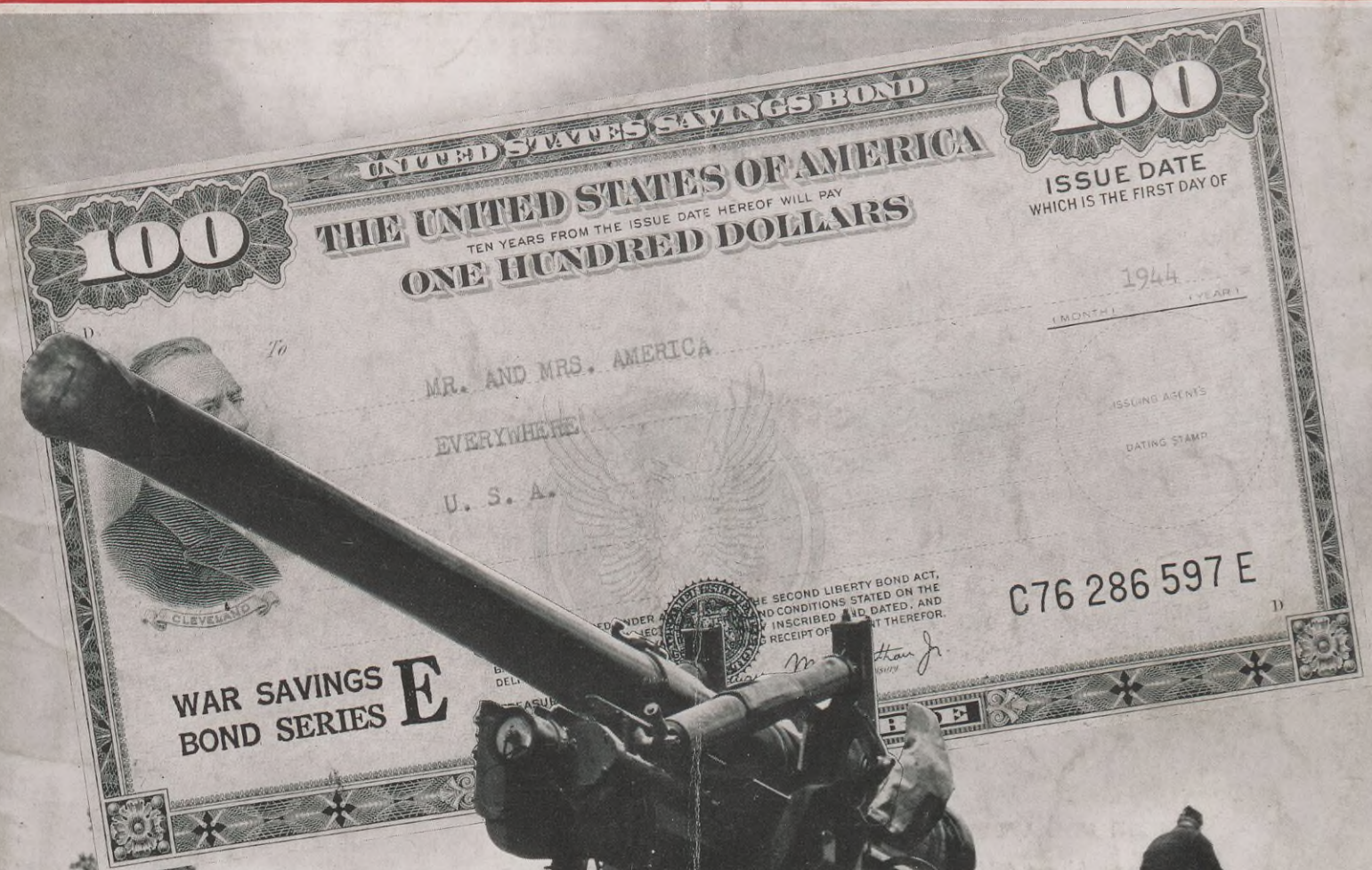


SHELL NEWS



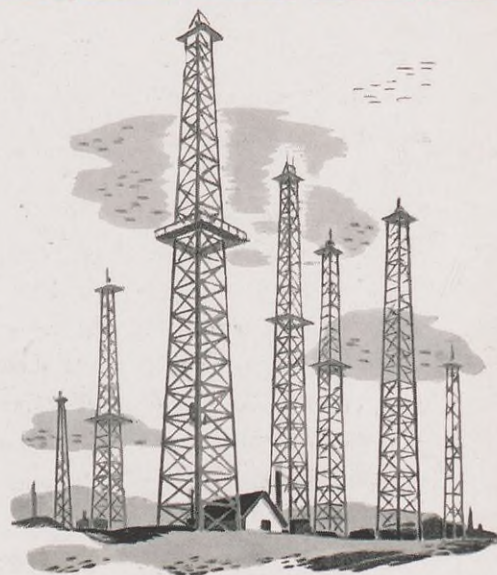
JUNE • 1944

-matters of *Fact*



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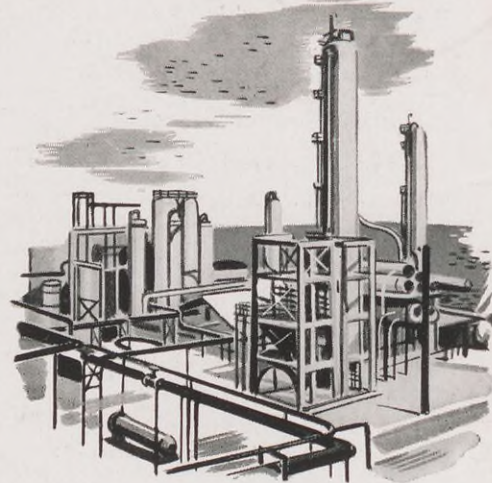
wells produce crude oil which is shipped
to Shell's various refineries.



Six refineries, employing over

8,200

men and women process the crude into
more than 400 products. Today over 90%
go to the Army and Navy for war use.



22,000

service stations, from coast to coast, sell
Shell's products.



SHELL NEWS

Dedicated to the principle that the interests of
employee and employer are mutual and inseparable

JUNE • 1944

Vol. 12 • No. 6

Lt. Harry O'Gara, former editor of SHELL NEWS, is now overseas. "Adventure in Britain" tells how he got there and what he found . . . pages 2 to 6.

Most Americans are curious as to the post-war use of 100-octane gasoline. Will it be in the engines of our automobiles? The answer is given on pages 7 to 12 in "Gasoline In Your Post War Car."

The filling station, like the drugstore, is gradually adding more merchandise to its shelves. What the wartime station is like is told in "Wartime General Store" on page 13.

The Personnel-Industrial Relations chart is on pages

16-17, while page 18 begins "Story of a Star" which tells the tale of a former musical comedy star now working with Shell. The first pictures of Victory Garden contest winners are shown on Page 21. The monthly features are in their usual positions . . . Pages 28-29 After Hours; 23-24 With the Colors; 25-27 People in the News; 30-32 Service Birthdays.

All American magazines have been asked to show a War Bond on the covers of their June issues. This 155mm gun is typical of those being used by the Field Artillery in the invasion . . . another reason for buying an *extra* bond.

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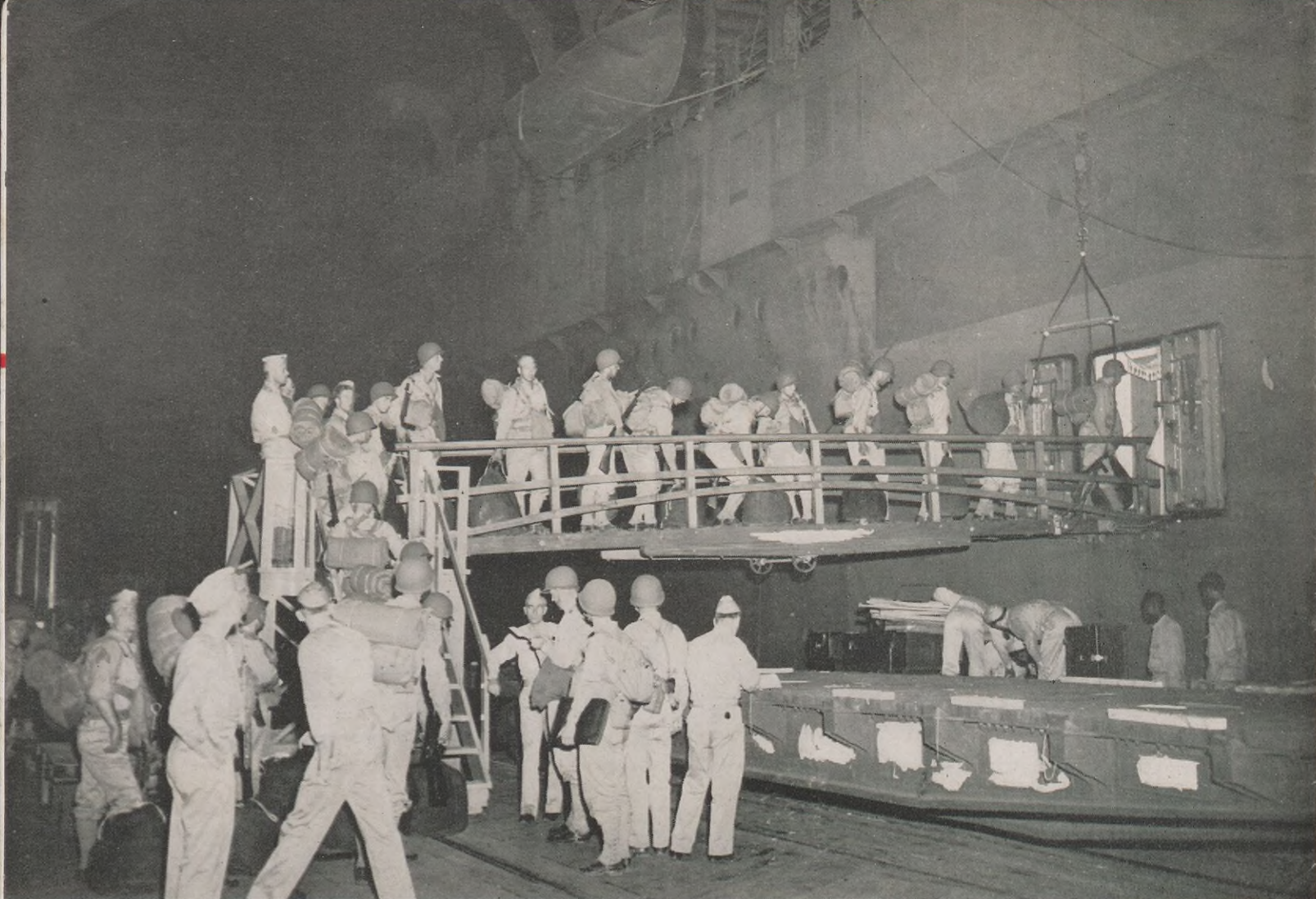
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"It seems as though you always travel at night . . . in the Army."

ADVENTURE IN BRITAIN

A Story of Pre-Invasion Days

By Lt. Harry O'Gara



Lt. O'Gara, former Editor of Shell News, now on military leave, has been overseas for nine months. Before leaving, Lt. O'Gara promised to write of his adventures en route and in Britain. He is an Adjutant in the Air Forces. A native of Britain, this was his first visit home in many years.

WE left the staging area by rail at 2400 hours (midnight). Seems as though one does all his traveling in the Army at about that time of night. The boys were excited; we had been there ten days and that is more than enough to disturb the most hardened G. I. Waiting for overseas movement means going through an eternity of shakedowns, inspections, and embarkation drill. We had been fortunate in getting passes for a last fling in the big town. But it isn't always that way. We had

hated the staging area, but the way they handle troop movements is really something to see.

What ship? That question had been batted around for days. Every man gave his own version . . . now the answer was almost at hand. Our train pulled out in the wee hours and soon we were lugging our stuff to the ferry. It was then that we first began to regret our feverish buying spree of the past few weeks. A word of advice to soldiers headed this way . . . and to their relatives: there are many

things you can't get in the ETO (European Theatre of Operations). But you *can* get all that you *need*. That cigarette lighter you just had to have is not nearly so vital as you have been led to believe, and fluid is easily obtained. The PX dishes out two penny boxes of matches per week. Soap? You can get one bar of good quality per week. Cigarettes? Seven packets. Razor Blades? Two. That may hardly be enough for some tough beards but there hasn't been a noticeable group of unusual growths. Liquor? (From what we hear you are not doing so well yourselves.)

We made the ferry without breath. There was considerable confusion and clatter as steel helmets, rifles, barracks bags, and men tumbled to the deck. After a small delay characteristic of all army movements, the ferry moved out into the stream and the men regained their lost wind. Said one novitiate from Kansas City, "Where do we sleep?" It was explained, none too gently, that the ferry was the means rather than the end.

There was a slight mist and visibility was poor. We took up our position on the windward side. If our hopes were to be realized that was the vantage position. The boat turned hard left, and our hearts beat a little faster. The chattering had ceased. Every man had his eyes glued straight ahead. We were fairly certain now. We slowed perceptibly. Somebody yelled and the suspense was over. Lying dead ahead was a big boat . . . busy and beautiful . . . and all ship. The ferry pulled into the pier and we piled off. No bands, no brass hats; it was four in the morning. But there was something infinitely better . . . steaming hot coffee and doughnuts, with fair ladies to hand it to us. We were tired and sleep was a long way off. But we were happy.

That crossing was no picnic. Men were crowded into every conceivable corner on the big ship. Some slept in hammocks slung cheek to cheek. At times the air on the lower decks, particularly, was foul. Angry seas crashing against the bulkheads brought sleepless nights to many a timid soul. Chow lines were endless and cluttered the ship. Only two meals a day were served, but it was good food.

Once clear of the coastline we were allowed topside. We walked aft on the sun deck. The ship was ploughing the water so fast that her wake was plainly visible on the horizon whence we had come. It was reassuring. No U-Boat commander without thirteen spades could bother us.

What do soldiers do on shipboard? They write, gamble, listen to lectures, read and drill . . . in that order. Officially gambling is frowned upon but you might as well bridge the ocean as try to stop it. At least it helps pass the hours.

The matter of lectures is worth a comment. The lecture is an inherent part of Army diet delivered daily in concentrated and frequent doses. Looking back over two years of Army life we have listened to dissertations on practically

every subject within the scope of the Encyclopedia Britannica. Through constant exposures to such lectures the average G. I. inhales enough military knowledge to get him by. He also catches up on a lot of sleep. On shipboard most of the lectures concern safety precautions and censorship. Since this is practically everybody's first contact with censorship regulations the results are always startling.

The lecturer is scared to death that the men will give away military information. He, therefore, harangues for hours on what should not be said. When the none-too-fluent G. I. sits down to write, his head is full of don'ts. What he comes up with is a self-conscious, disjointed epistle that his relatives cannot associate with the signature . . . especially after the greenhorn censor has dulled his brand new razor on it. But time takes care of those things.

Everyone quickly settled down on shipboard. As the days rolled by the steady pulse of the engines and the rhythmic gait of the ship spun a cloak of languor around us. No longer did we search the crests of distant waves for telltale shadows.

