



# THE TEXACO STAR

SPRING

1944

## Convoy to Malta

HER POWERFUL engines throttled to enable her to keep pace with other ships in the convoy, the former Texaco tanker *Ohio* plodded along, bathing her flanks in Mediterranean waters still glinting from the rays of a crimson sun already set.

She was flying the British flag, the only tanker among more than a dozen merchant ships assembled at Gibraltar in August, 1942, to run the guntlet of the Western Mediterranean with supplies for beleaguered Malta. Heavy British naval forces ringed the convoy and lighter fighting ships darted in and out among the laden vessels.

Through the half-light came a series of flashes from a distance, then muffled reports. Smoke began to rise from an aircraft carrier. The carrier, hit by a salvo of U-boat torpedoes, fell behind and sank slowly.

This was the beginning of a six-day running battle that lasted until Malta was in sight. The *Ohio*, with her distinctive tanker superstructure and her cargo of kerosine, fuel oil, lubricating oil, and bunker oil, was a favorite target for Italian torpedo droppers, Junkers bombers, and Stuka dive bombers that soon came.

"Enemy planes continually over," wrote Capt. D. W. Mason in the *Ohio's* log day after day. Warships were sunk and crippled. The sea was dotted with lifeboats and men struggling in the water. Thousands of black puffs from anti-aircraft fire filled the air. Between them floated parachute mines and parachutes carrying men who bailed out from planes.

The *Ohio's* gun crew brought down one Stuka which crashed into her stern. A Junkers fell and burned on her bow. A bomb penetrated her aft boat deck, exploded on the boilers, and stopped the ship. After that she was alternately towed or managed to proceed at slow speed.

At night the scene was illuminated by searchlights, star shells, tracer bullets, and gun flashes. The convoy left a trail of blazing merchant vessels and flame patches where aircraft crashed and burned.

In Malta harbor, little damage to the *Ohio* showed above the water line except holes from bomb fragments and buckled deck plates. Her cargo was intact except for a small quantity of kerosine lost when a torpedo struck her port side early in the running fight.



"TWO STICKS OF BOMBS, THREE ON EACH SIDE, ALL EXCEPTIONALLY NEAR MISSES, LIFTED VESSEL CLEAN OUT OF THE WATER."—FROM THE LOG OF THE OHIO, AUGUST 13, 1942. THE ILLUSTRATION ABOVE, AND THE ONE ON THE COVER, BOTH THE WORK OF LESTER FAGANS, SHOW DRAMATIC INCIDENTS OF INTEREST TO THE TEXAS COMPANY IN THE PRESENT WORLD CONFLICT

# THE TEXACO STAR



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## A PUBLICATION OF THE TEXAS COMPANY

AND ITS SUBSIDIARIES AND AFFILIATES

MEMBER, THE HOUSE MAGAZINE INSTITUTE,

NATIONAL COUNCIL OF INDUSTRIAL EDITORS' ASSOCIATIONS

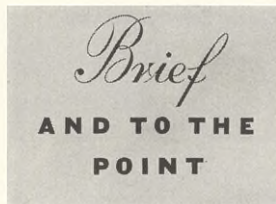
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135 EAST 42ND STREET, NEW YORK CITY 17, NEW YORK

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★ Under the Texas Company's voluntary War Bond Purchase Plan, employees bought more than \$10,085,000 worth of bonds and stamps in 1942 and 1943. This figure does not include a large volume of purchases made outside the Company, or purchases prior to the beginning of 1942. During 1943, purchases averaged approximately nine per cent of the total payroll.



★ Nearly three pounds of gasoline are required to deliver one pound of bombs, filled with petroleum explosives, on any enemy objective, says the American Petroleum Institute.

★ The engine of your postwar auto, according to *Popular Science*, may be serviced in much the same manner as your battery is charged now: a mechanic may jack up your car, trundle out your engine unit, replace it with a "rental," and let you drive away within 10 minutes.

★ While Americans make rubber from petroleum, the Japanese, having more modest needs for rubber and few extra ships to carry it back to Japan, are reported to be making petroleum from rubber.

★ American drivers in England have caused the old question of driving on the left-hand side of the road or on the right to become a major problem. The British, as "a pioneer nation in motor transport," oppose any change to "a device introduced by others which offers no palpable advantage."

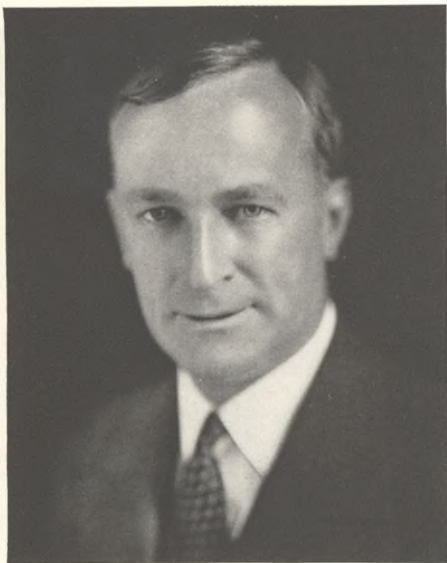
★ Workers planning and building the jet-propulsion plane, in order to keep the secret weapon a secret, referred to it only as "Putt-Putt," "Squirt," "Hush-Hush," "Siberia," or "Super-Secret."

