.

"Those among our population who, in their lack of information, condemn the practice of business lobbying as a sinister influence in our public life, would be astonished to discover that the widely publicized groups referred to as the power lobby, the oil and gas lobby, the steel and chemical lobbies, and so forth, are relatively unimportant compared to other groups, such as

the farmers, the veterans, the labor unions, and others whose activities are usually considered to be exclusively in the public interest instead of in the private interest. These citizens would be still more astonished to make the discovery that the biggest of all lobbies are the departments of the Federal administration—the Army, the Navy, the Air Force, the Post Office, the State Department, the Treasury Department, foreign aid, and its associated lobbies. . . .

"As to the actual day-to-day operations of Washington lobbies, I do not know a single Senator or Representative who does not value the data and information emanating from these offices. Regardless of whether one wishes to support or oppose a given piece of proposed legislation, our positions can be assumed much more intelligently and articulately by securing the boiled-down viewpoint of the protagonists on both sides. The public, which unfortunately is preoccupied with the more sensational aspects of lobbying, does not know that one single, well-written, time-saving analysis is more influential over congressional action than a dozen offers of special favors, free dinners, or elaborate cocktail parties. . . .

"Mr. President, the work of this special committee will also certainly involve a discussion of certain legal attitudes in force today which, in my opinion, are not completely rational.

"There are two large groups of citizens, both of which sincerely believe that they have conflicting interests which should be properly represented in Washington. These two groups are: the millions of people who work for corporations, and the millions of people who own those corporations.

"For a long time it has been held illegal for the management of American corporations, representing their millions of owners, to use any of the owners' money in support of political candidates sympathetic to their problems. But it is completely legal for the heads of the other group, the leaders of organized labor, to spend huge amounts of their members' money to support candidates who, if elected, can be counted upon to support proposed legislation which the labor leaders consider beneficial to their interest.

"It would seem to me that any furtive undercover campaign contributions which might come from illegally minded corporations would be puny indeed compared to the \$3 million now reputed to be in the war chest of labor. Moreover, the members of labor unions have their own built-in lobby, known as the United States Department of Labor (and I am not objecting to that); whereas, the members of the stockholding group have

no such official representation in the Federal administration.

"So, as matters now stand, the political interests of corporate stockholders can be advanced neither by themselves nor by their corporate officers.

"Let us review the lobbying that created such a sensation during the Senate's consideration of the now famous natural-gas bill. Four groups of citizens were either for or against this proposed legislation; two were for it and two were against it. The first two pro-or-con groups were composed of people emotionally for or against the socialized control of natural resources. These people had no specific economic interest in the outcome of this legislative contest. They were merely lobbying—as is their constitutional right—for the kind of economic system they wish America to have.

"The other two pro-or-con groups were motivated by their specific economic interests involved in the question of Federal price control over the price of natural gas at the wellhead. Those opposed to the price control were the gas producers and pipeline operators who were arguing for a free competitive market for their production and service. Those favoring price control were certain big-city mayors, certain organized consumer groups, and certain gas-distributing public utilities. Unlike the two groups previously mentioned, the actions of these protagonists were not dominated by an ideology; they were natural and justifiable attempts to improve or protect their economic positions. And to deny them that privilege would be to deny them the protection of the first amendment of our Constitution. . . .

"Regarding the alleged corruption involved in the natural gas deliberations, if the attempted bribe of the junior Senator from South Dakota and others had been dreamed up and engineered by those opposing the natural-gas bill, it would have been a sheer stroke of genius . . . a brand new approach to the defeat of legislation.

"The national furor over this stupid incident serves, however, as a good example of the importance of complete analysis of corrupt practices. Any proper analysis of anything must meet two requirements: it must be correct qualitatively and it must be correct quantitatively. . . .

"Nothing in our imperfect world is ever perfect, particularly the social institutions under which we live. Judged only by occasional miscarriages of justice, our jury system needs a complete overhauling. Judged only by the incidence of racketeering, labor union regulations require a complete overhauling. Judged only by Teapot Domes and attempted \$2,500 bribes, the lobbying relations of the oil industry require complete overhauling.

"But as a matter of fact, none of these statements is true.

"As I remarked before, all four of the groups involved in the natural-gas bill were simply doing what came naturally; and in an overwhelming majority of cases their behavior was completely proper."

AS TO THE UNITED STATES' CONTINUING ITS MEMBERSHIP IN THE UNITED NATIONS

Union Oil People Are "Fer" It!

JUDGING by the more than 1,400 responses to ON TOUR OPINION POLL NO. 2, announced in the April issue, Union Oil employees are optimistic about the United Nations organization. 58% voted that the United States should continue as a member. 31% voted that we continue as a member only if "veto" and other obstructionist rules are revised. And 11% voted that the United States withdraw from membership.

Those favoring our continuing membership in the United Nations organization as it now stands qualified their decisions with comments such as these:—"Nations of the world have become so closely associated through modern transportation and communication that an international organization is needed to promote understanding and keep the peace. The United Nations organization, while not perfect, is at least a good start in the right direction. Some good has been accomplished. At least, antagonistic nations are able to sit across the table from each other and air their differences before the entire world. Even the "veto" privilege, so far useful principally to the communists, may some day help to preserve the freedom of other member nations. Let's stay in the United Nations and strive to enlarge and improve it."

Said the 31% who want the rules revised: "Present U. N. organization is too easily handcuffed—a debating society—a tool of the communists—a nest of spies. Stop playing into Russian hands—get some teeth, a hard-fighting police force, into the organization—insist on other nations accepting their full share of the burden and expense. Limit the diplomatic immunity of U. N. employees—or move the headquarters to some neutral country like Switzerland or Sweden. Do not compromise the U.S. Constitution for the sake of any U. N. Charter."

Said the 11% who would withdraw: "Look at the U. N. action in Korea; the U.S. paid the bill and gave 90% of the fighting men. The U. N. has done nothing except serve as a Russian spy bureau and diplomats' rest home at U.S. taxpayers' expense. Cut out the handouts and stick with the U.S. Constitution."

Since only two persons adversely criticized our post-card poll method of weighing important issues, ON TOUR is continuing the experiment herewith. All Company employees are invited to respond.

June 10, 1956

at
Loyola University
of
Los Angeles

The Opposite Side of the Coin

A COMMENCEMENT ADDRESS BY REESE H. TAYLOR, PRESIDENT
UNION OIL COMPANY OF CALIFORNIA

THIS afternoon, this week, in fact, all this month, on hundreds of college and university campuses across the nation, speakers will be giving commencement addresses to graduating students like you.

If my own experience is any criterion, about nine out of every ten of these commencement addresses will dwell on one theme; namely, that the future of the world and the future of the nation lie in the strong, young hands of the Class of '56. Along with this, there will be generous portions of breast-beating on the subject of how the older generation has loused things up to a point where only this generation can set the world right again. And some speaker is sure to close with the ringing statement that from these faltering hands we pass the torch to you.

I'm not going to give that kind of an address today. I'm not going to give that kind of an address for two reasons.

In the first place, I think you'll make just about as many mistakes as the Class of '22 made. And when I graduated from college, the Class of '22 was supposed to be the generation with the strong, young hands.

I hope you won't make too many of the *same* mistakes. But I have a suspicion that you will be able to figure out some brand new ones that we never thought of.

In the second place, I don't think the Class of '56 at Loyola, or any other university, needs to be built up or encouraged. There has never been a time, for as long I can remember, when the opportunities for a college graduate to get an immediate start on his career have been greater.

So instead of dwelling on those opportunities and what the world owes you, I thought I would take fifteen or twenty minutes this afternoon to examine the opposite side of the coin: what *you* owe the world. The debt you owe to the past; the obligation you owe to the future.

I assume that almost all of you consider it a privilege to have been able to obtain a college education. Un-

questionably, there were periods during the last four years when that privilege may have seemed a doubtful one to you. But on the whole—and now that it's all over—I imagine that practically all of you are grateful today for the opportunity you have had.

Yet I wonder how many of you realize that if you had been born into the Class of 1900, instead of the Class of 1956, three out of every four of you would never have had the opportunity to obtain a bachelor's degree. Out of each four seats in the graduating class today, three would have been empty.