One morning we pulled out of the dull Atlantic and into the war. The port was a beehive of war industry. Everywhere were ships and docks piled high with war goods. And everywhere were G. I.'s. It has been that way ever since . . . the United Kingdom teems with them.

"The long spirally staircase on the London buses . . ."





"Some familiar sights were bombed away."

In remarkably short order we moved from ship to train. There the ladies of the American Red Cross put in their second appearance to serve magnificent coffee; a fact which dispelled for us the theory that the British don't make good coffee because of the peculiar characteristics of their water.

Now that I was actually on British soil I felt the urge to get to my old home as soon as possible. The train commander came by and was promptly buttonholed. Did he know where we were going? He did, but couldn't pronounce the damned name. He produced the movement order. I couldn't believe my eyes . . . our destination was no more than a good bus ride from my home.

Two nights later I climbed a tortuous spiral staircase to the upper deck of an English bus . . . headed for home.

The conductress, a pretty red head with energy enough for six, came to collect fares. Could she call at Northumberland Road? She could and would, "Left-enant," she said, "just relax and enjoy the scenery, you'll be informed when we get there."

When the bus came to the stop her voice hit the rafters: "Northumberland Road . . . for the American Left-enant." I rose and approached the staircase aided by a dozen pair of eyes. Memory recalls that my feet touched the two top stairs but I reached the lower deck reposing on another part of the anatomy.

Have you ever been home after a long spell away? As I walked up the road toward the house my palate began to dry. It had been fourteen years. I passed what used to be the swimming pool until a bomb hit it in 1941. And the

park over on the left was pincushioned with shelters completely ruining the turf of the bowling greens. And the church on the corner stood lifeless and battered. Holes and patches were all around. Beautiful ruins indeed! They looked like death. I wondered what they had done to the people.

I approached the house. The garden gate had gone to the scrap pile. Window drapes had given way to abbreviated borders. The door frame needed paint and the bell stood silent waiting for the men to come home. I lifted the knocker. The door opened and there they stood. Everyone gazed, then somebody said something. And that was it. I was home. Everything took up where it had left off years before. Good people and sound values don't change.

Every American sooner or later gravitates to London. Our chance came a few weeks later. The old town looks pretty much the same. Once in a while you find a yawning gap where a familiar landmark used to be, and here and there a building barricaded from sight. If you observe closely you see pockmarked walls from the flak which chipped the stone. The streets wear the same expression. The taxis are newer and of uniform blue; their drivers of the same mellow vintage. The pedestrians look shoddy, but then they always did.

The scramble for rooms was mad, worse than the proverbial needle in the haystack. By a great piece of luck we found one on the Strand at a first rate commercial hotel. One of the respects in which it differed from its American counterpart is that most rooms did not have baths. The hotel served a fair breakfast considering the meager British rations. This is thrown in with the price of the room. There were three of us and we had marvelously soft twin beds. The outranked third man slept on a cot.

We made the rounds from the Tower of London to Madame Tussaud's with stops at St. Paul's, the Houses of Parliament, Westminster Abbey, Buckingham Palace and other famous spots. We ran around London all day until exhausted. Among other places we visited was the Oxford Street PX which also caters to WACS. They have a cosmetics counter reserved for the ladies. Good cosmetics have long disappeared from the store shelves in England. I had my sister in mind as I approached the sales girl. "Brother, every American I meet has a sister in England." She wasn't convinced by my arguments until I totalled the bill as quickly as she; you have to be born here to handle pounds, shillings, and pence with any degree of dexterity.

Night life in London starts early. We had dinner at the Grosvenor House at five-thirty. They have converted the

"The hammocks were slung, one next to the other . . . gambling was a favorite way of speeding the clock."



huge ballroom into the best G. I. mess we could ever run into. There they prove what can be done with G. I. food. It is the best place in London at which to eat. This is the considered opinion of American soldiers who have risen hungry and baffled from the tables of the city's best hostels.

After dinner we rushed to theatre. All shows start between six and six-thirty. The majority of people eat before, since restaurants are usually out of food later. The play (Oscar Wilde's "An Ideal Husband") bore no war time shabbiness, the sets and costumes surpassing many New York plays. The program stated that air alerts would be announced on small indicators on both sides of the stage; if we wished to leave we might do so, as long as we did not disturb the rest of the customers.

It has been said that London in blackout is a ghostly affair. We didn't find it so. The downtown area was jammed with pleasure seeking crowds who bumped each other with the best of good nature. The buses, taxis, and service vehicles dashing around made too much noise to be mistaken for ghosts.

Too tired to make the night clubs we went off to bed. Hardly had we gone to sleep when the alert sounded. Our first feeling was that of self-consciousness. One suggested rather too casually that we might dress and go down. We did, and found our way to a small side door of the hotel.

By this time the guns had opened up. There is something terrifying about a London barrage which is difficult to put into words. The rocket guns are frightening. They give off a double, loud report, followed by a long screaming whistle as the shell hits the air.

A porter and a girl present were veterans, but their nervousness increased with the barrage. The planes were now directly overhead. They dropped flares which lighted the sky and our doorway. The porter's white face hung like a mask on his black uniform. A plane dived steeply. Flak began to fall. It sounded like heavy hail. And then, suddenly, it was over.

Lately we have travelled a great deal about the country. The trains are always jammed and since you sit on top of the next man, it is a very simple matter to get acquainted. The famous British reticence is not nearly so evident as it used to be. But the people are genuinely tired; they want only to end the war. Talk of social changes seems confined to the Commons and the Press.

The people are occupied with the terrible demands of a long, exacting war. Everybody works, young and old, for long hours. In addition they must give two or three nights a week to fire watching, canteen work, nursing and other vital services. They have no luxuries and wear clothes just as long as they hang together.

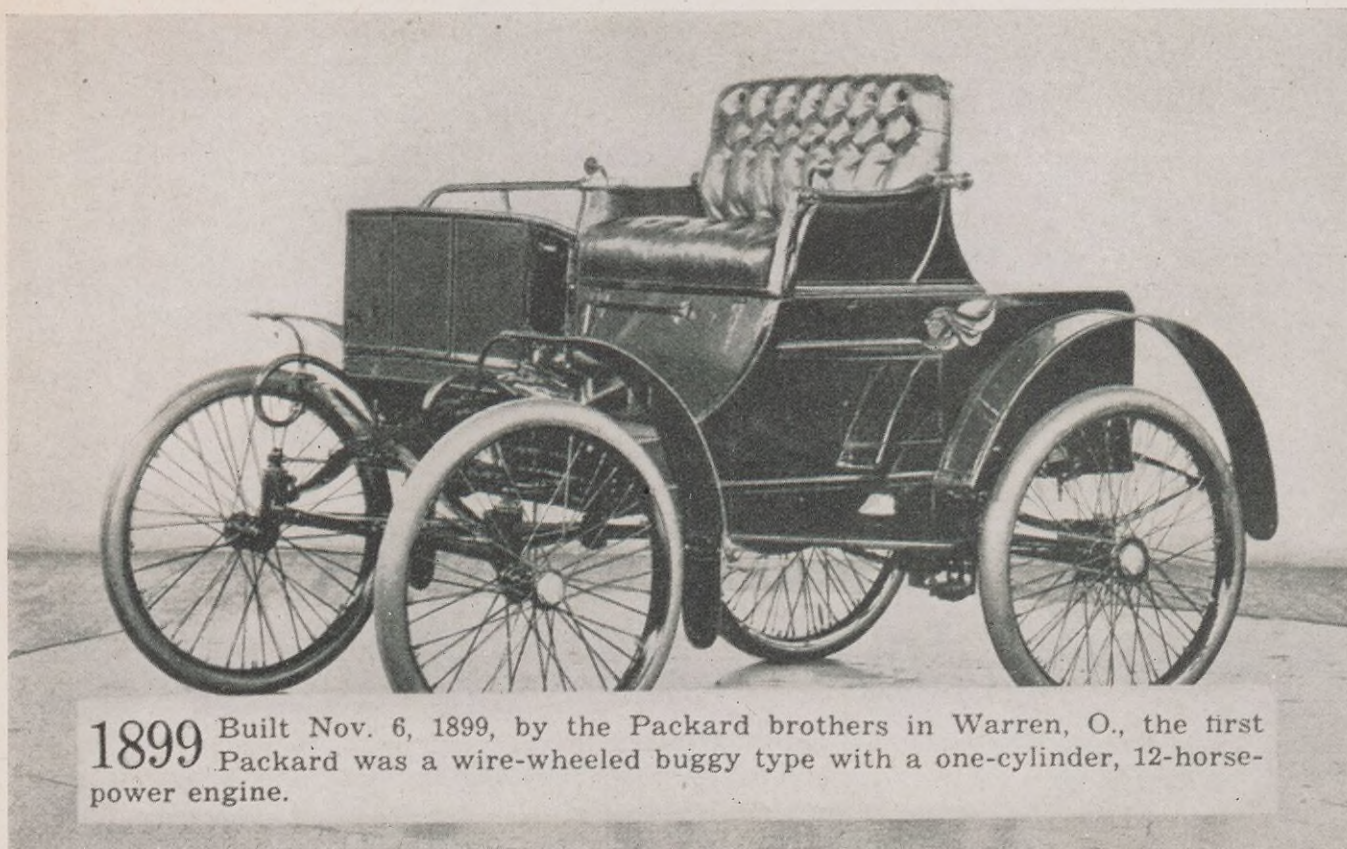
The impact of the G. I. on the British public has been terrific, although the G. I. is carefully worked on before being turned loose on the population. On arrival in the ETO he goes through an orientation course designed to acquaint him with the do's and don'ts of life in the United Kingdom. He is given a booklet, then the intelligence, postal, and medical officers gang up on him, followed by the Chaplain. He is exhorted not to criticize our allies, nor their beer; not to take over the local pub; not to pick up girls. Then he is shown a movie in which the fictional G. I. gets himself invited to a British home and eats up the weekly ration while the family sits by with stiff upper lips. The character then goes on to the local pub where he insults everyone. But fortunately the average G. I. is a solid fellow who stands up well under these missionary ministrations.

He meets all segments of the population from the Yorkshire miner to the West End toff, and gets along all right with them. They like his independent air, but don't always approve of his glib tongue. His generosity and good nature are well appreciated, especially by the children.

But, of course, Britain is just the introduction. We know we aren't here to sight-see . . . the continent is obviously the next step.



"Lectures are a common occurrence." Here men in full equipment are listening, preparatory to shoving off.



GASOLINE IN YOUR POST WAR CAR

By Alan Miles

EVERY step closer to victory stimulates talk of the postwar world. On the streets, in buses and wherever people gather there is frequent discussion of events to come.

We've been told that a gentle electronic shaking will awaken the sleepy-head, and an electric eye will turn on his shower. A robot will feed him, and a conveyor belt will take him from his front door to the bus stop. He'll sit in an air-conditioned office all day supervising the operations of his business by television. On weekends the family will take helicopter trips to the other side of the world.

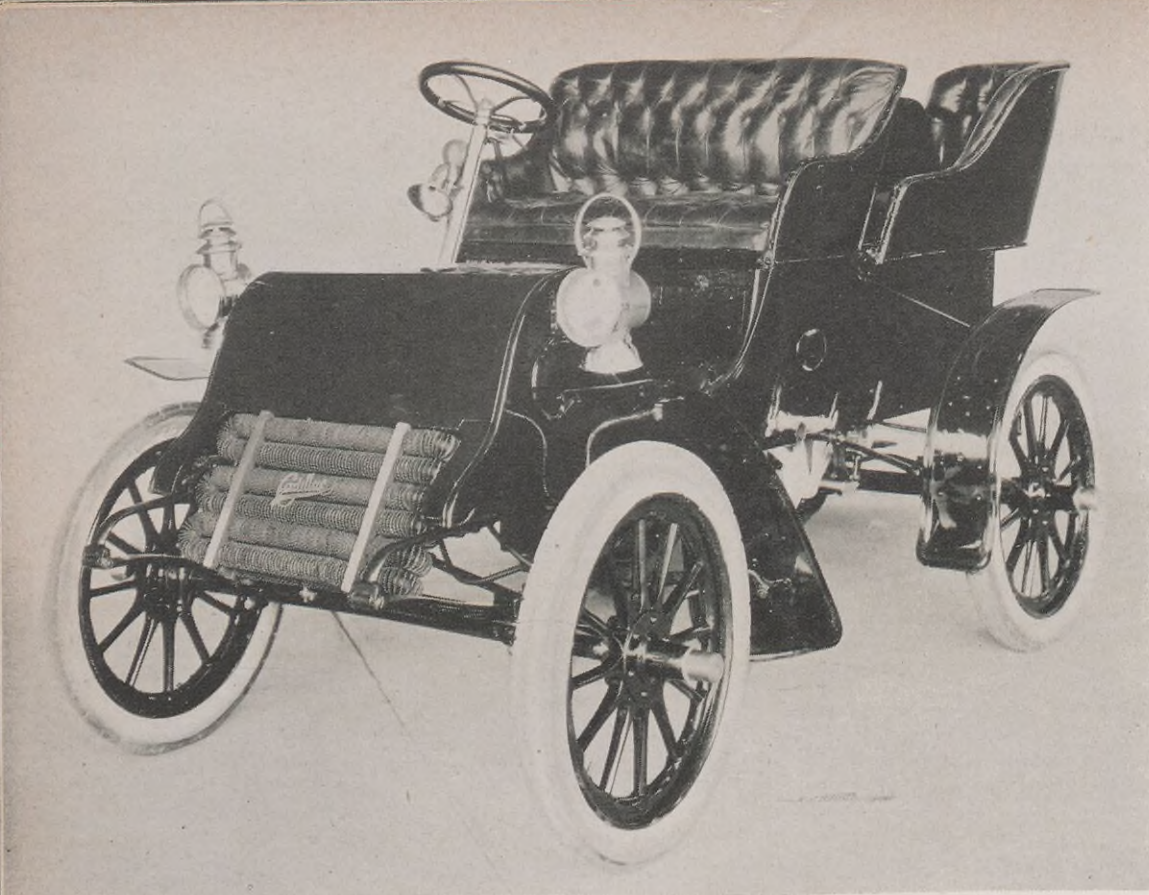
That's fantasy, of course, but many people have even more definite ideas of the car of the future. They envision super-streamlined, high-speed automobiles running on 100-octane gasoline . . . zooming from coast to coast on broad express highways. But in all prob-

ability the American public will have to wait quite a while for such bright dreams to become reality.

