

Kent Shartel Dies. Widely known as one of Oklahoma City's most successful corporation lawyers, Kent Shartel died February 21. He had suffered a heart attack two days before.

Although he was best known to the Oklahoma City public as attorney for the City Bus Co., that firm actually occupied a minor rating among the corporations he represented.

After injuring his leg in an auto accident in 1935, Shartel always walked with a cane. Bankers, builders and oilmen kept his office full. One oil man who became governor, Roy J. Turner, appointed him to membership on the Board of Regents of the University in 1949.

An expert on rate issues, he frequently appeared before rate-making bodies and guided them through mazes of complicated figures that he retained from memory. In hearings, oldtimers who knew Shartel's father, John Shartel, founder of the Oklahoma Railway Co., saw in him the same piercing quality of his eyes which not only found the law in books, but was effective in getting straight forward answers from witnesses and clients.

The death of the 61-year-old attorney came as a distinct shock to fellow lawyers throughout Oklahoma, and to the University Regents and president.

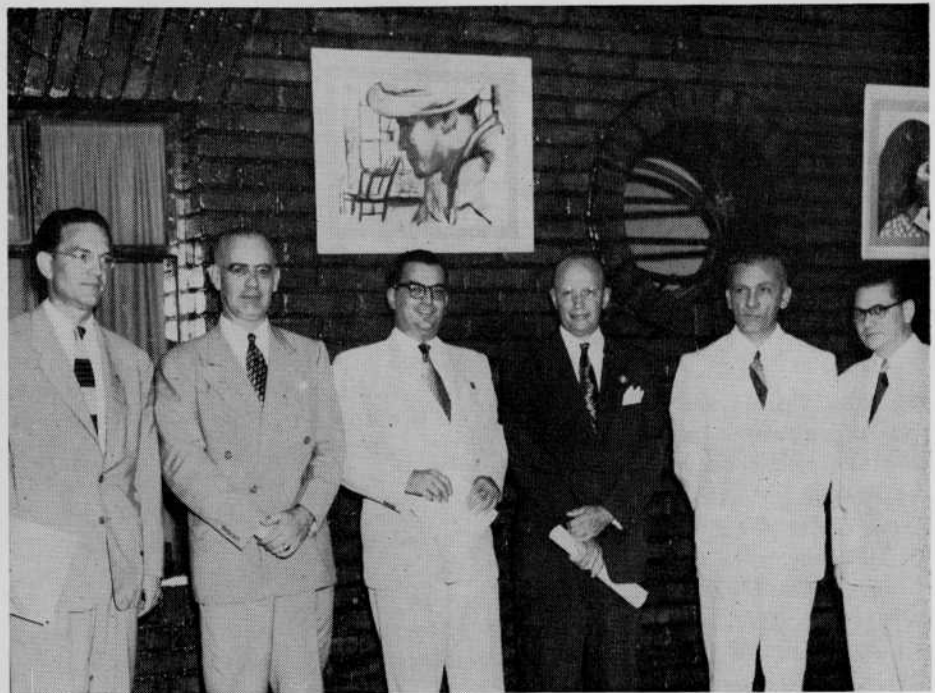
O. U.'s Foreign Students

Like most seniors graduating from college this year, red-headed Kamal Kharemani has more to worry about than finding a job. A 25-year-old petroleum engineering student, he has to cope with things military when he receives his degree next August. He is a member of the Iranian Air Force reserve, and his government will have its say on the question as to whether he will continue as a graduate student at O. U. or will pilot a plane for his nation.

Kamal's future is uncertain. The futures of several of the 75 foreign students enrolled in the College of Engineering are just as uncertain in a world suddenly made smaller by air power, the atom bomb and dealers in dialectical materialism. The futures of other foreign students are more certain: civilian jobs await them in their home countries or in the United States.

Whatever the coming years hold for these young engineers, they are being equipped to do a job. Theirs is the technical know-how which will help to power the

Continued page 25



When Dean Carson visited South America last year he met many former students. Here he is shown with five of the first Venezuelan students to attend O.U. Left to right are Dr. Raymundo Molina, '36bs, Public Relations Division Creole Petroleum Corp.; Dr. J. A. Delgado Figueredo, '35bs, Engineer, Division of Mines; Dr. Santiago E. Vera, '39bs, Minister of Mines and Hydrocarbons; Dean Carson; Dr. Jose Monsalve, '33bs, Technical Inspector, Ministry of Mines and Hydrocarbons; and Dr. Edmundo Cabello, Director of Economics of Petroleum, Ministry of Mines and Hydrocarbons.

O. U.'s Colorful Engine Dean Finds Official Globetrotting a Pleasure

During the past twelve months, W. H. Carson, Dean of the College of Engineering, has left the shores of this country on two occasions. In April, 1951, he went to Havana, Cuba to attend the Constitutional Convention of the Pan American Union of Engineering Societies as an official delegate from the United States of America. The second trip of the year was to Venezuela, where the Dean and Mrs. Carson were honor guests of the Venezuelan Government to the first National Petroleum Convention.

For Carson, a recognized good will ambassador, this was the third trip to Venezuela; the last was in 1949.

"I've never seen such a tremendous change in a country and particularly in the City of Caracas, all really within the last two years," Carson said.