Let me give you a couple of statistics. In 1900 only 22,173 men received bachelor's degrees in this country. This year there will be more than 190,000. (And that doesn't include the women.) In 1909 there were a little more than three million males in the United States between the ages of twenty to twenty-four inclusive. Today there are somewhere in the neighborhood of 5,600,000. So if you will do a little arithmetic, you will see that the chances for a young man in your age group to acquire a bachelor's degree are four times greater today than they were 56 years ago.

Does this mean that our present-day American society has a higher regard for college education than the American of 1900? I would say decidedly not. In this country particularly, I think, even as far back as Revolutionary times, the goal of practically every American parent has been to give his children as much education as the family could afford.

Does this mean that there was a shortage of university facilities and teachers in 1900? Quite the contrary. Today's colleges and universities are far more crowded and overtaxed than the campuses of 1900. There was more room in our colleges for additional students fifty-six years ago than there is today.

What does it mean then? How did it come to pass that four of you are graduating here today, where only one of you would have graduated in the Class of 1900?

The answer lies in one word: PRODUCTIVITY.

Let me elaborate on this for a moment.

Before any man, in any society, can paint a picture, or write a book, or study the stars, or enter the church, or go to school, he must be released for a certain length of time from the fundamental task of providing for his own food, clothing, and shelter.

In a society where the productivity is low, every man, woman, and child—with a handful of exceptions—is forced to toil around the clock to produce enough of the bare necessities to sustain human existence. Such a society can support very few painters, writers, scientists, priests, or scholars.

The more productive a society becomes, however, the more members it can release to pursue these other activities.

Here in this country we have not, as they say, always "had it so good." In Colonial times, for example, it took ten Americans on farms to feed themselves and one other. So it was just a bald, inescapable fact of life that only one American in eleven could do anything else throughout his life but till the soil. By 1860, the American farmer was raising enough to feed himself and five others. By 1900, eight others. By 1940, eleven others. And today, the American farmer is raising enough to feed himself and fourteen others.

This tremendously increased productivity in one of the fundamental necessities of life has been matched by similar increases in our productivity in every other line.

So it is for that reason, and that reason alone—increased productivity—that this generation could spare *four* of you during the four years that you have been in college, where the generation of 1900 could release only *one*. And to bring this home more forcibly, I would like to remind you that the first Federal Child Labor Law was not enacted until September 1, 1916—just eighteen or nineteen years before most of you were born. It wasn't enacted then because the generation of 1916 was more socially conscious or more kind-hearted than the generation of 1900, or 1860, or even 1780. The hard, economic facts of life were such that those earlier generations simply could not afford the luxury of letting every little boy and girl grow to maturity before they were put to work. They had to produce what they could—pitifully small as it often was—or starve. And in vast areas of the world today, this situation still exists.

Now at this point I suspect that some of you are beginning to say to yourselves, "I see the old boy's plot. He's going to tell us in a few minutes that *his* generation deserves the credit for increasing the country's productivity to the point where four times as many of us were able to go through college."



From left are President Reese H. Taylor, Bishop Timothy Manning, Lawrence McNeil and Reverend Charles S. Cassassa, S. J. Mr. Taylor, who gave the commencement address, was made an honorary doctor of laws by Loyola.

Well, at the risk of disappointing a few of you, I'm not going to make that claim. Because it isn't true. It is a fact that our generation has made tremendous material progress. We happened to be born at the particular hour and minute in America's development when the stage was set for it. But we no more deserve a lion's share of the credit for what has taken place in the last fifty years than you will deserve a major share for what takes place in the next fifty. For all of us, your generation and mine, are irredeemably in debt to the generations of men who have preceded us here on this earth.

And it is this thought—this acknowledgement, this awareness, of the debt we owe the men and women who have gone before—that I would like to discuss a little further with you today.

It is perfectly right and proper that youth should turn its back on the past and face the future—that it should question the things of the past and attempt to improve the future. But it is also well, I think, to retain a measure of humility and a sense of gratitude for what each generation owes the generations that preceded it. For that debt is very large indeed.

There are only two reasons under the sun why my generation was able to accomplish what it has, and why your generation will be able to accomplish what it will. And we inherited both of them from the generations who lived and died before us. If both had been wiped out the day I was born, or the day you were born, neither you nor I would have been able—in one lifetime or ten lifetimes—to rise above the status of the most primitive cave man.

Those two elements are these:

First, the *physical* things we have inherited, which, for want of a better term, I will call—as we do in industry—the “physical plant.”

Second, the body of knowledge we inherited.

The “physical plant,” and the body of knowledge.

Of the two, of course, the body of knowledge is far more important. But to any single generation the “physical plant” can be extremely important as well. If it doesn't exist, or if it has been destroyed—as it often has been in limited areas through war or some natural catastrophe—the entire lifetime of one generation, or several generations, may have to be devoted to creating it or rebuilding it.

Let's examine for a moment the lesser, but still important, of these two—the “physical plant” which you members of the Class of '56 have inherited, and what it means to you.

Before we start, however, and for the sake of clarity, let me give you a simple example of what I'm referring to when I talk about the “physical plant.”

Let's take a very primitive community. Say that it consists of 100 people—about twenty families. And assume that it is located in a little mountain valley. A quarter of a mile up the mountainside from this community is an excellent spring from which the entire community gets its drinking water.

Now for years this community approaches its drinking water problem in the most direct way. Twice a day, morning and evening, one member from each family hikes up the mountainside, fills the family water gourds, and hikes down again. The round trip takes each family representative thirty minutes—two trips a day, one hour. With twenty families in the community, this means that the community is spending twenty man-hours per day (or more likely woman-hours) hauling drinking water.

Finally some man (probably a bachelor who doesn't have a woman in his household to do the toting for him) comes up with the bright idea that if the entire community would get together and build a hollow-log pipeline from the spring to the village, it would save each family one hour's labor per day—an hour's labor which could be put to something more useful—like mending the old man's deerhide pants. After considerable palaver, the project is undertaken and completed. From that point on, that generation—and the generations that succeed it in the little village—are relieved from the daily task of climbing the mountainside for their drinking water. They are enjoying the benefits of a “physical plant” that was left to them by the people before them.

In the same way, only on a somewhat more complex

basis, you men have inherited “physical plant”—“physical plant” that will save you man-hours in your everyday life because it's there for you to use; “physical plant” that, by its very existence, eliminates the necessity for you to take man-hours out of your generation to duplicate it.

And those man-hours are very precious things. I know that at twenty-two every man feels that this life will last forever. But it really won't. Even though you live to be sixty-five, the number of working man-hours at your disposal during your lifetime is a finite thing. Assuming that you work a forty-hour week and only take two weeks' vacation a year (and don't get sick between now and sixty-five), you still will have 86,000 man-hours ahead of you in which to accomplish your life's work. And let me tell you from a man who has already used up 66,000 of those 86,000 hours, it's always “later than you think.”

Consequently, everything that you have inherited in the way of “physical plant” constitutes a very real debt that you owe to the generations that preceded you. For it's not only here for you to use; but, in addition to that, you don't have to spend your precious man-hours recreating it. You can devote your lives to something else—something more.

For example: as nearly as the census figures give it, there are roughly one million, 22-year-old males in the United States today. It took 40 million-man-hours to build Hoover Dam. Consequently, if Hoover Dam hadn't already been built, and you 22-year-olds had to build it, it would take one week of your generation's productive life to accomplish the task.

Well, one week isn't much you say. All right, add that one week to the time it would require your age group to build the San Francisco Bay bridges, the Southern Pacific Railroad, our telephone systems, the Atlantic cable, our steel mills, Highway 99, the Holland tunnels, the duPont laboratories, the “Big Inch” pipeline, and Loyola University.

Add to that the man-hours it would require you to clear all the farm lands in the Mississippi Valley, locate the known oil reserves, develop our coal deposits, and dig the Panama Canal.

It doesn't take long to run up a list that would consume all the man-hours in a lifetime not only for you 22-year-olds, but for every other age group in this generation and several other generations as well. This is the “physical plant” which has been left to you by the men and women who preceded you here on this continent. And because these thousands—or, more than likely, millions—of tasks have been completed and handed on to you, you can start from here and devote your lifetimes to other and greater accomplishments. If you had been

born in Asia, most of those tasks would still be waiting for you, and future generations, to do.