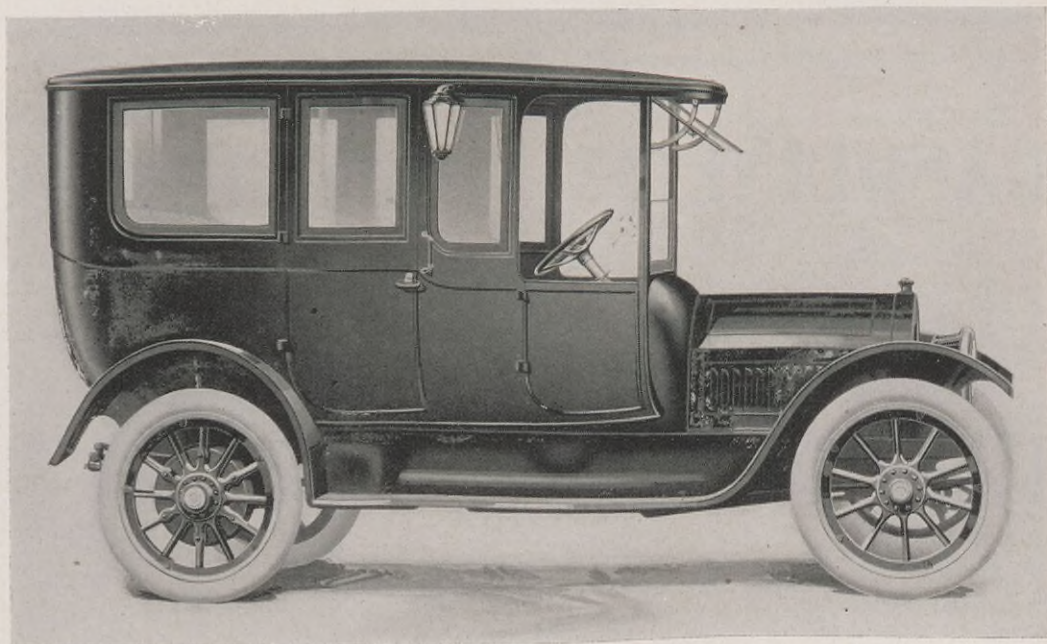
MANY INTERMEDIATE STEPS

There are so many intermediate steps that it is difficult to estimate how much time will pass before appreciable changes are made in the automobile of today. Certain phases of production are far advanced; others have lagged behind . . . some desired improvements may not appear for a long time, while others are just around the corner.

Today the petroleum industry is producing 100-octane gasoline in great quantities for military aviation needs. The P.W.A. recently announced that production has passed 400,000 bbls. per day. It is delivering not only 100-octane but gasolines of an even higher octane rating. Why, there-



In 1902 this Cadillac was the latest word in up-to-the-minute transportation. It could travel at a breath-taking 15 miles per hour.



By 1910 the Cadillac had undergone a great transformation. This model was the forerunner of the standard car for the next two decades. It was capable of double the speed of its predecessor.

fore, asks Mr. Average Motorist, can't I take advantage of this super-fuel? There are many answers to that question . . . one of the biggest is economy.

MANUFACTURE COSTLY

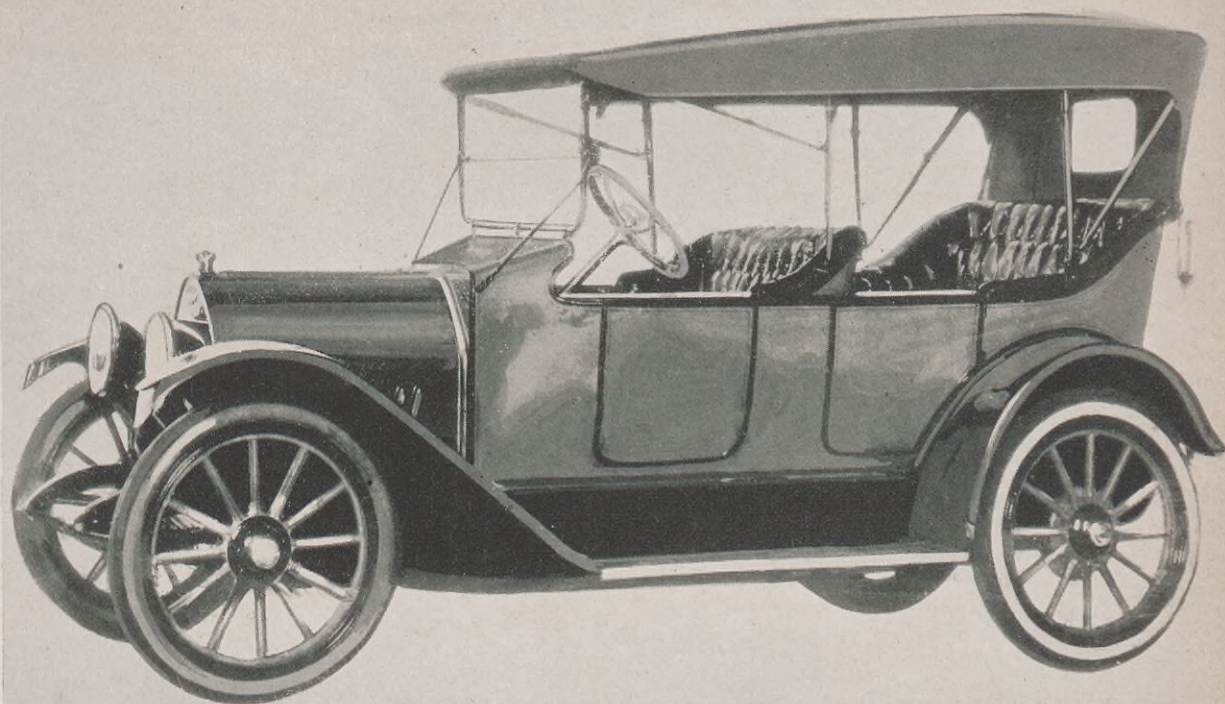
Manufacture of high-octane aviation gasoline is costly and uses much more crude oil than is needed for ordinary automotive gasoline. Every increase in the output of 100-octane decreases the supply of other petroleum

products. This is justifiable, of course, in wartime. But when peace returns many of the plants which now manufacture 100-octane will be used to manufacture other petroleum products. Diesels and other fuels certainly will be needed in far greater quantities.

REAL EFFECT ON OCTANE RATING

The real effect of the development of 100-octane gasoline on the automotive fuels of the immediate post-

This "streamlined" automobile was one of the first Chevrolets. In 1915 it raced up Fifth Avenue at a mile a minute . . . with plenty of bumps.



war period will be a moderate improvement in octane rating and efficiency. Alkylates and certain other aviation blending stocks probably will be introduced into automobile gasolines only in very small amounts, and the greater efficiency of catalytic cracking plants will make possible a higher quality gasoline obtained directly from crude.

POSTWAR GRADES

Various studies made by research scientists in the petroleum and automotive industries show that there will be several grades of gasoline on the market for aviation and highway use in the immediate postwar period. The top 10 per cent is likely to be divided into three sections in the range of 90- to 100-plus-octane for aircraft use. Premium grade automobile fuels about 83- to 85-octane, may comprise another 20 per cent, and regular (probably 75- to 77-octane) may amount to 70 per cent of total gasoline production.

USE UNECONOMIC

Granting that better fuels are available, their use in cars of present design would be uneconomic. The familiar type of passenger car can't be junked for some time. No one thinks that the millions of blocked up autos in garages all over the country won't be used when gasoline is again obtainable for pleasure driving. Moreover the demand for new automobiles after victory is expected to be tremendous and will have to be met quickly. New companies in

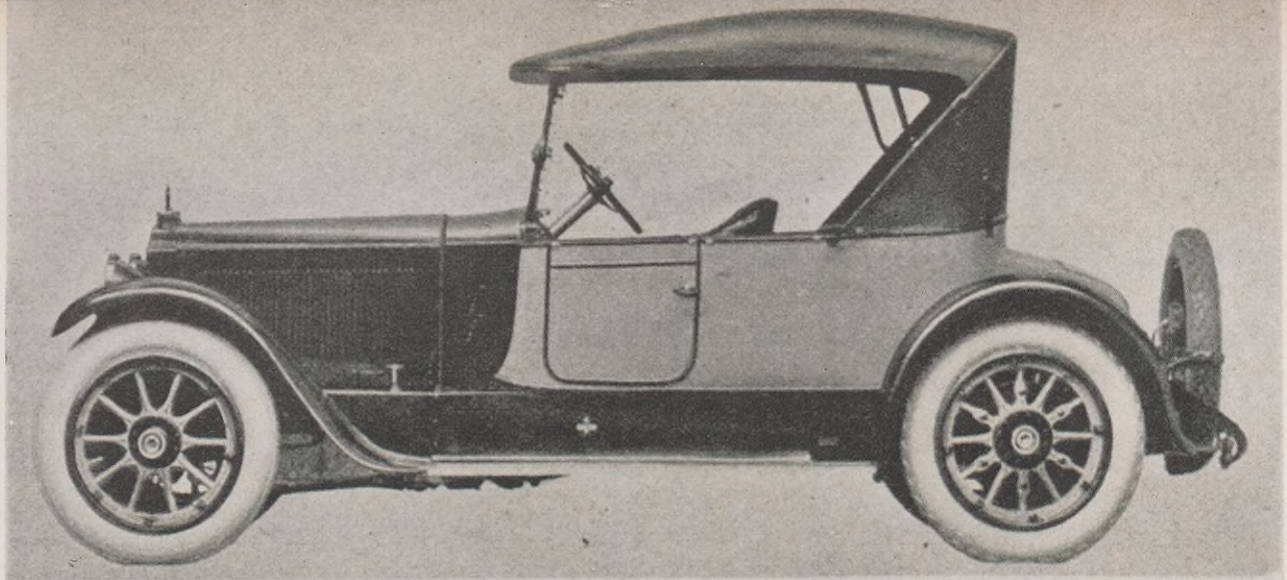
the automobile market may attempt to revolutionize the industry, but pre-war manufacturers of cars are not likely, in the near future, to adopt such drastic changes as rear engines or radial aircraft engines for motor cars.

ENGINES REDESIGNED

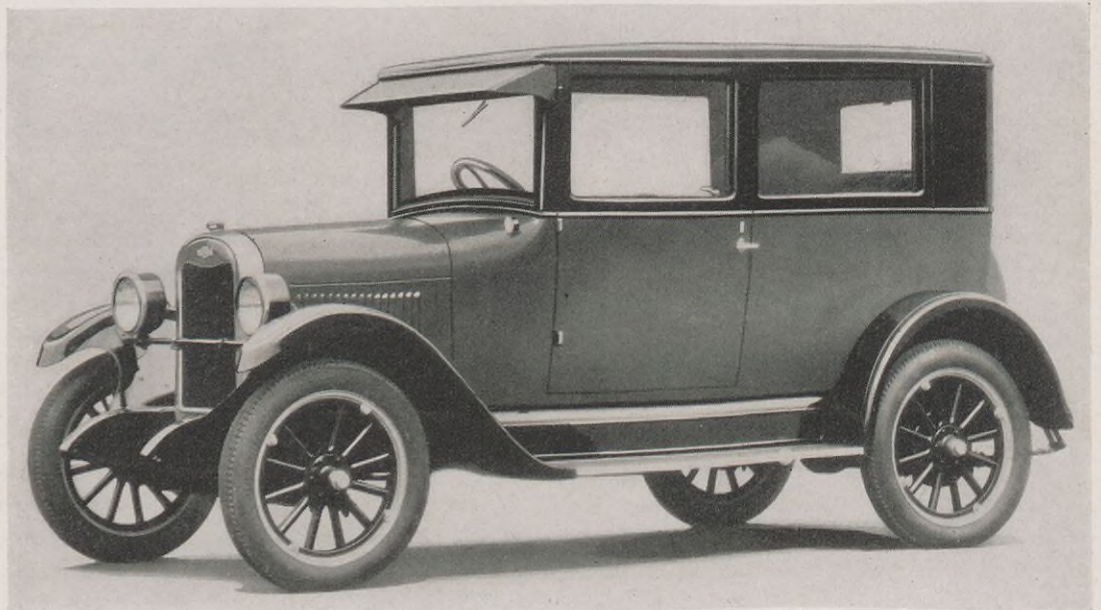
To make the best use of high-octane gasolines automotive engines must be redesigned. That will take time, because planning of improvements, as well as getting them accepted, is a slow process. When the automobile industry went into war production most of its tools were stored; these will be used on the first postwar cars; new designs will necessitate new tools. Dies will have to be altered before these tools can be made, and the high cost involved will be another factor in prolonging the conversion time.

1942 CAR OUTSTANDING

The 1942 model automobiles in the low and middle price classes combined performance with economy, safety, comfort, dependability and low maintenance cost. Most manufacturers are likely to return to this design . . . perhaps making a few minor changes. Then, as in the past, design improvements will be made gradually. An indication of the time which may be required to put new ideas into practice is the slow development of streamlining. Public approval must be obtained for each succeeding change; the American people are essentially conservative



1919 This was the era of the close-coupled open body. Packard design engineers gave it popular expression in the well-known "cloverleaf" design shown here.



Seven years make quite a difference . . . and in 1926 Chevrolet was proud of its highly modern car.

in their automobile tastes, and a radical departure from styles to which they are accustomed is not likely to be favored.

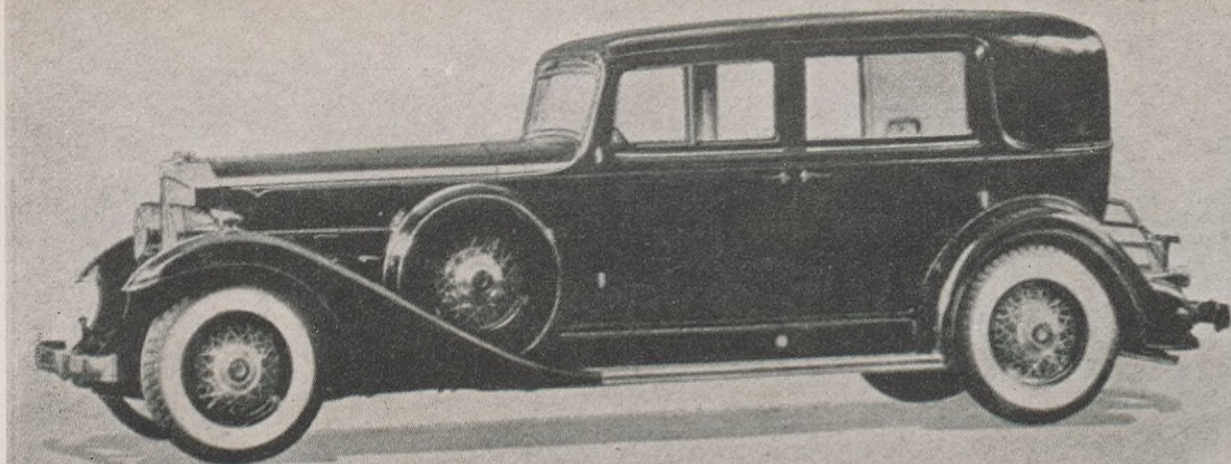
LIGHTER CARS

There has been talk of using large quantities of aluminum in the car of the future to reduce its weight and permit greater speed, while retaining size. Lighter weight automobiles, naturally, use less gasoline. But, once again, cost of production must be considered. Aluminum can be used, but its cost probably will be three times that of steel. Steel parts can, naturally, be redesigned to reduce their weight, and aluminum may well be used for pistons, crankcases and other parts. If cars are thus made lighter, the engines too could be smaller and lighter and

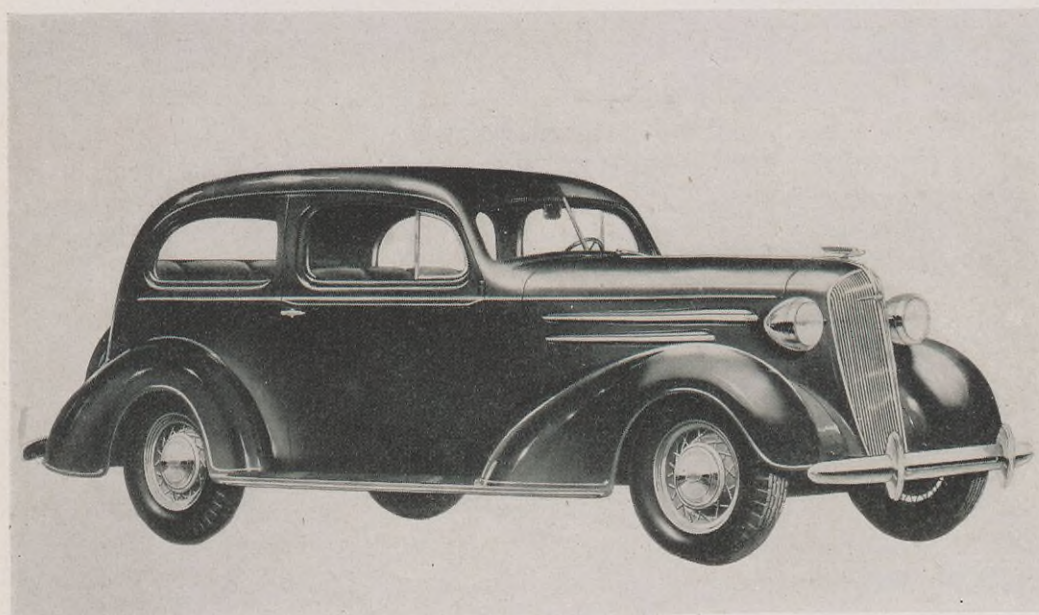
still allow good acceleration and hill-climbing. Postwar economic conditions may, through the gradual change to a lightweight car, bring about interest in a small 4-cylinder engine. Such an engine would be compact and yet provide enough power to propel a light-bodied car at normal driving speeds.