"For one thing," he explained, "a large section of the old town of Caracas is being demolished to make way for new government buildings atop two levels of underground parking area. An express highway, six lanes wide, is being built through the

city, and in the old residential sections, typical of Spanish towns, new apartment, office and bank buildings are being constructed, all of modern simplicity in design."

"Also," Carson said, "modern waterworks and sewer systems and water treating plants are being installed throughout the country."

And in all this development, Carsons believes Oklahoma and the University can take some special pride. The progress is made possible through oil development, and in the oil industry in Venezuela are many graduates of O. U., including both South and North Americans. Also, an O. U. Electrical Engineering graduate is chief technical advisor for that part of public work relative to the electrification of the country. O. U. Civil Engineers are contributing to the road building program.

While the Carsons were in Caracas, Dr. Santiago Vera, '39p. eng, an imminent O. U. graduate who is Minister of Mines and Petroleum for the country, sponsored

Continued page 23

The Champlins . . .

the Champlin Refining Company is primarily an oil company.

Oklahoma crude is brought to the Enid refinery by 500 miles of in-state pipeline—a pipeline that connects the refinery with most of the producing areas of Oklahoma. Upon arrival at the refinery, the crude oil is processed through intricate steps into gasoline, kerosene, tractor and furnace fuels and lubricating oils.

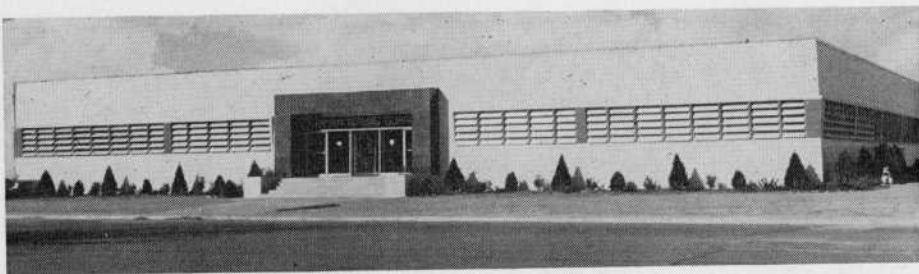
After the crude is given the works at Enid, lubricating oils are packaged and distributed through Champlin service stations, independent jobbers and dealers (much of the lub oil is contracted for by the military as are many of Champlin's products. It was estimated that 90 percent of the Champlin refined products were bought for defense purposes during World War II.)

The lighter products are pumped through a company-owned pipeline to Hutchinson, Kansas, to Superior, Nebraska, and to the Rock Rapids, Iowa, terminal, near the Iowa-Minnesota border. This stretch of pipeline measures some 516 miles. It is capable of delivering as high as 9,000 barrels of gasoline a day, but under normal conditions the pipeline handles about 6,000 barrels. From the Rock Island terminal, trucks transport the products to the point of distribution and use.

The officials, the tight-knit organization, the well-oiled operation—none of these three could succeed to the extent they are now achieving without a high degree of co-operation—an easy thing to seek but a difficult quality to gain in a big business. It comes in large doses here. In fact, the family atmosphere that permeates the company's highest echelon penetrates to the lower stratas.

When the vice president in charge of production, Wentworth, talked of his department, it was always with an eye to his associates. Wentworth does not see his department as a clearly defined unit with no relationship to, say, the exploration and development department. And the overlapping that would turn several hairs grey in some big businesses seems to be welcomed rather than spurned.

Aiding and abetting this unusual one-big-happy-family feeling is Joe Champlin. During an interview, he subtly switched the subject from the Champlin Refining Company, and more particularly from Joe Champlin, to something he thought the reporter would rather talk about—Bud Wilkinson and football. His attitude seemed to be that here was a subject worth a little



The home offices of the world's largest independently owned refining company, the Champlin Refining Co., is the newly completed structure above, near downtown Enid.

time—not something as commonplace as Joe Champlin.

This then is a brief glimpse of the Champlin Refining Company of Enid, Oklahoma. It holds a unique position in oil circles. In a day when it was ordinary, H. H. Champlin and his wife founded an independently owned. It is an important cog in the oil industry of Oklahoma and the Southwest.

Carson . . .

a dinner for Carson. Forty-six engineers, all graduates and former students of the University, attended.

"It was like old home week," Carson said, "We certainly had a wonderful time."

The Carsons, who made the trip by

plane, were gone 16 days. En route home they stopped at Kingston, Jamaica, to observe hurricane damage. They also had stopovers in Mexico City and in Guatemala City, and in Panama where they viewed the canal and watched ships going through the locks.

While in Venezuela, Carson made a side trip, by plane, to the iron ore mines of southeastern Venezuela. He was accompanied by some of his boys on this adventure. They also saw one of the most impressive of all sights, the Angel Falls, which have the highest drop of any waterfall in the world.

Hal Muldrow, Jr.

'28

Insurance of all Kinds
Bonds

Security National Bank Bldg.

Norman

IMAGE IS NOT AVAILABLE ONLINE DUE TO COPYRIGHT RESTRICTIONS.

A paper copy of this issue is available at call number LH 1 .06S6 in Bizzell Memorial Library.