Great as is this debt, however, that we owe the generations who preceded us, for the "physical plant" we have inherited, it is completely dwarfed by the debt we owe them for the body of knowledge they have handed down.

Painfully, slowly, bit by bit, segment by segment, this body of knowledge has been accumulated.

Whole parts of it have been lost for centuries, only to be re-learned, or re-discovered. Other parts have been dis-credited or dis-proved. Through the ages, this body of knowledge has increased slowly but surely; and finally, in this last 150 or 200 years, it has suddenly mushroomed beyond any single individual's comprehension.

Because of this vast body of knowledge which you have inherited, you can *start* at the point the human race has reached today and *go on from there*.

You don't have to discover Harvey's theory of the circulation of the blood, or Faraday's laws of electricity and magnetism, or Isaac Newton's binomial theorem, or the Mendelian theory of genetics and heredity, or geometry, or Einstein's theory of relativity, or Pasteurization, or Boyle's law of gases, or organic chemistry, or Galileo's law of gravity, or any of the hundreds of thousands of lesser but highly important facts and segments of knowledge to which these basic concepts gave birth.

You don't have to develop a Bill of Rights, or the American system of constitutional government, or the English system of common law.

You have been handed down a priceless heritage of religion and philosophy.

You have inherited a vast wealth of arts and literature.

This entire body of knowledge has been accumulated *for you*, and handed down *to you*, with absolutely no effort on your part whatsoever.

Yet without this body of knowledge, and the "physical plant" you have inherited along with it, you could accomplish no more in the lifetime that lies ahead of you than any prehistoric cave man was able to accomplish in his.

This is the debt you owe the generations who preceded you. This is what *you* owe the world.

Now you are under no compulsion, whatsoever, to take this debt seriously. The vast majority of the people to whom you are indebted have long since departed from this earth. You can fritter away your inheritance. You can use it for your own selfish ends without any thought of contributing further to it. Or you can, possibly, in this day and age, destroy it completely.

Nevertheless, you have a very real spiritual responsibility as well as a moral obligation. For this heritage doesn't belong solely to your generation, my generation, or any other generation. It belongs to the human race. And the generations which will follow yours have every right to expect that you will hand it down to them *intact* and *improved*.

Most of you are going to have to make a living, in one career or another, after you leave school. There is nothing wrong with making a living, believe me. It can be an extremely healthy and satisfying activity.

But I think you will find, if you look for it, that there can be a spiritual side to this business of making a living, just as there is a spiritual side to your personal life. And that spiritual side, with its attendant satisfactions, will come from the contributions you make to others—particularly those "others" in the generations to come.

Very few of us, of course, are fortunate enough to make even one really outstanding, *recognizable* contribution to society during a lifetime. But just remember that this "physical plant" and this body of knowledge which we have inherited, were largely built up bit by bit from the individual, anonymous contributions of millions of people of whom you and I have never heard. For every Louis Pasteur there have been thousands of unknown doctors and laboratory technicians who have added their bit to the knowledge we possess today of bacteria.

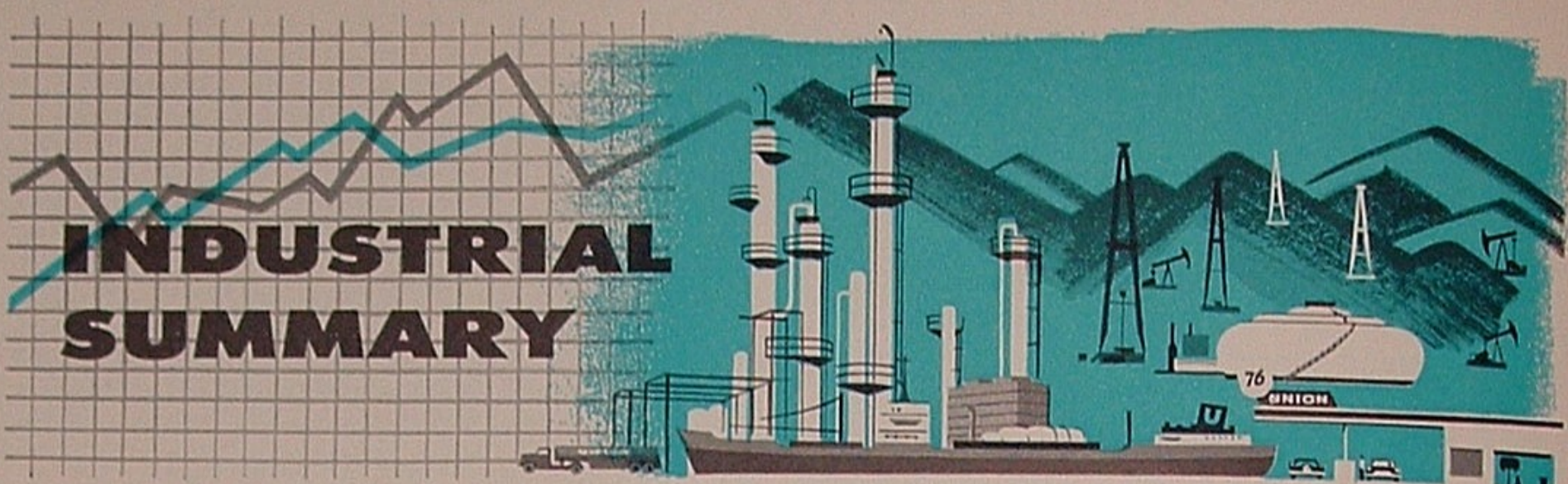
For every Golden Gate bridge there are tens of thousands of big and little bridges throughout the country which are carrying people quickly and safely across streams and rivers—bridges that were built by other thousands of unknown men. And for every Blackstone there are Heaven knows how many attorneys who have made their individual contributions to the law as we know it today.

Aim for the major contribution by all means. But never forget that even the smallest, most anonymous, is a thousand-fold better than none at all. For it is the sum of these small contributions from untold thousands of anonymous men that make up the largest part of our human heritage.

For that reason—and in spite of the fact that we are conducting these commencement exercises in a Jesuit institution—I'm going to close with a quotation from the Talmud. It was written by one of those anonymous men—an unknown Jewish prophet—some 1,500 years before the birth of Christ. This is what he said:

*"I did not find the world desolate
when I entered it, and as my fathers
planted for me, so do I plant for my children."*

—Talmud Ta'anit, 23A



● **EXPLORATION**

At the recent Budget Meeting of the Exploration and Land Departments, the decision was made to schedule operations for the last six months of 1956 on a comparable basis with those for the first six months. Total funds allocated for capital and operating expenditures emphasized the large amount of money currently needed in the constant search for new oil.

Fifty-two exploratory wells were planned for all divisions, which include Canada as well as our Central American interests. Twenty-three of these wells are joint interest projects for which either Union or another company will act as operator. The tentative division schedule indicates 10 wells for the Pacific Coast, 14 for the Gulf, six for West Texas, four for the Rocky Mountains, 14 for Canada, three for Oklahoma, and one for Foreign Operations.

The satisfactory completion of this wildcat program should develop several areas of new production, provide additional oil and gas to replace current production, and add to our subsurface oil and gas reserves.

from Sam Grinsfelder

ORGANIZATION CHANGES have brought about the appointments of J. A. Christiansen on March 1 as superintendent of Plants at Cut Bank; Robert A. McKean on June

J. A. CHRISTIANSEN



ROBERT A. McKEAN



● **PRODUCTION**

Budgets have been revised and operations of the Field Department have been programmed for the remainder of 1956. While the anticipated level of activity will be about the same as in recent months, emphasis will be placed on areas which promise the best return on the development dollars to be spent. Some of these areas have come into the picture since the beginning of this year.

In California, an active program of drilling and deepening will be conducted on our leases at Santa Fe Springs, where we have completed our first producer in the deep sands. A high-gravity oil discovery on jointly held leases in the Bridge area near South Mountain will be exploited by drilling. Already two wells are flowing at high rates in this new field, both with strong pressures. Continuous drilling is scheduled for the northwest extension area in the Dominguez Field; also in the Polvadero Field adjacent to Gujarral Hill in Fresno County.