AUTOMATIC TRANSMISSIONS

Many automotive engineers say that automatic transmissions will play an important part in the car of the future. If so, they will be most effective for country driving. On long trips these drives cut the number of engine revolutions per mile and carry a greater load at less cost than cars which haven't a variable-speed transmission. The frequent stops and short distances traversed



1933 Marking a third of a century of progress, many refinements, such as power brakes and Packard downdraft carburetion, bring new motoring pleasures.



During the succeeding 3 years stream-lining became a factor in automobile designing. The 1936 Chevrolet was a generally superb car.

in city driving,¹ however, would reduce the gains in mileage per gallon.

Octane numbers of automobile fuels will increase as fast as development of engines makes it practical. Base gasolines of improved anti-knock quality will be used plus tetraethyl lead for increasing further the octane rating.

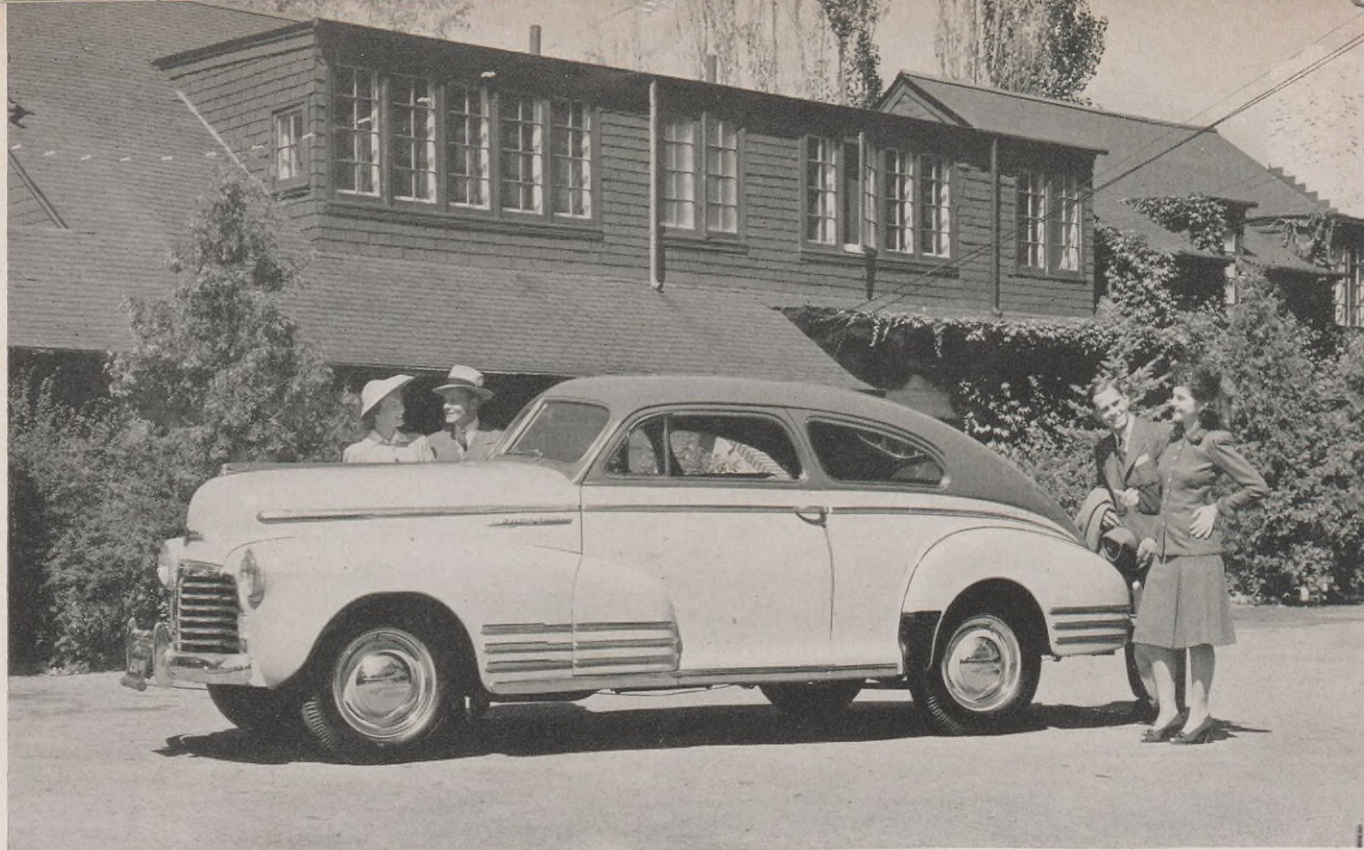
NO 100-OCTANE

Motorists may be disappointed that they won't be able to use 100-octane after having heard so much about it. But 85 or even 80-octane gasoline is a very high grade fuel and will produce as much power as can be used by the cars which will be on the road. Pouring 100-octane into the tank of the average car would be a waste of energy . . . such a car would

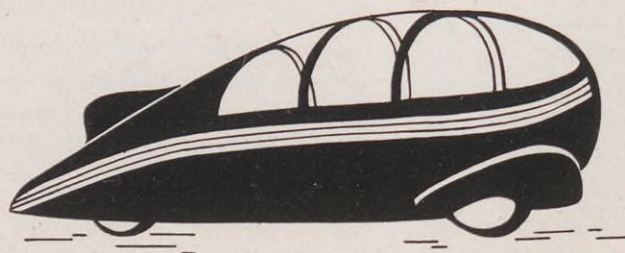
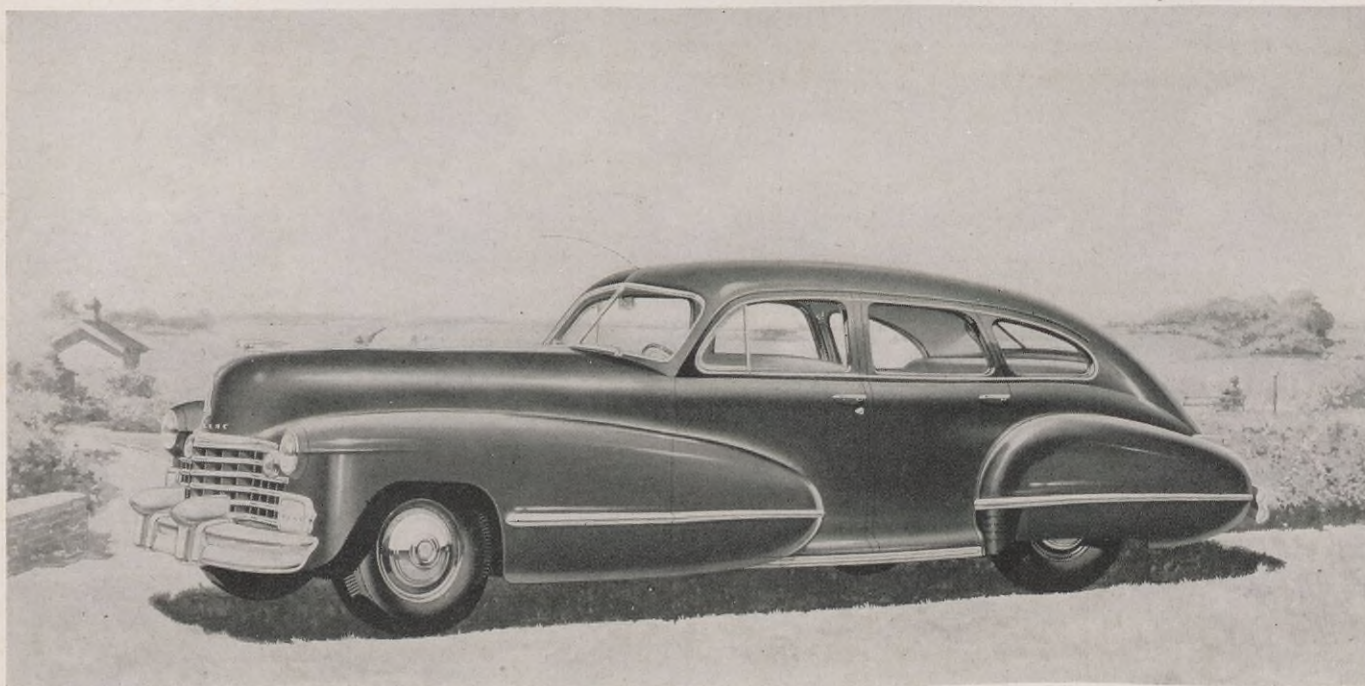
operate equally well on 70-octane. The automobile must be designed to take full advantage of the increased octane or it won't perform any better. The extra octane won't blow the motor apart, in fact, it won't hurt the car at all . . . it simply will not produce results which lower octane gasolines could not develop equally as well.

INDUSTRY'S ANSWER

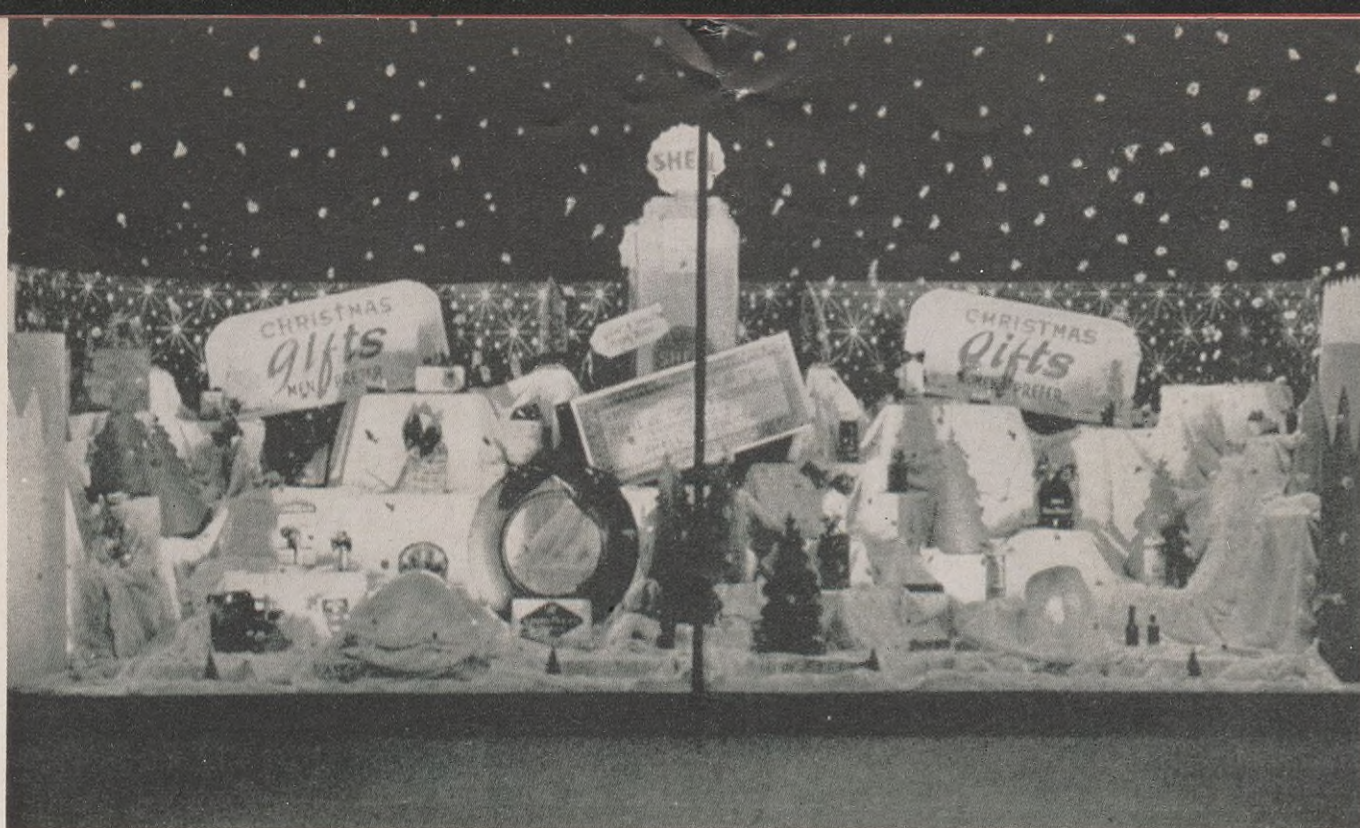
The petroleum industry's answer to the consumers' question about availability of super-fuels is: higher octane gasolines will be produced when automotive manufacturers market engines which are able to make use of them. Any attempt to use them in the car of the immediate future would be sheer economic waste.



The latest models . . . 1942 Chevrolet and Cadillac. These pre-war cars will undoubtedly be your post-war ones, too.



Predictions of things to come . . . the "tear-drop" auto is, we are told, in the offing. But it is still quite a ways off.



This attractive display window was used in many Shell stations during the Christmas season.

WARTIME GENERAL STORE

by Martin Edman

"HEY, MOM! I'm going down to the service station to take a look at that swell baseball bat," yells Johnny, as he dashes past the kitchen window.