Three areas in the Gulf Division will receive particular attention, two being 1956 discoveries. The Big Bayou Pigeon Field, Iberia Parish, Louisiana, now has five oil producers, four of them dual completions, and the pro-

II as superintendent of Santa Maria Refinery; M. S. Thomson on June 1 as manager of Oleum Refinery and J. W. Towler as manager of Los Angeles Refinery.

M. S. THOMSON



J. W. TOWLER



ductive limits of the field will continue to be expanded by drilling operations. Operations also are scheduled for the Main Pass (Breton Sound) Field, a joint offshore operation in the Gulf of Mexico, and in the North Amelia Field, Assumption Parish, Louisiana, where we recently completed Landry No. 1 as an oil producer adjacent to the Amelia gas field. It is anticipated that sales of gas from our Lake Hatch and East Lake Palourde properties will be started in the fall.

The main fields of activity in the West Texas and Oklahoma Divisions will be in the Oklahoma and Texas Panhandles, the West Lake Trammell Field, Nolan County, Texas, and the Caprock Queen Field in New Mexico.

Drilling will be resumed in the Red Earth area of Northern Alberta, Canada, which is inaccessible during the summer months. Also in Alberta, joint operations to delineate the productive limits of South Sturgeon Lake Field will be continued.

from Dudley Tower



ADDITIONS recently made to our Edmonds Refinery near Seattle now enable the Company to manufacture several airblown asphalts in addition to the paving asphalts made here. The photo was taken during a May inspection by employees of both the refinery and its terminal.

● TRANSPORTATION & DISTRIBUTION

The reconditioning and storage of empty drums returned from Marketing Department bulk plants in the Central Territory has heretofore been handled by Oleum Refinery. Operation of Oleum's Portco barrel reconditioning plant has been discontinued and all empty drums hereafter will be shipped direct from marketing stations to a barrel company in Oakland for reconditioning, storage, and return to the refinery as required for filling.

Our pipeline gathering system in the Santa Clara Valley has been extended to receive oil from the Company's recent discovery in the Bridge area near Santa Paula.

from E. L. Hiatt

● PURCHASING

In spite of the cutback in automobile production, demand for steel products remains greater than supply. Mills producing seamless pipe, oil country tubular goods and plate are not only operating at capacity, but their backlog of unfilled orders is increasing. Some of this backlog will be carried over into the last quarter of 1956, so we anticipate no easing of the supply of these items for the remainder of the year.

The anticipated increase in costs of steel and steel products, on completion of the current wage negotiations, will also increase construction and maintenance budgets of all Company operating departments. Tubular goods, structural steel, tank plate, valves, pipe fittings—these and many other steel items are expected to increase from 5% to as much as 20% in cost.

from C. S. Perkins

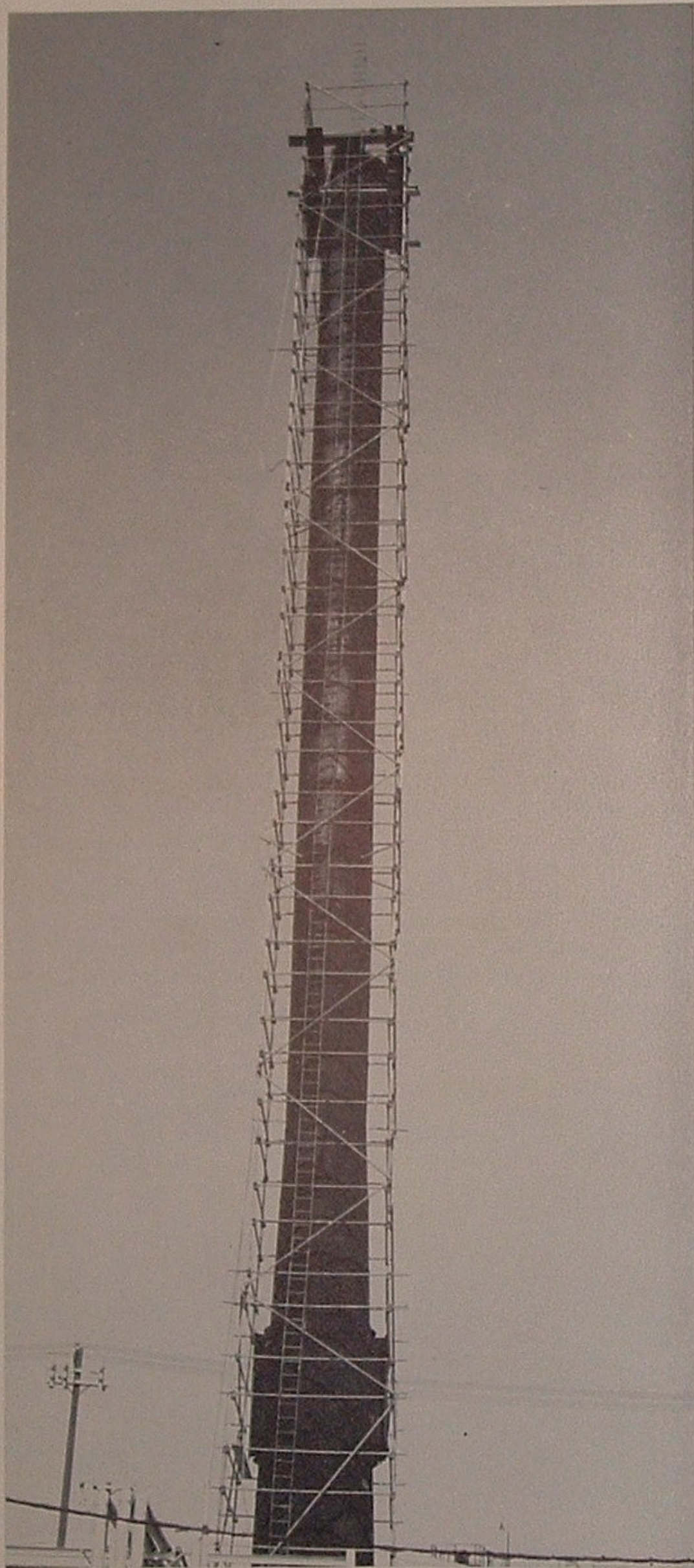
● MANUFACTURING

The new wharf, tankage and pumping facilities at the Los Angeles Refinery Marine Terminal are now in operation. These additional facilities are located adjacent to our older wharf, on land leased from the City of Los Angeles. The new reinforced concrete wharf, which is owned by the City of Los Angeles, will accommodate the modern super tanker. The eight new tanks, having total capacity of 400,000 barrels, will permit more rapid loading and discharge of the tankships. These tanks are all equipped with floating roofs to reduce fire hazard and emission of hydrocarbon vapors to the atmosphere.

from K. E. Kingman

ROYAL TRITON DISTRIBUTORS east of the Rockies are using many a surprise technique to introduce our wares. The royal-purple jeep and trailer below, by Royal Oil Company of Dallas, are proving both serviceable and attractive.





● MARKETING

Royalite Oil Company, Ltd., whose head office is in Calgary, Alberta, Canada, has entered into an agreement with the Company whereby they will act as our distributors for waxes and lubricants in the provinces of Alberta, Saskatchewan and British Columbia.

Market Research has been consolidated with a new Marketing Economics and Sales Forecasting section and the combined activity has been designated Marketing Research and Economics.

In addition to sales potential and profitability analyses, this group is responsible for supply and demand coordination for the Marketing Department.

Contracts have been awarded Union for 27,300,000 gallons of Arctic Diesel, 14,700,000 gallons of 47 Cetane Marine Diesel, 4,620,000 gallons of 80/86 Combat Gasoline and 1,110,000 barrels of Navy Special Fuel for delivery during the six months' period beginning July 1, 1956.

D. R. Jessup was appointed Manager of National Account Sales.

R. S. Dowling was appointed Assistant Manager, Export and Bunker Sales, responsible for bunker and cargo sales; W. L. Theisen was appointed Assistant Manager, Export and Bunker Sales, in charge of distributor sales.

Construction is underway at Whittier, Alaska Terminal for installation of two new bulk storage tanks totaling 60,400 barrels—a 50% increase in existing storage. Due to the uneven contour of the ground on which our Whittier Terminal is located, work is currently progressing toward reclaiming approximately one acre of beach area by moving in some 25,000 cubic yards of fill material on which the new tanks will be located. Whittier receives bulk cargo by tankship; then reships via tanker over Alaska Railroad to Anchorage, Fairbanks, Nenana, Palmer and Portage marketing stations.