"Just a minute, Johnny, I need a half-dozen more fruit jars. You might as well pick them up while you're there."

Sounds odd, doesn't it, to be getting a baseball bat and fruit jars from a gasoline dealer? But that is just what is happening in towns and cities all over the country.

Motorists used to drive into a gasoline station and say: "Fill 'er up" . . . and then whiz away to trout streams, bathing beaches, or the office. Those were the days when long Sunday drives were as much an American institution as baseball. Today the family automobile has become a wartime casualty. Cars are no longer used for pleasure driving since gasoline is rationed, and tires needed for war vehicles. The average family misses summer rides in the country, of course, but wartime restrictions have hit the service station, too.

However, American initiative doesn't often fall down on the job and while some service stations have been forced to close for the duration the greater percentage are

still doing business at the same old stand. But today they are doing a somewhat different type of business.

Naturally the chief function of a service station dealer will always be to service automobiles. His chief source of income, during normal times, will be from sales of gasoline, oil, and from such services as lubrication. But something new has been added.

Back in the 1890's a drug store sold only things which were pertinent to a pharmacy. Our grandmothers would have been shocked to see the drug store as it has developed during the last few decades. Today, as we all know, it is possible to buy everything from the latest books to ice cream sodas; yet the drug store primarily functions to dispense medicine.

And so it is and will be with the service station and its most important products . . . gasoline and motor oils. Here at Shell the Marketing Department had been working for ten years toward a plan which would make stations something more than just "filling stations." The gradual development to today's standards began in the middle of the 1920's. Then most gasoline and oil was sold in the early morning and in the late afternoon. This



A far cry from the old-fashioned service station is this modern one which specializes in garden equipment.

made the employment problem exceptionally difficult, since it meant hiring men for the rush periods and having little or no work in the intermediate hours. A partial remedy was found in 1926 when automobile lubrication became a part of Shell service. The lubrication pit, or hoist, and the grease gun became a familiar sight in the station yards. Lube jobs could be done in the slack hours. Thus dealers were able to employ enough labor to give efficient, profitable service all day long. During the following years the general appearance of service stations underwent a considerable change. Display rooms were brightened, many stations were enlarged . . . an effort was made to make the stations as attractive as possible.

When war came the average service-station dealer was faced with a tremendous problem. Here were up-to-the-minute service stations but with considerably fewer cars to service. It WAS possible to keep up some proportion of the maintenance trade. Cars were deteriorating and obviously impossible to replace. Most owners knew little about servicing of automobiles and were ready to put their trust in their dealer. But with more and more cars being placed in garages for longer periods even maintenance was not a complete answer.

Dealers continually applied to the company for information about available sidelines. George Switzer, Manager of the Retail Department, decided that the time was ripe to assist in putting items in the stations, particularly

those items which wouldn't be affected by wartime shortages. He investigated merchandisers who wanted outlets. At the outset it was decided that if one company wasn't able to supply Shell's dealers with its needs then it would be necessary to make agreements with two, three, or even ten. Soon the Firestone Tire and Rubber Company, together with the Goodyear Tire and Rubber Company, signed contracts to supply Shell service stations with a wide variety of tires, batteries, car and home supplies.

Dealers were asked to investigate every angle in their local situation. They were to decide which items would sell quickly in their locality. Merchandising methods were another problem. The dealer had, in effect, to learn a new phase of an old business. His salesmanship, which might be satisfactory as far as gasoline was concerned, may not have been able to sell a wastebasket or a set of dinnerware. Attendants would have to be shown the proper methods of salesmanship, of arranging displays, and keeping inventory.

Walls which formerly were blank now had shelves for merchandise. Floors were cleared for display tables, and the man who put gasoline in your tank became a salesman for clothes pins, brooms, step ladders, door mats or books.

The corner service station was on its way toward becoming a wartime neighborhood shopping center. The convenience to the shopper, particularly in commuting neighborhoods, is easily evident. When the car is driven

to the railroad station in the morning, or home in the evening, the shopper can purchase, along with gasoline and oil, many of the daily necessities. Stations near war plants make it a point to stock up on welders' mitts, work pants, shirts or coveralls. The war plant worker can make these purchases conveniently and save considerable mileage which would otherwise be used in finding a retail store.

In rural sections, as well as suburban neighborhoods, dealers stock up on vegetable and flower seeds, shears, trowels, sprinklers, insecticides, shovels, and rakes, as well as almost anything else a Victory Gardener might need. But in addition they have billfolds, key chains, luggage, jackets and raincoats, among many items.

The children of the family are not forgotten, either. Most dealers are well equipped with bicycle tires and tubes, pedals, locks, and baskets. There are also table tennis sets or badminton equipment to choose from; not to overlook archery accessories or fishing tackle, rods, lines, reels and hooks. For the picnicker there are jugs, baskets, thermos bottles, camp chairs, robes and sun glasses. And mothers can purchase baby play yards, games, casserole

or refrigerator sets, mops, spot remover, or clotheslines.

The filling station of today certainly is a far cry from that of twenty years ago. What it will be tomorrow is another story. Stations will certainly continue, in peacetime, to sell automobile accessories, and some household items . . . things which are easy to handle at all times and which will not interfere with the normal operation of the station. It is unlikely, however, that any great number of service stations will handle merchandise requiring service which cannot be reasonably handled by normal service station manpower.

The result of intelligent merchandising of a diversified line of items in service stations has enabled a substantial number of key units to remain open. This, in itself, is a definite contribution to the war effort as there must be an appreciable number of key units in operation in order to properly service cars and trucks essential to this effort. Another result is the inevitable change in the daily routine of living which industry is continually making in our lives. The service station, always a vital part of community life, has vastly increased its role.



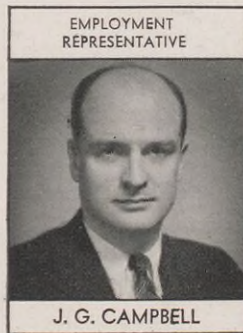
One of the typical stations . . . you can see the wide variety of products sold by this dealer.

PERSONNEL AND

GENERAL MAN-
PERSONNEL-INDUSTRIAL



E. H. WALKER



SAFETY AND EMPLOYEE TRAINING

| | |
|--------------------------------|-------------------|
| WAGE AND SALARY ADMINISTRATION | |
| JOB ANALYSES | PAYROLL TAXES |
| WORKMEN'S COMPENSATION | SELECTIVE SERVICE |
| WAGE-HOUR COMPLIANCE | |

| | |
|---------------------|-----------------------|
| PROVIDENT FUND | PENSIONS |
| DISABILITY BENEFITS | EMPLOYMENT INTERVIEWS |
| GROUP INSURANCE | PAYROLLS |
| TABULATING | OFFICE SERVICE |
| | SERVICE RECORDS |

L. MANAGER
INDUSTRIAL RELATIONS



V. WALKER

INDUSTRIAL RELATIONS DEPARTMENTS

EDITOR—SHELL NEWS



PHILIP WALLACH

MGR. IND. REL. DEPT.



JOHN C. QUILTY

ASS'T MGR. IND. REL. DEPT.



L. A. LOHMAN

OFFICE ASS'T



W. H. HUTTEN

IND. RELATIONS ASS'T



A. H. THOMAS

RESEARCH



Janet Velie (left) shows Edith Simonsen where to deliver an envelope.

STORY OF A "STAR"

by Herbert Squires

IF you were to see a program of the Cohan Theatre, New York, for the night of May 9, 1918, you would probably first notice the name of Fay Bainter, now a Hollywood star. As your eye glanced down the list of those in the cast you might wonder why the name "Janet Velie" caught your attention.

Burns Mantle, then drama critic of the Evening Mail, found the play, "The Kiss Burglar," amusing, if not exceptional. Of Janet Velie he said, "... reveals the best voice in the cast." This was the start, on Broadway, of what was destined to be a starring career for many years. Today Janet Velie is the gracious, attractive Shell Union Oil Company receptionist on the 39th floor of the R. C. A. Building in New York.

As you spin through the pages of her scrapbook there are many familiar names . . . memories of great days in the theatre. Miss Velie started her career in Denver with a stock company; for several years she played minor parts in companies throughout the nation . . . and then came the opportunity to appear on Broadway. Miss Velie attained immediate success. The run of "The Kiss Burglar" was an exciting one, particularly for one's first Broadway appearance. Army shows gave her the opportunity of appearing with the great of the day: Will Rogers, Eddie Cantor, Fred Stone, Al Jolson, and many others whose names made, and are making, theatrical headlines. Miss Velie was one of the group appearing at Camp Upton, Long Island, on that memorable day that Irving Berlin first

CHARLES DILLINGHAM
GIVES THREE CHEERS WITH

WILL ROGERS
(Pinch hitting for FRED STONE)

—AND—

DOROTHY STONE
In a New Musical Entertainment

"THREE CHEERS"
PROGRAM CONTINUED ON SECOND PAGE FOLLOWING

PROGRAM CONTINUED

BOOK BY ANNE CALDWELL AND R. H. BURNSIDE
LYRICS BY ANNE CALDWELL
MUSIC BY RAYMOND HUBBELL
DE SYLVA, BROWN AND HENDERSON SONGS
PRODUCED BY R. H. BURNSIDE
SETTINGS BY SHELDON K. VIELE AND RAYMOND SOVEY
DANCES STAGED BY DAVE BENNETT
TILLER DANCES ARRANGED BY MISS MARY READ

CAST OF CHARACTERS
GEORGE MULLINS.....
BARRY VANCE.....
SPIKE.....
PRINCE JOSEF.....
THE DUKE.....
MALOTTE.....
THE MAYOR.....

ANDREW TOMBES
ALAN EDWARDS
EDWARD ALLAN
ROBERT BALDWIN
OSCAR RAGLAND
JOHN LAMBERT
WILLIAM TORPEY

PROGRAM CONTINUED ON SECOND PAGE FOLLOWING

PROGRAM CONTINUED

| | |
|--------------------------|--------------------|
| DAPHNE DE LORNE..... | JANET VELIE |
| QUEEN YSOBEL..... | MAUDE EBURNE |
| BOBBIE BIRD..... | PATSY KELLY |
| AUDREY VANCE..... | EVANGELINE RALEIGH |
| FLORIA VANCE..... | ALTHEA HEINLY |
| ERMYNTRUDE..... | CYNTHIA FOLEY |
| ZAZIA..... | PHYLLIS RAE |
| MIKE..... | KATHRYN HEREFORD |
| WELLINGTON WESTLAND..... | RALPH THOMSON |
| CAMERAMAN..... | CHARLES MAST |
| INN KEEPER..... | WILLIAM KERSCHELL |
| CAPTAIN MEURICE..... | JAMES MURRAY |

PROGRAM CONTINUED ON SECOND PAGE FOLLOWING

sang "Oh How I Hate to Get Up in the Morning" . . . a song recently made more popular than ever in "This Is the Army."

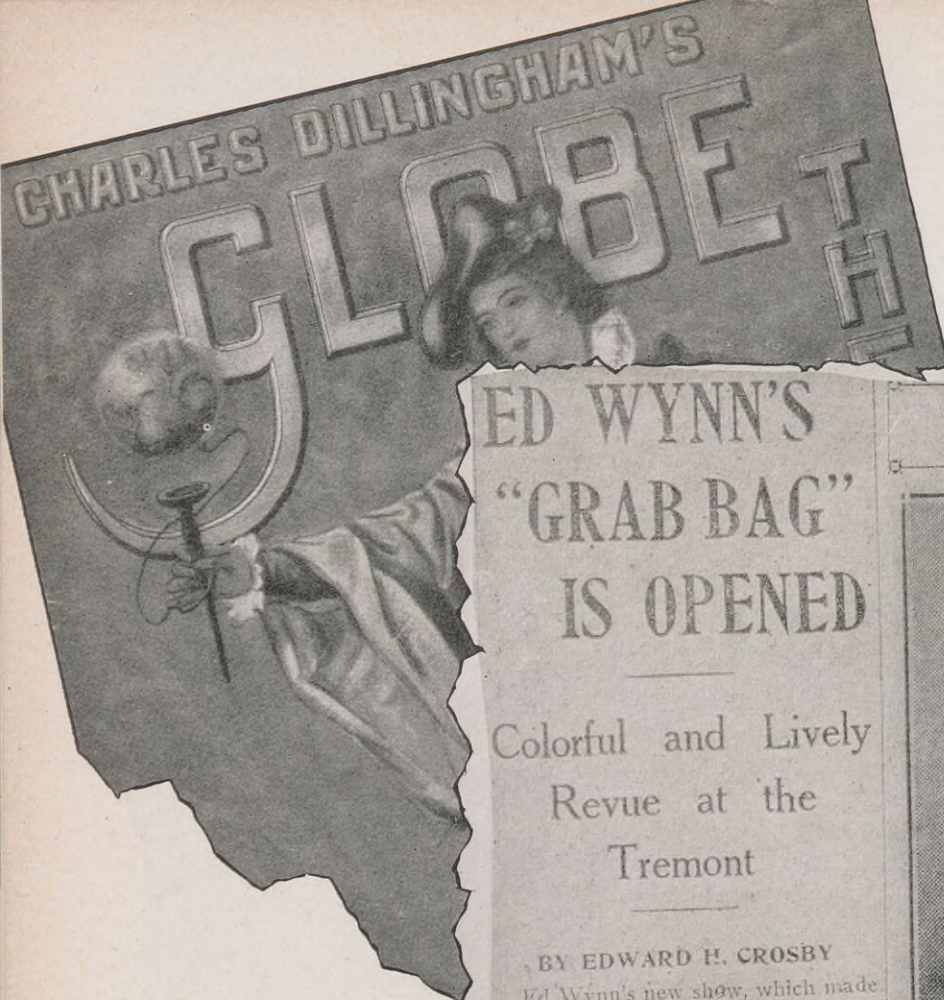
Fame came in other ways. The newspapers frequently featured the picture of Miss Velie, "the most attractive actress of the day," and it was not an unusual occurrence to see the picture of Janet Velie gracing an advertisement. A famous French sculptor, Raoul de Frenet, was commissioned to carve a statue of the typical American Red Cross girl. He chose Miss Velie as the model.

But the theatre is never a very certain business and plays do not run forever . . . "The Kiss Burglar" was no exception. There began the inevitable search for another role . . . and it was not long in coming. This time it was as ingenue lead in the touring company of a George M. Cohan farce, "Going Up." It, too, traveled throughout the country, receiving critical acclaim and audience approval.

Then came another chance at Broadway in George

Gershwin's first musical comedy, "La, La, Lucille." The critics weren't too impressed with the show but Gene Fowler (newspaperman and author of the recent best-seller biography of John Barrymore) wrote, "And Janet Velie was in it. I thought something was familiar about her voice, her mien, and her stage habits. I recognized her from the Denham (stock company in Denver, Colorado, home of both Fowler and Miss Velie). She was very, very petite and winsome." The play, critics notwithstanding, had a successful engagement and then made a cross-country trip.

Fame really beckoned to Janet Velie in early 1920 when she got the title role in the famous musical comedy hit, "Mary." Miss Velie introduced "The Love Nest," most popular song of its day. Incidentally, Miss Velie was amused, in looking through her scrapbook, to recall that the "plot" of "Mary" concerned a family and its discovery of valuable oil deposits on supposedly worthless land.



ED WYNN'S "GRAB BAG" IS OPENED

Colorful and Lively
Revue at the
Tremont

BY EDWARD H. CROSBY

Ed Wynn's new show, which made its bow to Boston last evening at the Tremont theatre, is entitled "The Grab Bag," and it is rightly named, for the programme is a succession of surprises, but unlike the scheme from which it derives its title, all these surprises are pleasant. The house bill states that the book, lyrics and music are by Mr. Wynn, and this is readily understood by anyone who is familiar with the comedian's methods, the quirks and twists he will give in his play on words and the rapidity with which he will seize a

HELPS ED TO BE "PERFECT"



JANET VELIE

One of the scenes took place amidst replicas of oil derricks.

After "Mary" completed a long engagement Miss Velie received her first starring role in a musical, "Page Miss Venus." One of the New York critics remarked, "Miss Velie's acting is the outstanding feature. She lives up to her reputation by her splendid work in portraying the 'perfect woman'!"

Shortly thereafter Miss Velie appeared with her brother Jay in vaudeville. Together they were featured in all the great vaudeville theatres, including the Palace, New York . . . then the goal of all entertainers. Then came a succession of starring roles in famous plays with equally famous actors: Ed Wynn in "The Perfect Fool"; the same star in "The Grab Bag"; with the Marx Brothers in "The Cocoa-

nuts"; the immortal Will Rogers in "Three Cheers"; Joe Cook in "Rain or Shine"; and Victor Moore in "Heads Up."

Each of these, in turn, ran for many months, and in each Miss Velie received considerable critical acclaim. The girl from Denver was truly a Broadway star. Today, Janet and Jay Velie spend most of their spare moments in entertaining at nearby Army camps. Recently they have appeared at several hospitals in the New York area. Looking back Miss Velie says that she doesn't regret a single moment, that it was all thrilling, but "today is another day and my work is always interesting. It is particularly gratifying to be able to do 'my bit' in this war by entertaining soldiers."



Pretty Jean Burden seems happy with her first radish.



Lt. Alt breaks ground for his Victory Garden. He complained that his dog Jerry was uncooperative; judging from the way Jerry walked away from the camera he must be right.



Carl Phillips and his daughter work under a hot sun to make sure they are off to a good start.

FIRST VICTORY GARDEN PHOTO CONTEST WINNERS

THE Department of Agriculture has reported an alarming drop in the national total of Victory Gardens. Although they had hoped for a twenty percent increase the latest statistics show that there are approximately ten per cent fewer gardens than in 1943.

By contrast the showing of Shell's Victory Gardeners is outstanding. Our most recent figures show an increase of over twenty-five percent.

In 1943 there were six thousand Victory Gardens tilled by Shell employees; this year there are almost eight thousand and the total will undoubtedly be higher.

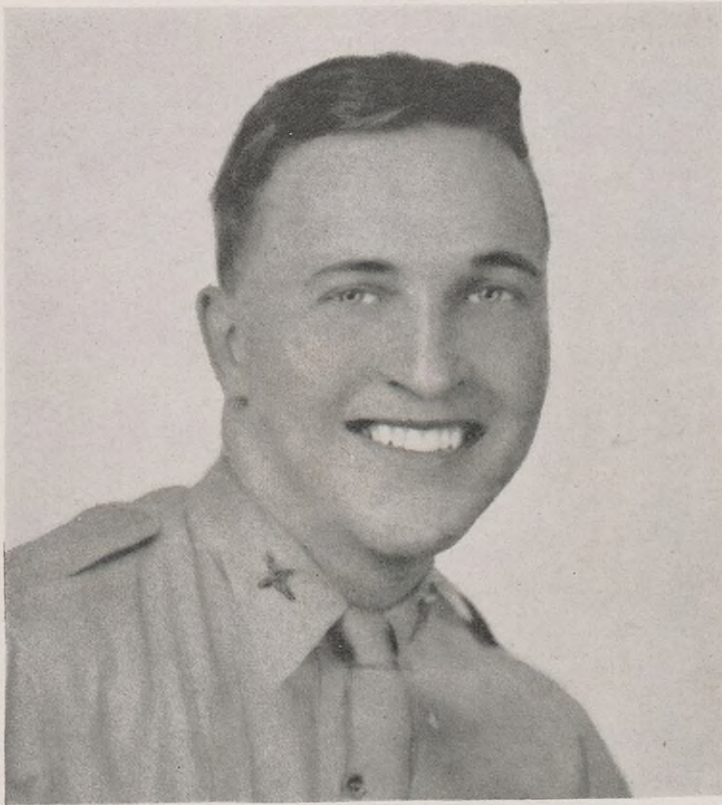
This month SHELL NEWS makes its first awards in the

Victory Garden Photographic Contest. Typical of the patriotic cooperation of Shell's Victory Gardeners is that of Lt. R. G. Alt, stationed at Camp Carson, Colorado. He writes that his spare time is spent in visiting Mrs. Alt at the hospital and in tending his garden. Lt. Alt is on military leave from the Minneapolis Marketing Division.

G. Carl Phillips, a Products Pipe Liner, at Springfield, Ohio, says his family "is pitching in to make sure our garden is bigger and better than ever."

Jean Burden, third of the prize-winners, is a Mid-Continent employee at Tulsa, Oklahoma.

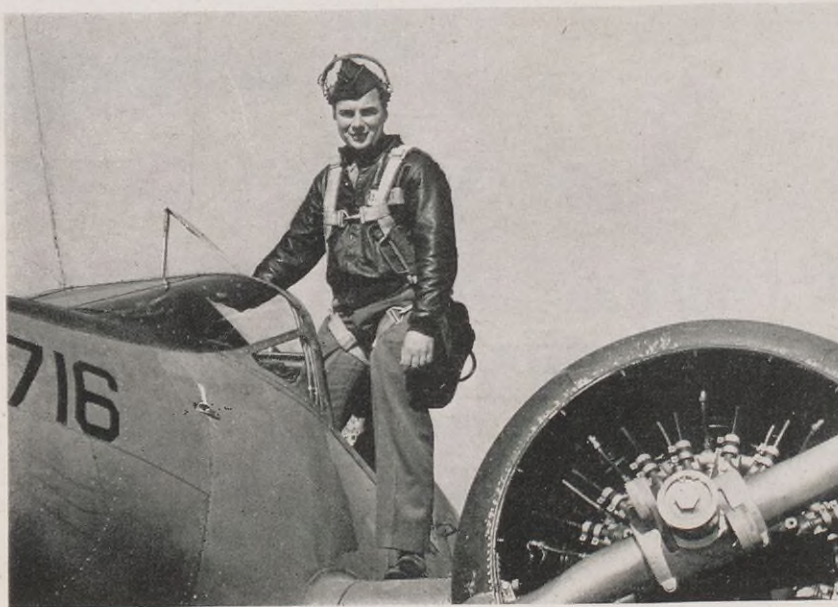
WITH THE



Lt. Doran, Albany Division,
Missing in Action

Lt. E. D. Doran, former Rensselaer, New York, employee has been reported missing in action over Italy. Lt. Doran was pilot of a B-17 and was nearing his 50th mission. He had been overseas for over a year and had seen action in Africa as well as Italy.

Lt. Larson, Texas-Gulf Area, and Lt. Simon, Albany Division,
Prisoners of War in Germany. Both had been reported missing.



Lt. John J. Simon, who worked with Lt. Doran at the Rensselaer Depot, is a prisoner of war in Germany. Lt. Simon was pilot of a Flying Fortress which was shot down in one of the pre-invasion bombing raids over fortress Europe. He, too, had previously been reported missing in action.



Lt. Jack K. Larson, computer on a Geophysical crew in the Texas-Gulf Area, has written that he is safe as a prisoner of the Nazis. The card his family received said, in part, "Am prisoner but feeling fine. Red Cross treating us well. Please do not worry, love."

COLORS

S/Sgt. Stebbins, Texas Gulf Area, Decorated

S/Sgt. Charles F. Stebbins, Iowa (La.) stenographer, is shown receiving the Navy-Marine Corps Medal from Col. J. T. Walker. Sgt. Stebbins (wearing overseas helmet) rescued three fellow Marines from drowning. The citation accompanying the award read: "For meritorious conduct and outstanding performance of duty on May 15, 1943 . . . at great personal risk, attended by the fact that three men drowned before they could be gotten ashore, he swam a line out to a number of men . . . and at the point of being carried out to sea, thus effected the rescue."



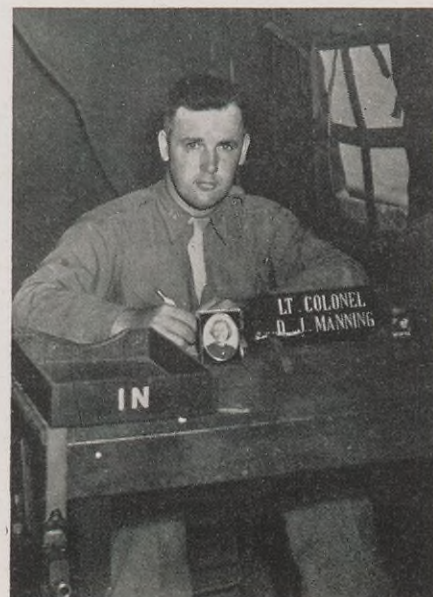
Lt. Smith, Texas-Gulf Area; Lt. Col. Manning, Wood River Refinery; and
T/Sgt. Whitler, also of Wood River received decorations for heroism.



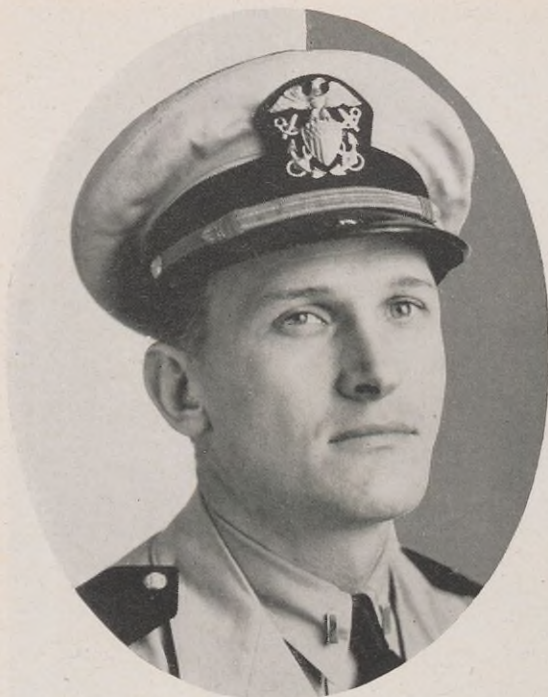
T/Sgt. Ralph Whitler, Eng. Dept. at Wood River, was awarded the Silver Star for gallantry in action at Bougainville. The award was presented by Lt. General Millard F. Harmon. Sgt. Whitler dashed into direct enemy fire to carry a wounded soldier to safety. He returned and twice more removed wounded men.



Lt. Sidney Smith, Accounting Dept. in the Houston, Texas, office, has returned from Italy after completing 80 combat missions in ten months as a dive bomber pilot. He wears the Air Medal with Silver Oak Leaf Cluster signifying he has received the Air Medal five additional times.



Lt. Col. O. T. Manning, Control Laboratory at Wood River Refinery, has been awarded both the Silver Star and the Legion of Merit Medal for gallantry in action. Colonel Manning was in the initial landings at North Africa, Sicily and in the front lines of the Anzio beachhead.



Lt. (j.g.) Robert W. Mautz, clerk in the St. Louis Marketing Division, was recently promoted to that rank from Ensign. Lt. Mautz, a star athlete at Washington University of St. Louis, was commander of a gun crew on a merchant ship. He is now awaiting further assignment to sea duty. (Official Navy Photograph.)



Thomas R. Kurtz, Operations Manager for thirteen years until his call to active duty in early 1942, has been promoted to the rank of Commodore. Commodore Kurtz, an Annapolis graduate, was Assistant Chief of the Bureau of Navigation before coming with Shell in 1929. During the last war he spent eighteen months as commanding officer of a submarine. He is now Chief of Staff for the Eastern Sea Frontier.



Captain Thomas I. Ireland, New York Marketing Division salesman is now adjutant of a Quartermasters Battalion somewhere in the India-Burma Theatre.



Cpl. James J. Korte, Ass't Depot Foreman in the Cleveland Marketing Division, is with the Air Service Command somewhere in England. While in the United States Cpl. Korte served at Camp White, Oregon, Ft. Lewis, Washington; and Camp Kilmer, New Jersey.

PEOPLE IN THE NEWS

C. S. GENTRY, Secretary, has been appointed a Vice-President. Mr. Gentry will continue as Secretary and General Counsel. In 1933 Mr. Gentry came with Shell in charge of legal work in St. Louis. He was named Secretary in 1936 and the following year was transferred to Shell Union in New York as head of the Legal Department. Mr. Gentry assumed his position as General Counsel in 1940. He was graduated from McKendree College, and received his Master's degree from the University of Illinois; he also attended Oxford College as a Rhodes scholar.

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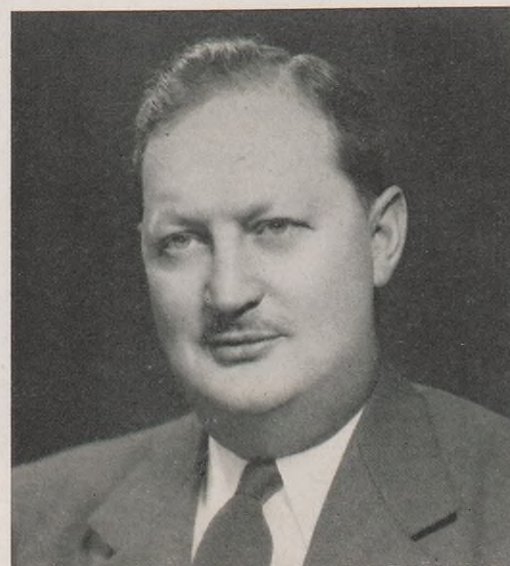
E. C. PEET has been appointed Vice-President and Treasurer to succeed Mr. Watson. Mr. Peet, a graduate of St. Louis University, started his career with Shell as a clerk in the St. Louis office in 1919. He subsequently held the positions of Assistant Controller, Manager of the Auditing Department, and Assistant Treasurer of the West Coast organization. Mr. Peet came to New York in 1941 as Assistant Treasurer, which position he held until his recent appointment.

• • •

JOHN W. WATSON has been appointed Assistant Treasurer of Shell Union, and will assume responsibility for the Treasury functions of the Shell Chemical division. Mr. Watson's headquarters will be in San Francisco. He came with Shell from California in 1930. Following intensive studies in the field of accounting and finance, Mr. Watson became a Certified Public Accountant. During his career with the company Mr. Watson has held the posts of Assistant Controller, Controller, and Treasurer. He is a member of the American Institute of Accountants.