COMING DOWN at Oleum Refinery is the 175-foot Asphalt Shell Still stack, a familiar Carquinez Straits landmark since 1928. Staging had to be constructed all the way to the top before dismantling of the stack could begin.

Recent changes in District Sales Managers are: S. A. Browne, District Sales Manager, Bend, Oregon; W. M. Tufts, District Sales Manager, Tacoma, Washington; W. S. Martin, District Sales Manager, Yakima, Washington; C. J. Dalzell, District Sales Manager, Seattle; and J. E. McCaffrey, District Sales Manager, Santa Maria.

A new Wholesale-Retail unit was opened at Wickenburg, Arizona. Carl Mallicoat and Charles M. Craig were appointed as Consignees. This unit has replaced the Aguila Marketing Station, which was closed on May 25, 1956. The change was made without any interruption in service to the marketing area.

A second Wholesale-Retail unit was opened at Calipatria, California. David W. Fosse was appointed as Consignee. This new unit will serve the northerly portion of the marketing area formerly served by Brawley.

Central Territory is promoting a new credit card contest called "The Royal Miss." Fifteen teams are participating in the program and it appears that this will be a very interesting and hotly contested affair.

from Roy Linden

● RESEARCH

The contractor now has over 100 men working at our Shale Demonstration Plant site in Colorado. Cable for the aerial tram is being threaded, most of the conveyors are installed, the two crushers are nearly complete, and foundations are being poured for the retort and its auxiliary equipment.

Various parts of the retort itself are being made by specialized fabricators in Wisconsin, Colorado, California and Oregon. As the contractors complete their work, these parts will be shipped to the plant site for final fabrication and erection. The present schedule calls for all parts to be at the site by late summer.

After spending one year in training at the Argonne National Laboratory, operated by the Atomic Energy Commission, Dr. T. F. Doumani has returned to Research Center. Dr. Doumani will pass along to personnel at the Center the know-how he acquired on nuclear radiation and its application to our industry. Such information can be useful in experimental studies being made here.

At the American Petroleum Institute, Division of Production, Pacific Coast regional meeting held in Los Angeles during May, our Dr. R. F. Krueger read a paper on "Joint Bullet and Jet Perforation Studies." The paper was received with much interest.

from Fred L. Hartley

letter

*Mr. Reese H. Taylor, President
Union Oil Company of California
617 West 7th Street
Los Angeles 17, California*

Dear Mr. Taylor:

On the occasion of my relief as Director of the Armed Services Petroleum Purchasing Agency, I wish to personally express my appreciation for the fine spirit of cooperation extended by Union Oil Company of California in meeting the vital petroleum requirements of our Armed Forces.

Of my many duty assignments, I shall regard my experience with the ASPPA and the petroleum industry as most gratifying, both from the standpoint of the enriching friendships I have made and from the experience I have gained.

I particularly wish to emphasize the fine relationship that exists between Mr. Lee Spencer of your company and ASPPA. I feel that his efforts have greatly expedited the handling of mutual problems.

Captain C. G. Drescher, USN, has been confirmed as my successor. He previously served in the same capacity when the Agency was first formed. I am sure that Captain Drescher will enjoy the same congeniality and spirit of cooperation that I have found over the past two years.

Sincerely,

*ARNOLD C. GILLIAM
Colonel, QMC, USA
Director*

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INSPECTION TOUR REVEALS

A Far Cry From

OF the 1,500 visitors who inspected the new Los Angeles Terminal on June 9th, quite a few were men who started their marketing careers with Union Oil Company some 20 or more years ago. Their glances and conversation reflected some of the changes that have come about since they first *hired on* as warehousemen, clerks or truck drivers.

Practically gone are the old handtrucks of yesterday. Now every barrel and carton of oil moves on powered conveyors or lift trucks.

There are few, if any, *broken* barrels to pour from



Examining the first can of Triton packaged at Los Angeles Terminal are, from left, Superintendent D. A. Reed and assistants A. F. Van Nest, M. S. Imes and H. H. Dalton.



From left, H. W. Bragg with his wife and daughter, F. K. Cadwell, and E. McCloud with his son, recall tin-roof days.



H. M. Schafer, host at right, escorts a group of visitors through the plant's commodious and pleasant new offices.

At right, Ira Shearhart demonstrates the fast machine-filling of Royal Triton cartons, 24 cans to the case.

Bob Rigel and Harry Oswald, at right, explained how empty barrels are inspected before moving to the fillers.



LOS ANGELES TERMINAL AS

m a Tin Roof

or inventory. Containers are uniformly weigh-filled, sealed, and attractively stenciled. Count 'em and you know exactly how much stock is on hand.

Gone are the dim lights, the plank flooring, the oil spills, the marking brush, the heavy steel plate hand-placed between truck bed and warehouse platform, the back-straining labor of warehousing. Now you push a button, pull a lever or step on the gas to do the job better and in a fraction of the former time.

As our open-house pictures indicate, Los Angeles Terminal is a far cry from its tin-roofed predecessors.

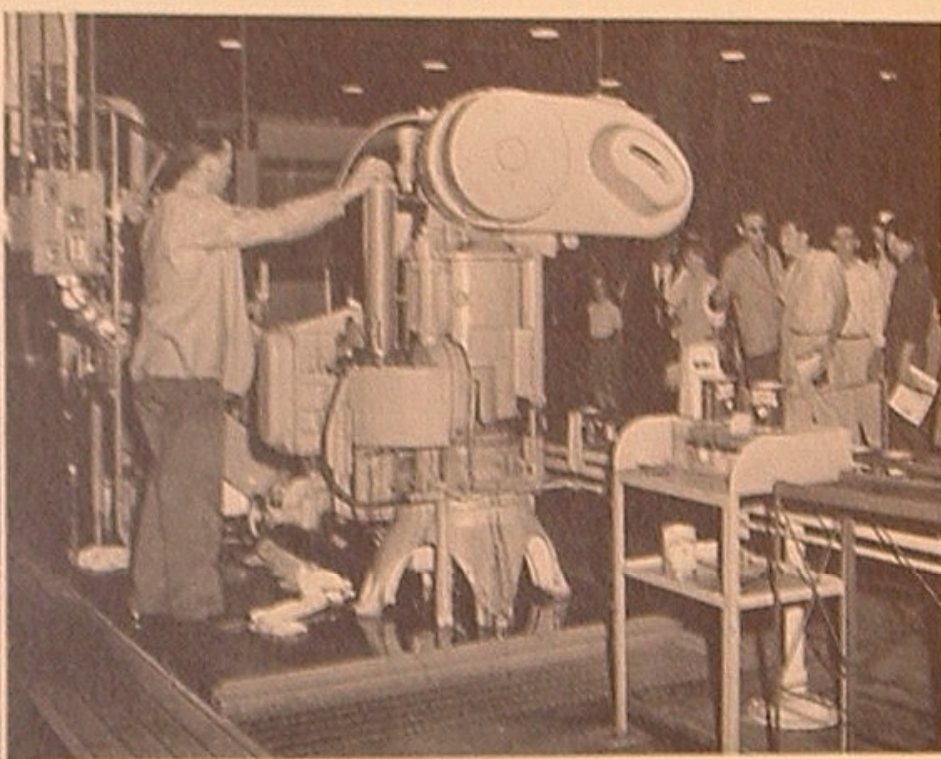


From left are Louise Tulley, Pauline Schnittker, Ruth Meier, Betty Lucarelli and Marilyn Lewis, Terminal employees who doubled as hostesses during open house.



The conveyor system for empty cans from boxcar to the can fillers fascinated even one of the youngest guests.