C. S. GENTRY



E. C. PEET



JOHN W. WATSON



W. H. GARBADÉ



A. A. BUZZI



R. L. GERAGHTY

W. H. GARBADÉ succeeds Mr. Peet as Assistant Treasurer. He has been with Shell for eleven years, during which time he has served as an assistant in the President's office, and in various positions in the Marketing and Treasury Departments. Until his recent appointment Mr. Garbade was manager of the Auditing Department. Late last year Mr. Garbade was elected President of the Institute of Internal Auditors; he had previously served as a governor.

• • •

A. A. BUZZI has been appointed manager of the Auditing Department to succeed Mr. Garbade. Mr. Buzzi came with Shell in 1923 as a timekeeper in the Arkansas City Refinery. In 1933 he was transferred to the East Chicago Refinery as Office Manager, and a year later went to Wood

River Refinery in a similar position. In 1941 Mr. Buzzi came to Head Office as Assistant Manager of the Auditing Department which position he held until his present appointment.

• • •

R. L. GERAGHTY has been appointed Assistant Manager of the Auditing Department to succeed Mr. Buzzi. He came with Shell as a sales clerk in 1926 with the Indiana Marketing Division, at Indianapolis. In 1931 Mr. Geraghty was transferred to Cleveland as Chief Clerk. The following year he became Office Manager in Detroit and remained in that position until late 1941. At that time he was transferred to the Boston Marketing Division where he remained as Office Manager until his recent appointment.



EDWARD DUNNING, JR.



P. E. MALSON



O. C. MUDD

EDWARD DUNNING, JR., has been appointed Acting Manager of the Products Application Department in Head Office. Mr. Dunning, a graduate of Rose Polytechnic Institute, has been with Shell since 1928 when he worked as a Motor Testing Engineering Assistant at Wood River. In 1930 he became Senior Motor Testing Engineer, and in 1932, Acting Head Motor Testing Engineer. In 1934, Mr. Dunning was made Special Research Engineer, and the following year was transferred to Head Office in St. Louis as a Motor Testing Engineer. He remained there until 1940 when he was made Head of Products Application Section at Wood River Refinery. The following year Mr. Dunning was named Assistant Manager of Products Application in Head Office, which position he held until his present appointment.

• • •

P. E. MALSON has been appointed head of the Alkylation Department at Wood River Refinery. Mr. Malson, a

graduate of Shurtleff College, has been with Shell for 14 years. He has previously been at Wood River as Gas Plant Operator, Shift Foreman, and Technical and Experimental Chemist. In 1943 he was transferred to Norco Refinery as Acting Head of the Gas Department and later that same year to Houston in a similar position. He remained in Houston until his present appointment.

• • •

O. C. MUDD, Shell Pipe Line Corporation Senior Corrosion Engineer, was re-elected Secretary-Treasurer of the National Association of Corrosion Engineers at its annual convention held April 10-12 in Houston.

Mudd first came with Shell as Assistant Master Mechanic at the Wood River Refinery in May, 1929. He worked as Head Material Clerk for Shell Oil Company, Incorporated in St. Louis before joining the staff of Shell Pipe Line Corporation as an Electrical Engineer in May, 1933.



AFTER HOURS

The employees of Wood River Refinery recently completed over one and a half million continuous man hours without a disabling injury, setting a new safety record for the refinery. The bulletin was placed near the entrance to the refinery and the thermometer reading changed daily.



Mary L. Davis, receptionist for the Texas-Gulf Area, carries on a correspondence with five hundred Texas-Gulf men in military service. Mrs. Davis started by penning notes on the envelopes which carried the Pecten (Texas-Gulf magazine) to these men; they began to answer and the result has been a continuous two-way flow of mail.

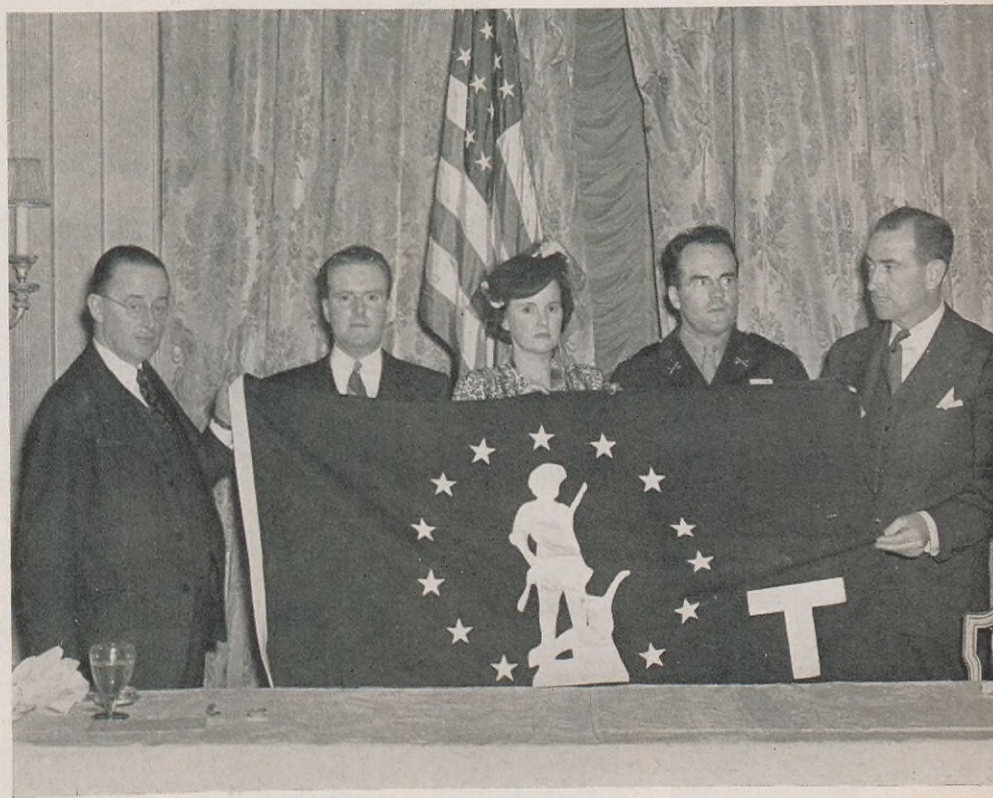


Cleveland Marketing Division office employees sent gift boxes to each Cleveland Division employee in the service. Boxes contained cookies and candies for those stationed in the United States, while men overseas received cigarettes and razor blades. The committee members are (l. to r.) Katherine M. Prendergast, Ruby G. See, and Mildred H. Tull.

The Minneapolis Marketing Division bowling team has just completed a particularly successful winter season. The members are (standing, l. to r.) J. E. Shields, W. G. Precobb, R. T. Seidel, H. T. Vietor; (seated) R. T. Meford, J. R. Stapleton, W. P. Byrne, and K. J. Larson.



Guards at Norco Refinery practice shooting for a dual purpose . . . protecting the vital war materials, and for state-wide competition. Their record during the last few years has been exceptional.



The U. S. Treasury Minute Man Flag was awarded to the Boston Marketing Division office employees in recognition of their high percentage of payroll deductions for War Bonds. Left to right are Francis E. Burke, Director of Industrial Division, Treasury Dept.; Robert Knox and Mrs. Margaret E. Dunphy, who accepted on behalf of Shell employees; Major John R. Canavan; and Division Manager H. J. Underwood.

SERVICE BIRTHDAYS

... TWENTY-FIVE YEARS ...



M. A. LEONARD
Texas-Gulf Area
Shell Pipe Line Corp.



F. W. LITTELL
Houston, Texas
Shell Pipe Line Corp.



E. BRADY
Norco Refinery
Engineering



L. J. TROXLER
Norco Refinery
Engineering

MABEL CUTTS
Head Office
Treasury



E. B. NICHOLAS
Norco Refinery
Engineering

T W E N T Y Y E A R S



L. O. ROBERTS
Wood River Refinery
Eng. Field



T. J. PATTERSON
Wood River Refinery
Eng. Field



F. L. WHITTINGTON
Mid-Continent Area
Shell Pipe Line Corp.



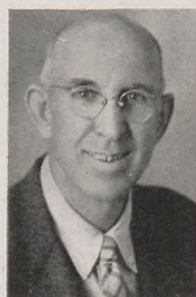
W. A. HUTCHINSON
Mid-Continent Area
Production



R. A. LANDON
Mid-Continent Area
Gas Plant



O. R. CONNELL
Mid-Continent Area
Shell Pipe Line Corp.



J. A. SHORT
Texas-Gulf Area
Production



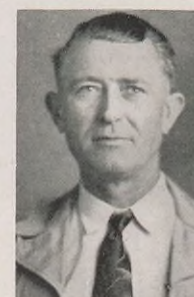
E. C. HENRY
Houston, Texas
Shell Pipe Line Corp.



J. H. JOHNSON
Texas-Gulf Area
Gas Plant



B. C. MATHEWS
Mid-Continent Area
Production



R. R. GAYER
Mid-Continent Area
Production



O. M. DUTY
Mid-Continent Area
Exploration

TWENTY YEARS (Continued)



H. E.
CARY
Effingham, Illinois
Products Pipe Line



L. K.
MOWER
Texas-Gulf Area
Exploration



C. G.
McLAREN
Mid-Continent Area
Purchasing-Stores



G. A.
HERNDON
Wood River Refinery
Cracking



A.
CLIFTON
Texas-Gulf Area
Production



E. T.
MAGUIRE
Wood River Refinery
Control Lab.



R. V.
HEILMAN
Mid-Continent Area
Production



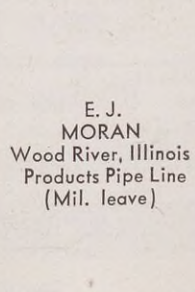
J. W.
SOUTHWORTH
Detroit Division
Marketing



R. V.
BAILEY
Chicago Division
Marketing



F. P.
ROBINSON
Wood River Refinery
Topping



E. J.
MORAN
Wood River, Illinois
Products Pipe Line
(Mil. leave)



J. F.
CREWS
Wood River Refinery
Boilerhouse



H. J.
BORGSTEDT
St. Louis Division
Marketing



H. L.
BRYANT
Mid-Continent Area
Production

F I F T E E N Y E A R S

B. L. ADKINS BAYOU PIPE LINE
Shell Pipe Line Corp.
W. AMEY MID-CONTINENT AREA
Production
H. M. ARCHER HOUSTON REFINERY
Engineering Field
E. B. AYERS HOUSTON REFINERY
Control Laboratory
J. R. BARCLAY MID-CONTINENT AREA
Exploration
T. A. BARKER HOUSTON REFINERY
Cracking
B. S. BELL TEXAS-GULF AREA
Production
M. BELTZ WOOD RIVER REFINERY
Engineering Field
J. H. O. BURKE HOUSTON REFINERY
Engineering Field
C. B. CAMBRE NORCO REFINERY
Asphalt
E. E. CALER WOOD RIVER REFINERY
Engineering
D. A. DILL NORCO REFINERY
Gas
H. L. DUHE NORCO REFINERY
Engineering
L. A. DUROCHER NORCO REFINERY
Engineering
E. B. ERLER WOOD RIVER REFINERY
Engineering Field
J. M. FAIR WOOD RIVER REFINERY
Lube
L. P. FARREL BOSTON DIVISION
Marketing
P. M. FARMER TEXAS-GULF AREA
Shell Pipe Line Corp.
W. P. FEENERY TEXAS-GULF AREA
Shell Pipe Line Corp.

A. I. FINDLEY MID-CONTINENT AREA
Production
J. L. FOWLEY INDIANAPOLIS DIVISION
Marketing
W. W. GAINES TEXAS-GULF AREA
Treasury
D. H. GALLUP MINNEAPOLIS DIVISION
Marketing
E. L. GORMAN BOSTON DIVISION
Marketing
C. J. GROSS NEW YORK DIVISION
Marketing
J. H. HALL MID-CONTINENT AREA
Shell Pipe Line Corp.
E. A. HANLEY BOSTON DIVISION
Marketing
A. M. HARDING BOSTON DIVISION
Marketing
R. E. HARRAWOOD WOOD RIVER REFINERY
Topping
H. S. HARTKOPF WOOD RIVER REFINERY
Cracking
R. C. HENSEL HEAD OFFICE
Purchasing
B. A. HILL WOOD RIVER REFINERY
Dispatching
R. A. HUTCHESON CHICAGO DIVISION
Marketing
M. ISAAC HOUSTON REFINERY
Laboratory
H. E. JAMES BOSTON DIVISION
Marketing
B. L. JOHNSON MID-CONTINENT AREA
Treasury
H. D. JUNKENS MID-CONTINENT AREA
Production
R. O. KAY HOUSTON REFINERY
Engineering Field

W. C. KELLEY BOSTON DIVISION
Marketing
P. J. KELSO CHICAGO DIVISION
Marketing
W. B. KING WOOD RIVER REFINERY
Lube
J. KIDD WOOD RIVER REFINERY
Cracking
R. D. KNOX ATLANTA DIVISION
Marketing
D. A. KREYLING ST. LOUIS DIVISION
Marketing
E. C. LAWRENCE WOOD RIVER REFINERY
Engineering Field
T. A. LAMBERTH TEXAS-GULF AREA
Shell Pipe Line Corp.
A. R. LAMBKA NORCO REFINERY
Engineering
J. W. LISANO HOUSTON REFINERY
Cracking (Military leave)
E. J. LOUSTEAU NORCO REFINERY
Treating (Military leave)
J. MATIS NORCO REFINERY
Engineering (Military leave)
E. F. MELODY MINNEAPOLIS, DIVISION
Marketing
N. H. MILES BALTIMORE DIVISION
Marketing
H. A. MILLER TEXAS-GULF AREA
Exploration
L. S. MORGAN TEXAS-GULF AREA
Shell Pipe Line Corp.
B. W. MYERS HOUSTON REFINERY
Industrial Relations
J. H. McCARTY HEAD OFFICE
Manufacturing
C. C. NEALEY BOSTON DIVISION
Marketing