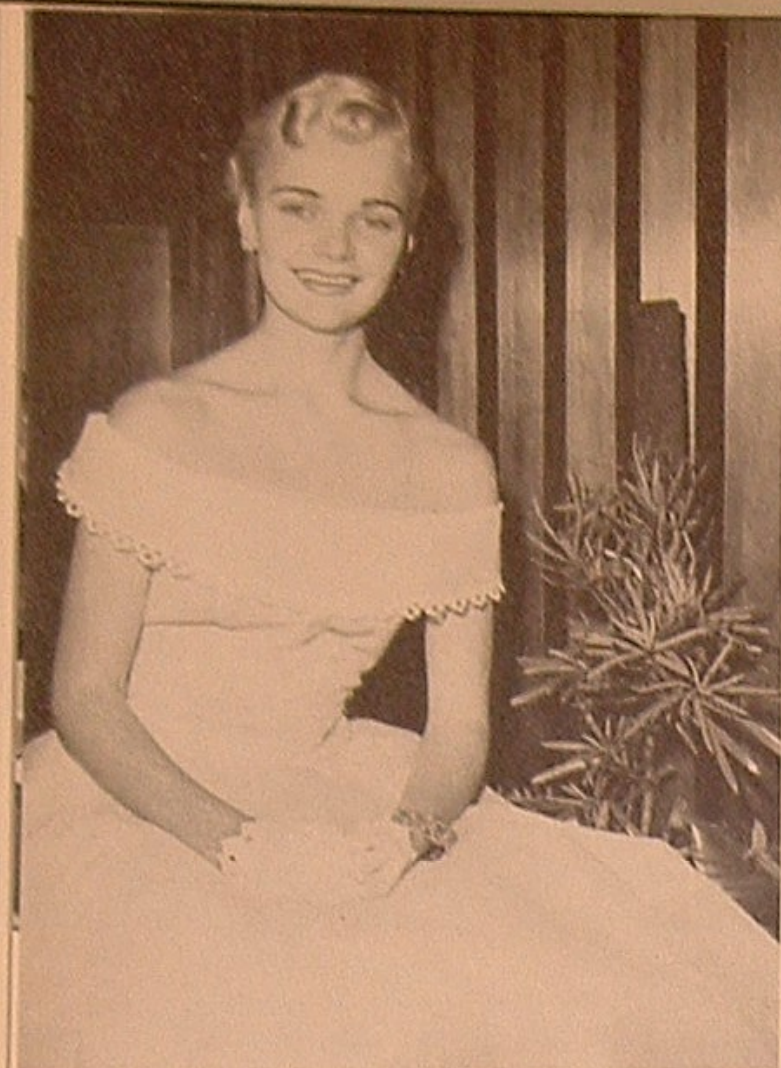
Clyde Cook explains the advantages of the new vapor-proof stenciling booth to three Home Office employees.



Filling quart cans with oil at the rate of around 300 a minute, Clem Lombardi, left, held the amazed onlookers.

The Johnny Adams family, representing Levine Cooperage Co., were interested in Ray Miller's loading-rack gear.





◆ **DAGMAR MADSEN** of our Retail Accounting Department in San Francisco was selected by a panel of outside judges as Union Oil's entry in the competition to find a Maritime Queen for World Trade Week. She is already among 10 finalists selected from 25 nominees.

from Pat Clark

◆ **LES FARMER**, center, of Northwest Territory, who retired May 31 after 28 years of Company service, is advised by W. I. Martin, left, and W. W. Workman to keep his nose to the grindstone. In the role of lapidary, Les plans to turn out a king's ransom in gems.

from J. W. White



◆ **MIKE WALSH**, center, of Southwest Territory's Los Angeles District, holds the coveted "Sammy Award" presented to him by the Sales Executives Club of Los Angeles on April 28. Territory Manager F. K. Cadwell, left, and District Sales Manager T. E. Luke add their sincere commendations, for Mike, in qualifying for this salesmanship proficiency award, increased the sales in his field more than a million units in 1955.

from Ted Proudfoot

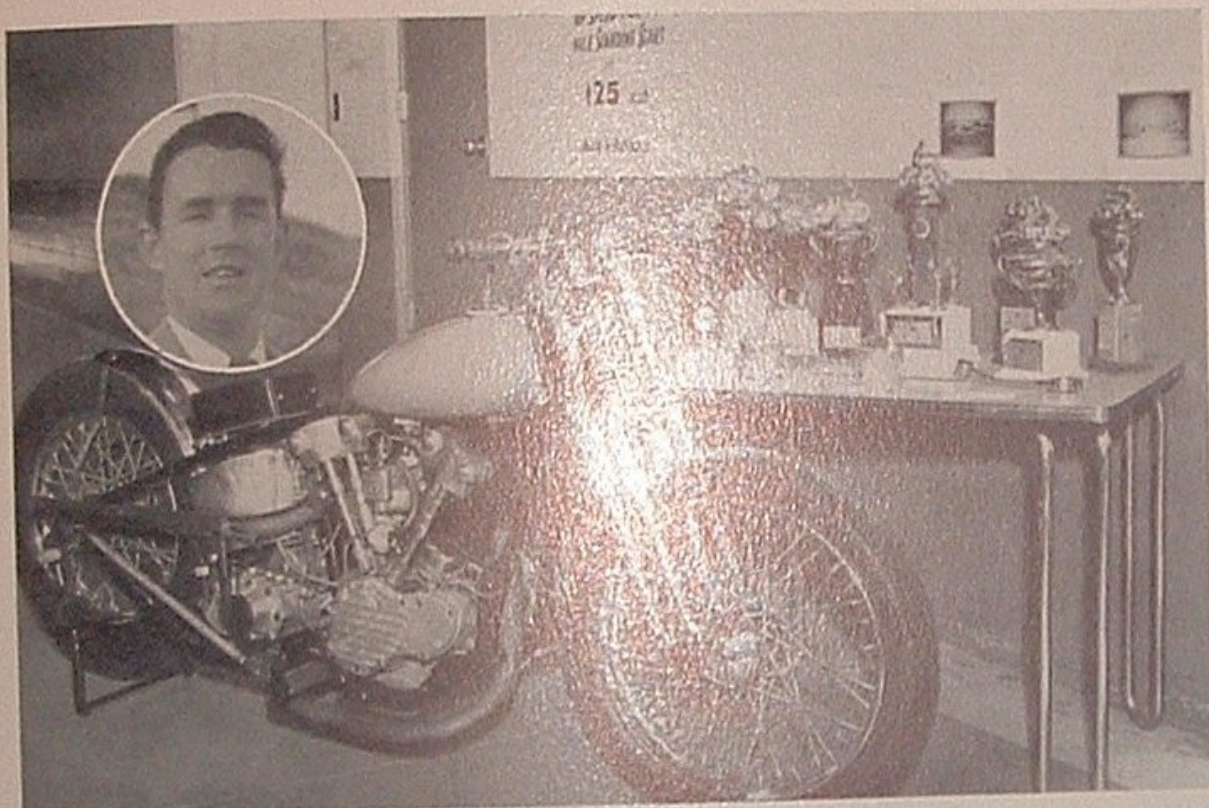


◆ **MAX B. KIRKPATRICK**, Union Oil consignee in Anchorage, Alaska, was recently elected to membership in the Young Presidents' Organization, according to a New York announcement. To qualify, a Y. P. O. member must have become president of a corporation grossing at least \$1 million a year before he reaches the age of 39. Max became president of Alaska Sales & Service, Inc., in 1944, when he was 33. His extensive interests in Alaska include coal mining and automobile sales in addition to petroleum marketing.

from J. W. White

G. I. AND R. H. INMAN, Union Oil consignees at Vancouver, Washington, celebrated May Day by opening their new combination office and warehouse. Among 200 people responding to open-house invitations were, from left, Territory Manager W. I. Martin, President Ray Anderson of the Vancouver Chamber of Commerce, District Manager L. C. Burklund, R. H. Inman, Mayor Roy Adams of Vancouver, G. I. Inman, Territory Sales Manager R. T. Carrington and District Manager J. T. Raabe.