F I F T E E N Y E A R S

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| A. E. NELSON WOOD RIVER REFINERY Topping | E. G. SAXON HOUSTON REFINERY Industrial Relations | E. C. SWANSON BALTIMORE DIVISION Marketing |
| C. H. NOBLE ST. LOUIS DIVISION Marketing | J. J. SCHMIDT ST. LOUIS DIVISION Marketing | C. J. TAYLOR HOUSTON REFINERY Loading |
| W. I. OVEREND CHICAGO DIVISION Marketing | W. O. SCHMIDT WOOD RIVER REFINERY Engineering Field | A. H. THIELKER HEAD OFFICE Personnel |
| J. PAAR, JR. HEAD OFFICE Treasury | R. SHIPP HOUSTON REFINERY Loading | F. E. THOMPSON WOOD RIVER REFINERY Cracking (Military leave) |
| O. G. PARCHER MID-CONTINENT AREA Production | H. S. SIMMERING MID-CONTINENT AREA Production | F. G. TRAVIS WOOD RIVER REFINERY Cracking (Military leave) |
| C. L. PAYNE MID-CONTINENT AREA Production | H. W. SHULTE WOOD RIVER REFINERY Engineering Field | W. G. VANCE HOUSTON REFINERY Engineering Field |
| E. M. PURCELL HEAD OFFICE Manufacturing | W. J. SIMMONS WOOD RIVER REFINERY Lube | J. G. WEATHERFORD TEXAS-GULF AREA Shell Pipe Line Corp. (Military leave) |
| J. H. REDDICK WOOD RIVER REFINERY Cooling Water (Military leave) | D. V. SMITH WOOD RIVER REFINERY Operating | W. S. WHITE HOUSTON REFINERY Engineering Field |
| M. W. ROBERTSON TEXAS-GULF AREA Shell Pipe Line Corp. | W. O. SMITHENRY WOOD RIVER REFINERY Engineering Field | D. B. WHITEHORNE HEAD OFFICE Treasury |
| W. R. RODMAN TEXAS-GULF AREA Production | O. G. SMITH WOOD RIVER REFINERY Lube | T. L. WILSON HOUSTON REFINERY Control Laboratory |
| E. W. SANDLER MINNEAPOLIS DIVISION Marketing | H. N. STARKEY WOOD RIVER REFINERY Engineering Field | S. W. WOODS WOOD RIVER REFINERY Engineering |
| | G. L. STEWART HOUSTON REFINERY Treating | |

T E N Y E A R S

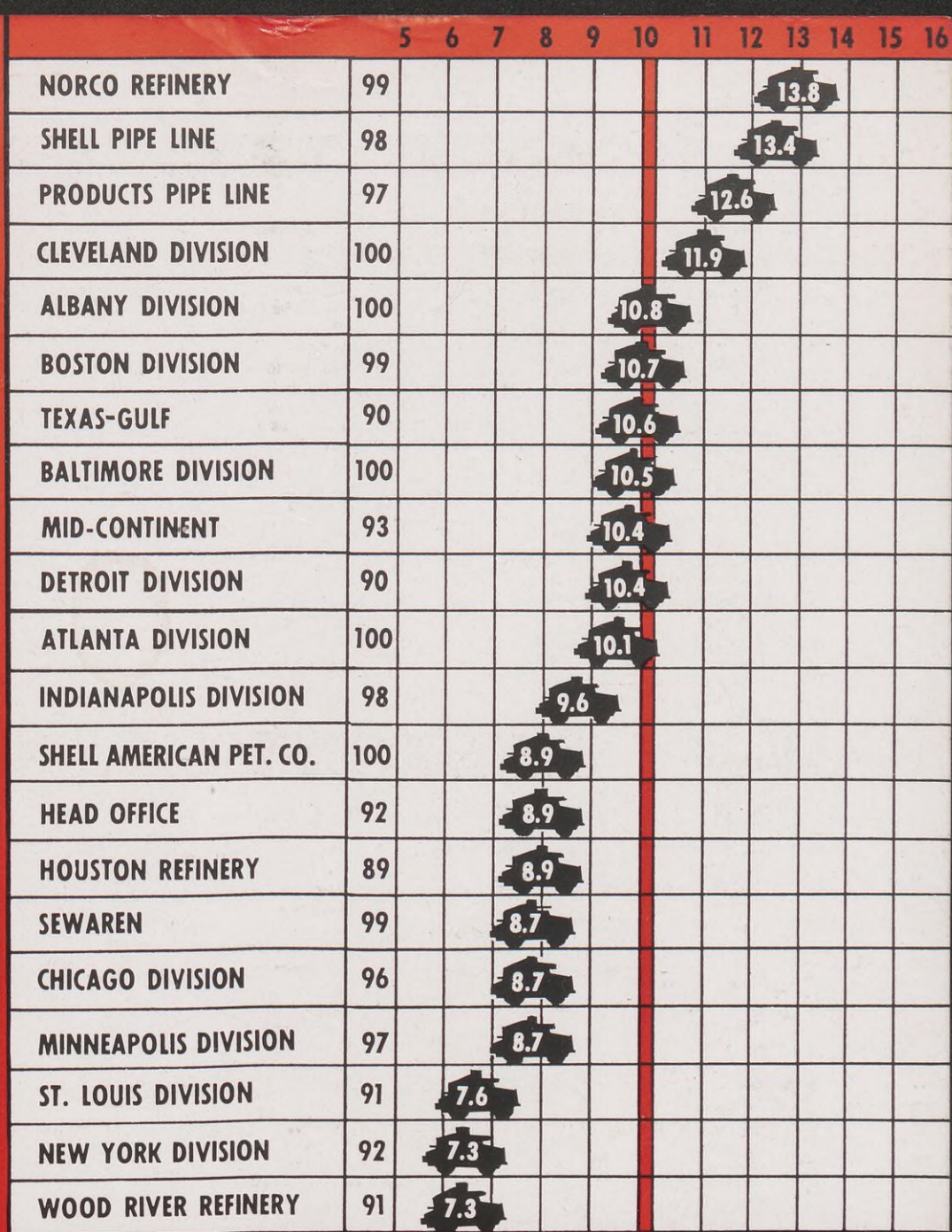
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| G. E. ARCHIE TEXAS-GULF AREA Exploration | F. J. HOWARD TEXAS-GULF AREA Production | E. W. RYAN WOOD RIVER REFINERY Comp. House |
| LIBBIE ARDOIN HOUSTON REFINERY Main Office | W. J. JOHNSTON BOSTON DIVISION Marketing | J. J. SAINTEVE WOOD RIVER REFINERY Engineering |
| M. A. ASBURY MID-CONTINENT AREA Production | E. J. JUNEAU WOOD RIVER REFINERY Operations | P. C. SHEARLOCK WOOD RIVER REFINERY Main Office |
| A. W. ATKINS INDIANAPOLIS DIVISION Marketing | W. R. KEMPER TEXAS-GULF AREA Exploration (Military leave) | C. B. SHULZ MINNEAPOLIS DIVISION Marketing |
| J. A. BANKS MID-CONTINENT AREA Production | D. A. LaFOUNTAIN DETROIT DIVISION Marketing | G. H. STARRITT MID-CONTINENT AREA Pipe Line |
| G. R. BARBER TEXAS-GULF AREA Exploration | A. M. LAWRENCE TEXAS-GULF AREA Exploration | C. R. STANLEY MID-CONTINENT AREA Treasury |
| S. B. BEAN BAYOU PIPE LINE Shell Pipe Line Corp. | J. P. LESTER, JR. BAYOU PIPE LINE Shell Pipe Line Corp. | E. J. STILES DETROIT DIVISION Marketing |
| C. H. BIXLER WEST TEXAS AREA Shell Pipe Line Corp. | B. M. LOWE MID-CONTINENT AREA Treasury | C. L. SUTHERLAND MID-CONTINENT AREA Production |
| A. M. CHRISTOFFERSON TEXAS-GULF AREA Treasury | D. A. MARSTON MID-CONTINENT AREA Production | W. T. THOMAS TEXAS-GULF AREA Production |
| S. C. CRAWFORD ST. LOUIS DIVISION Marketing | J. D. MILBURN TEXAS-GULF AREA Production (Military leave) | M. E. TIMMER ST. LOUIS DIVISION Marketing |
| F. L. DeCLERQ ALBANY DIVISION Marketing | M. L. MILLARD BOSTON DIVISION Marketing | I. T. TURNER TEXAS-GULF AREA Exploration |
| F. A. DETTMER WOOD RIVER REFINERY Engineering Field | H. O. MILLER MID-CONTINENT AREA Exploration | P. P. UNKEL TEXAS-GULF AREA Exploration (Military leave) |
| T. S. EDRINGTON TEXAS-GULF AREA Exploration | H. MOORE MID-CONTINENT AREA Treasury | W. D. UNSWORTH TEXAS-GULF AREA Exploration |
| H. K. ELWOOD INDIANAPOLIS DIVISION Marketing (Military leave) | T. G. MOORE TEXAS-GULF AREA Production (Military leave) | R. H. WEBSTER ALBANY DIVISION Marketing |
| E. C. FICK MID-CONTINENT AREA Production | F. C. MOSHER TEXAS-GULF AREA Treasury | T. J. WEIGEL TEXAS-GULF AREA Exploration |
| W. A. FLETCHER TEXAS-GULF AREA Production | J. A. McCORMICK WEST TEXAS AREA Shell Pipe Line Corp. | H. H. WEIR NEW YORK DIVISION Marketing |
| J. W. GAMMAGE, JR. TEXAS-GULF AREA Exploration | F. J. NICHOLSON TEXAS-GULF AREA Land | D. W. WHITE TEXAS-GULF AREA Production |
| A. F. GERICHTEN TEXAS-GULF AREA Production (Military leave) | J. W. NIXON HOUSTON REFINERY Engineering (Military leave) | R. V. WHITE TEXAS-GULF AREA Production |
| J. W. GRAVES TEXAS-GULF AREA Exploration | R. NOLL MID-CONTINENT AREA Production | R. W. WIENS MID-CONTINENT AREA Production |
| R. F. HAYS MID-CONTINENT AREA Production | L. E. OZIER WOOD RIVER REFINERY Drafting | R. W. WINGO TEXAS-GULF AREA Exploration |
| J. H. HARMON WOOD RIVER REFINERY Engineering Field | J. D. PICKELL TEXAS-GULF AREA Land | J. C. WORRELL NEW YORK DIVISION Marketing |
| M. HEBERT TEXAS-GULF AREA Production | F. A. RICE TEXAS-GULF AREA Production | C. E. YORK TEXAS-GULF AREA Production |
| F. C. HOFFMAN ALBANY DIVISION Marketing | H. H. ROTH DETROIT DIVISION Marketing | |

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1944**

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INVESTING

PERCENTAGE OF EMPLOYEES PAYROLL



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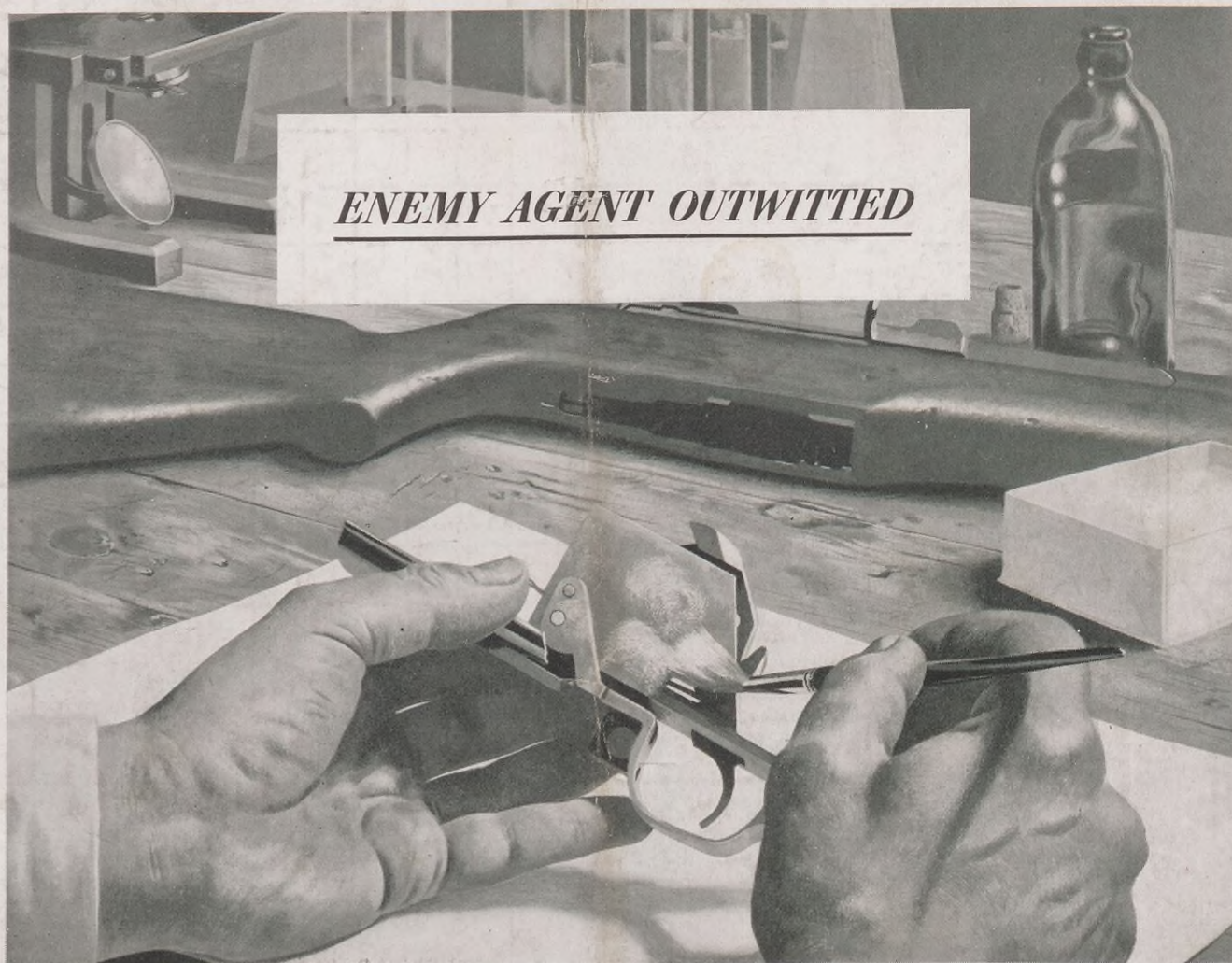
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PREVIEW OF AN ADVERTISEMENT TO APPEAR IN THE SATURDAY EVENING POST ON JULY 8



ENEMY AGENT OUTWITTED

A LOYAL AMERICAN—a skilled craftsman in the Arms Plant—left those smudges on the gun bolt. The investigator's brush and powder reveal them for what they are—*fingerprints*.

Fingerprints are sweat marks. Sweat is salty, acidic . . . highly corrosive. It quickly goes to work on steel. In this war of machines—engines, guns, and instruments whose operating parts may be fitted to 1/10,000 of an inch—a loyal fingerprint is quite capable of upsetting clearances . . . doing a nasty job of sabotage!

SCIENTISTS AT THE "UNIVERSITY OF PETROLEUM," Shell's research laboratories, have perfected a remarkable oil—a G-man among oils

—to protect closely machined parts of our guns and engines from exposure to the unwitting sabotage of rust.

Shell's oil, applied to a part immediately after the last manufacturing operation, welds itself to the steel surface—forming a protective layer that is virtually a part of the metal itself. This film creeps under water or fingerprints—rust is barred.

Practically every advance of the



**SHELL
RESEARCH**

Sword of Today

Plowshare of Tomorrow

scientists engaged in Shell Research now goes direct to the war factories or war fronts:

100 OCTANE AVIATION GASOLINE, first supplied in commercial quantities by Shell . . .

BUTADIENE, for synthetic rubber, first regularly supplied in quantity to our rubber manufacturers by Shell . . .

TOLUENE (nitration grade) for TNT—Shell was first to get it from petroleum.

Tomorrow, new products—growing from these and scores of other Shell research accomplishments—will be at your service in your everyday peacetime life.

*First oil refinery to win the
Army-Navy "E"—
Shell's Wood River Refinery*