from J. W. White

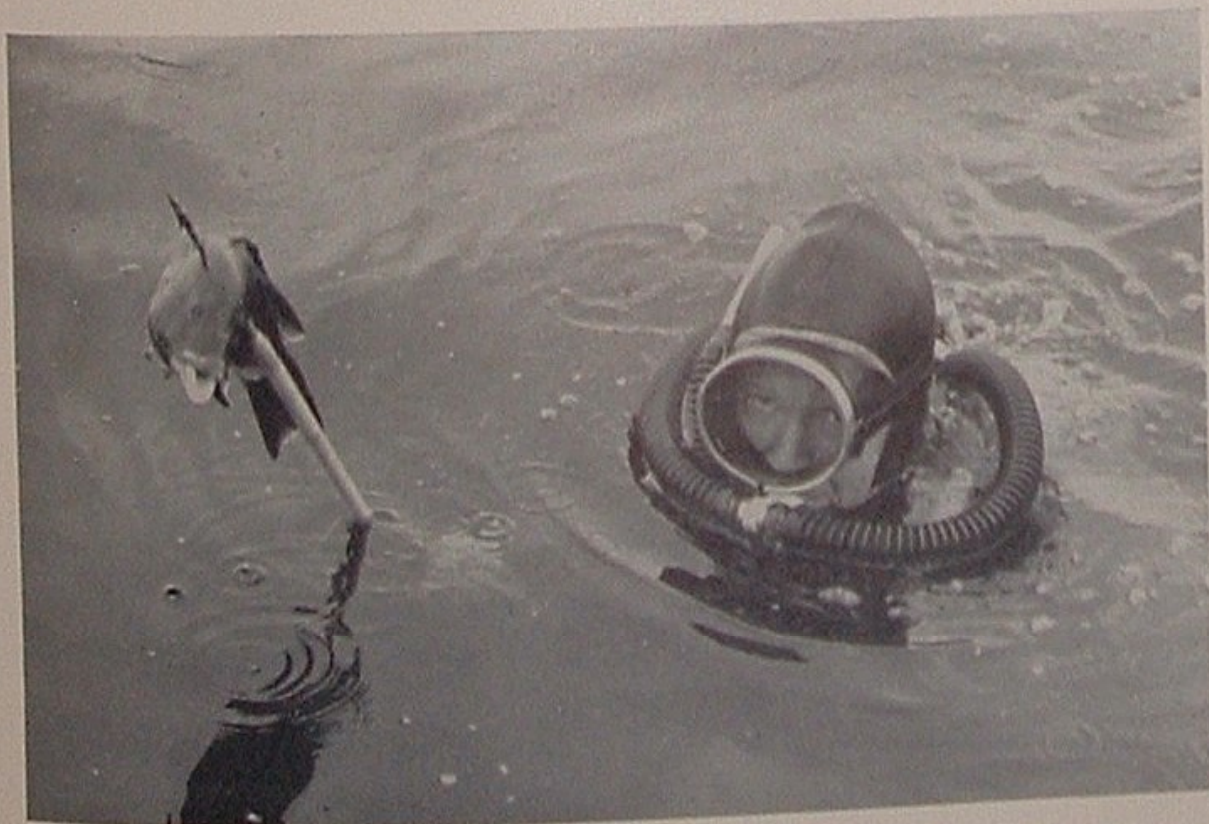


BOB ISBELL, research technician, was invited to display his hobby recently at Brea Research Center. The trophies are an indication of his success in developing and racing this drag-race motorcycle. He has beaten the fastest hot-rod cars and won first place in eight out of 15 cycle drags. His present hobby, however, is limited to kids and avocados.

from Paul Doyle

JIMMIE PERRY, operator in the Thermal Cracking Department at Los Angeles Refinery, is reigning champion of Pacific Coast Underwater Spear Fishermen. He took up the sport less than four years ago and won top honors at Laguna Beach in 1955. His advice to beginners is to "Learn the rules before you dive."

from Herb Zirnite



Sports



Woody Hiatt and Gib Halverson



Champion Ike Messinger is congratulated by Dudley Tower.

THE BEST UNION OIL GOLFER

of 1956, according to results of the Employees' 30th Annual Golf Tournament at Fox Hills Country Club on May 26, is Ike Messinger of the Properties Administration Department, Home Office. Ike had thrice previously won the top prize President's Cup in this annual tournament—in 1928, 1929 and 1939. His comeback in 1956 with a sparkling 71 is a fine object lesson to young

Americans who expect to be washed up at middle-aged 30.

Winner of the runner-up honors and the Vice President's Cup was Bill Wright of Brea Chemicals, with a 75. Gib Halverson of Los Angeles Refinery, with a gross of 76 and a handicap of 13, won the low-net Triton Trophy. Milt Varner of the Southern Division Field Department talked off with the Bull Thrower's Award.



Bill Wright and Harold Sanders



BOWLING TEAM

of this year, as determined by the Major Burnham Bowling Tournament, is the Oleum Refinery Richmond League No. 1 team. The winners are, above from left, James Cooper, Jr., Louis Jaques, Mike Matanic, Claude Gistelli and Al Michelcic. They scored 2666 points in three games to triumph. Al Michelcic of this team also rolled a high game of 243 to win new bowling shoes from the Industrial Relations Department. Chester Miller of the Cut Bank team scored a 630 high-series to win the W. L. Stewart, Jr., bowling ball prize.

Chester Miller



Two vice presidents and a Bull Thrower

Retirements



SERVICE BIRTHDAY AWARDS

JULY 1956

A grateful company and a host of well-wishing employees are bidding farewell to the following Union Oilers who are retiring after long careers of Company service.

MARTIN E. GRIZZLE

Field Department

Employed 12/11/22—Retired 7/1/56

ERNEST T. AWBREY

Central Territory

Employed 6/16/23—Retired 7/1/56

GEORGE F. PLUMB

Field Department

Employed 6/9/26—Retired 7/1/56

ALBERT G. TURK

Southwest Territory

Employed 3/19/30—Retired 7/1/56

HILDA C. MORSE

Oleum Refinery

Employed 4/7/31—Retired 7/1/56



↑ **COLEMAN (JACK) CONNOLLY**, who graduated from Oleum to retirement on May 31 of this year, takes with him a bit o' the brogue. Jack immigrated with his two brothers from Ireland to Rodeo in 1911, and began his 34 years of Union Oil service in 1922. It was said that Union asphalt had a tinge of green to it, thanks to Jack's blarney.

from Clyde Morton

MARKETING

Kipper, Alma H., Los Angeles	35
Maxwell, Maurice H., Los Angeles	35
Louderback, Ethan A., Ventura	30
Blakeslee, Robert R., Great Falls	20
Brady, James A., Los Angeles	20
Flanigan, Margaret E., Seattle	20
Knoetig, Martha I., Los Angeles	20
Mansell, Alick G., Seattle	20
Baker, Josephine, Los Angeles	15
Beatty, Elmer H., Los Angeles	15
Dalzelle, Charles J., Yakima	15
Huse, Virginia M., Seattle	15
Pasma, Hans E., Juneau	15
Wait, Norris L., Los Angeles	15
Watson, Otis E., Honolulu	15
Fisher, Francis B., Portland	10
Gosselin, Albert E., Los Angeles	10
Haddock, Vera S., Los Angeles	10
Tanny, Florence, Home Office	10
Witte, Russell L., Rosecrans	10

MANUFACTURING

Dalessi, John M., Oleum	30
Owens, Joe D., Wilmington	30
Richaud, Nathan A., Oleum	30
Reed, William H., Wilmington	20
Albright, Ernest W., Oleum	15
Denny, Larry H., Oleum	15
Fleshman, Woodrow W., Oleum	15
Jones, Trevor D., Oleum	15
Mulcahy, Laurence N., Wilmington	15
Selvester, Raymond H., Santa Maria	15
Warnecke, Jack G., Oleum	15
Hoberg, Donald C., Wilmington	10
Hoffmaster, Harvey R., Wilmington	10
Holm, Delbert B., Wilmington	10
Howard, Clifford E., Orcutt	10
Jackson, Gus G., Cut Bank	10
Knudsen, Louis S., Wilmington	10
LeFevre, Henry L., Wilmington	10
Rogers, John J., Orcutt	10
Slater, James F., Jr., Wilmington	10
Verbiscio, Michael G., Oleum	10

EXPLORATION & PRODUCTION

Craig, Leonard A., Dominguez	30
Powell, Lawrence D., Orcutt	30
Cole, Elsworth D., Orcutt	25
McCourt, James H., Rocky Mountain	25
Moore, Milton L., Dominguez	20
Stainbrook, Harry G., Orcutt	20
Chadband, Colin H., Bakersfield	15
Watson, Elizabeth A., Whittier	15
Baker, Roy H., Bakersfield	10
Brumana, Frank L., Orcutt	10

Fagerbourg, Neil R., Bakersfield	10
Feister, George H., Los Angeles	10
Fothergill, Harold L., Orcutt	10
Hill, Albert T., Brea	10
Kallenberg, Gordon G., Los Angeles	10
Mead, Richard A., Orcutt	10
Richards, Laurence S., Bakersfield	10
Silva, Arthur W., Orcutt	10

PIPELINE

Clark, Willard L., San Luis Obispo	30
Perry, William O., San Luis Obispo	30
Kres, Roy F., San Luis Obispo	25
Brown, Patrick C., San Luis Obispo	15
McKusick, Joseph C., San Luis Obispo	10

COMPTROLLER

Talbott, Roy M., Home Office	25
Neill, Henrietta, Home Office	20
Davis, Mary Ann, Home Office	10

RESEARCH

Arthur, Russell J., Brea	20
Sherborne, John E., Brea	20
Deering, Roland F., Brea	15
Schluter, Eugene C., Jr., Brea	10

INDUSTRIAL RELATIONS

Brown, Mabel J., Home Office	20
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AUTOMOTIVE

Downs, Elwood, Santa Fe Springs	20
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MARINE

Snow, James M., Wilmington	15
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PURCHASES

Hall, Eva H., San Francisco	10
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In Memoriam

Employee:

On June 17, 1956

KENNETH HARRIS
Central Territory

Retirees:

On May 19, 1956

HERBERT B. WELLER
Central Territory

On June 3, 1956

MANUEL DeSOUZA
Oleum Refinery

On June 3, 1956

CLAUDIA O'CONNELL
Central Territory

Clarence Froome

Or how to reduce your tax bill

"There used to be a saying back in 1921 when I joined Union Oil. It was 'The less government, the better.' We believed it, too.

"Today it's the other way 'round. People seem to think that more and more government can solve more and more of their problems.

"They look to government for pensions, for unemployment insurance, for federal

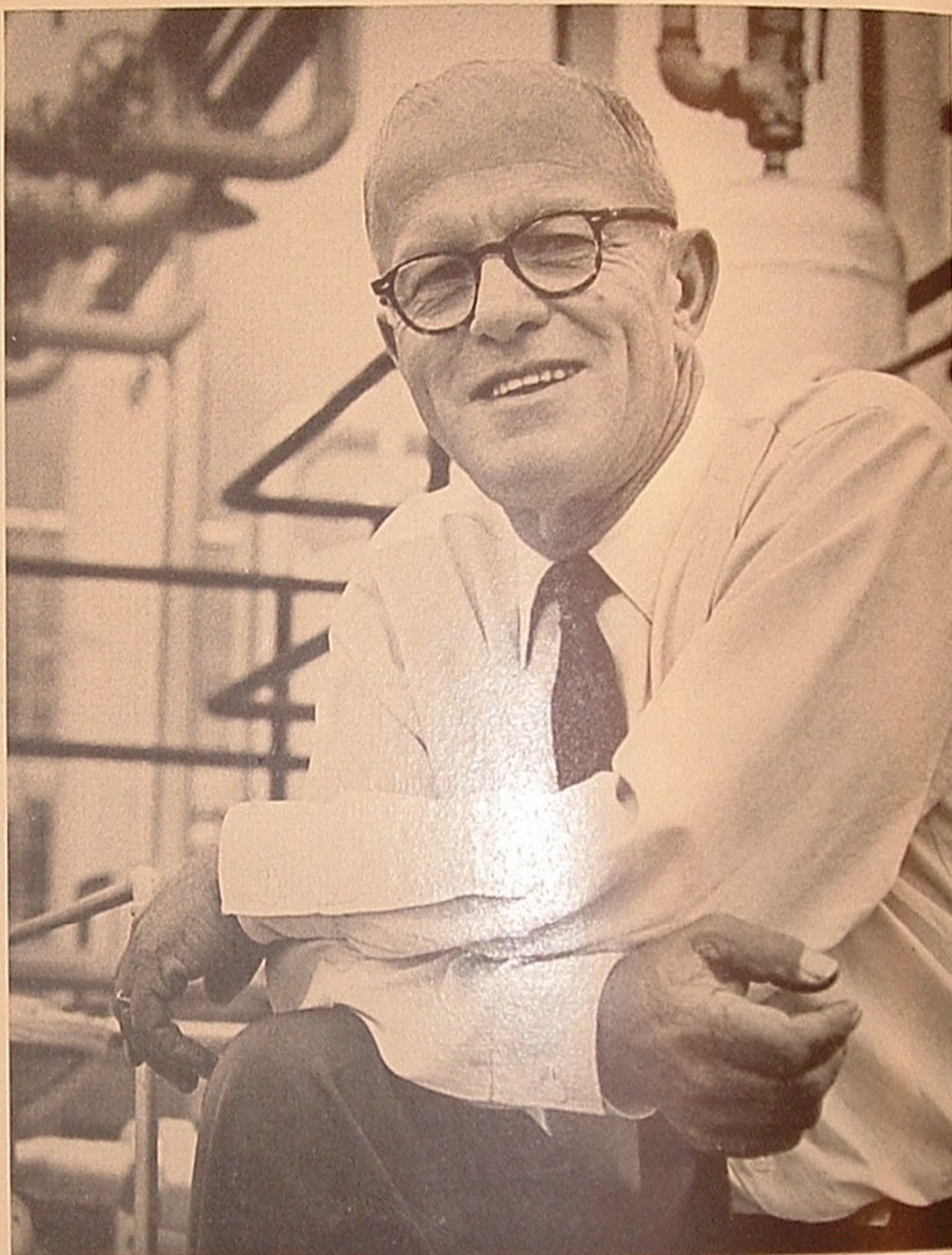
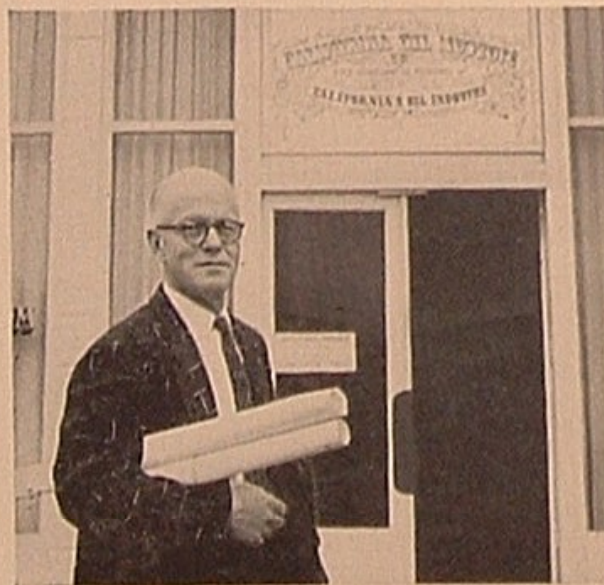


housing, for medical aid—for all kinds of securities we used to depend on ourselves for.

"Now there's nothing wrong with taxes that pay for defense, and other necessities. But we're kidding ourselves if we think Uncle Sam is a rich relative with an inexhaustible supply of cash we can tap whenever we need it.

"Fact is, government is more of a poor relation. It produces nothing. It pays no taxes. Anything you or anyone else gets from it first has to be taken away from you and somebody else.

"So, obviously, the more you let the government do for you, the more it's going to cost you."



"THE MORE GOVERNMENT DOES FOR YOU, THE MORE IT COSTS YOU."

In 1921 when Clarence Froome started with Union Oil as a machinist, 1 person in 15 worked for the government. Today (Clarence Froome is now a Division Superintendent) 1 person in 8 is on government payroll. And Uncle Sam takes 11 times more money from you as taxes than he did in 1921.

Admittedly, there's a bigger job to be done today. But the danger of a con-

stantly enlarging government goes far deeper than its cost to the citizen.

Because each time you let the government do a job you should and can do better, you give up a part of your personal freedom.

YOUR COMMENTS ARE INVITED. Write: The President, Union Oil Company, Union Oil Building, Los Angeles 17, California.

Union Oil Company OF CALIFORNIA

MANUFACTURERS OF ROYAL TRITON, THE AMAZING PURPLE MOTOR OIL