★ When Texaco Roofing Asphalt is packed for shipping, it goes in molten state, heated to 250 to 300 degrees F., into a paper bag with perfect safety.

SPRING, 1944



W. S. S. Rodgers, formerly President,  
now Chairman of the Board of Directors



H. T. Klein, Executive Vice President  
and General Counsel, elected President

## COMPANY OFFICIALS ADVANCED TO NEW POSITIONS AND DUTIES

**AT THE MEETING** of the Board of Directors which followed The Texas Company's annual Stockholders' Meeting on April 26, W. S. S. Rodgers was elected Chairman of the Board of Directors. He had been President of the Company since 1933, and in his new position remains as chief executive officer of the Company. At the same meeting Harry T. Klein, Executive Vice President and General Counsel, was elected President of the Company; Richard L. Saunders, Secretary, was elected a Vice President in addition to his present duties as Secretary, and Oscar J. Dorwin, who has been Associate General Counsel, became General Counsel.

All four men have been associated with The Texas Company for many years. Mr. Rodgers, a native of Columbus, Ohio, was graduated from Sheffield Scientific School, Yale University, in 1907, and entered the service of The Texas Company in November, 1915. During World War I he served in the United States Army and was honorably discharged with the rank of captain. Returning to The Texas Company, he held a number of positions in the Refining De-

partment until 1926, when he was appointed Assistant to the President. He was elected Vice President in charge of Domestic Sales in October, 1928, and became a Director of the Company in November of the same year. In 1929 he was made a member of the Executive Committee, and was elected President of the Company in 1933.

Colonel Klein was born in Bellevue, Campbell County, Kentucky, and from 1907 to 1917 he practiced and taught law in Cincinnati. In August, 1917, he was sent to France as a first lieutenant of infantry, and served with the 28th Infantry, First Division. He was the first major judge advocate appointed in France. In September, 1918, he was promoted to the rank of lieutenant colonel, judge advocate, and served as special counsel to the United States Liquidation Commission in France until April, 1920. He is an Officer of the French Legion of Honor and was awarded the American Distinguished Service Medal.

He entered the service of The Texas Company in May, 1921, in the Legal Department. Later he became Assistant General Counsel and was appointed

General Counsel in December, 1925. In 1933, he was elected Vice President and General Counsel, and in 1935 was elected a Director. Later in that year he became a member of the Executive Committee, and in 1940 he was made Executive Vice President and General Counsel. He is a member of the American Bar Association and of the bars of the states of Ohio, Kentucky, and New York.

Richard L. Saunders was born April 25, 1892, in Jersey City, New Jersey, and attended Jersey City High School. The Texas Company was his first employer and has been his only employer since that time. In 1909, he took a position as a Voucher Clerk in the Sales Department, Northern Territory, New York Offices. In July, 1910, he became a Bookkeeper in the Accounting Division of the Sales Department, Northern Territory, and for the next seven years served respectively as Clerk, Analysis Clerk, and General Clerk. In May, 1917, he was made Chief Accountant of the Accounting Division, Sales Department, Northern Territory, in which post he remained for nearly 10 years.

In February, 1927, Mr. Saunders became Department Agent for the Sales Department, Northern and Southern Territories, and during the following year, when The Texas Company acquired the California Petroleum Corporation, he installed a sales accounting system in that organization.

On July 1, 1929, he was made Assistant to the General Sales Manager, General Domestic Sales, and in September, 1931, became Assistant Manager of the Sales Department's Northern Territory. During this time he was chairman of the committee which surveyed the Indian Refining Company before its affiliation with The Texas Company, and helped organize that company's sales territory.



R. L. Saunders, now Vice President  
as well as the Company's Secretary

Dame in 1917. He attended Harvard Law School during the 1917-18 session, at the close of which he enlisted as a United States Naval Aviation student pilot. He attended ground school at the Massachusetts Institute of Technology and flying school at Key West. He was honorably retired from active duty in December, 1918, resumed his work at Harvard Law School, and was graduated in 1920.

Several months after his graduation, Mr. Dorwin began the practice of law in Chicago.

On January 1, 1926, he became Counsel for Indian Refining Company at Lawrenceville, Illinois. Later he was appointed General Counsel, and continued as the chief attorney for that company until January, 1931, when control of Indian Refining Company passed to The Texas Company.

Transferred to take charge of The Texas Company's new legal office being organized in Chicago, he remained in Chicago until September, 1934, and again was transferred to the Legal Department's New York office. On January 5, 1942, he was appointed Associate General Counsel of The Texas Company, and continued in that capacity until his election as General Counsel.



O. J. Dorwin, Associate General  
Counsel, became General Counsel

# THE PAST THREE MONTHS AND THE YEAR AHEAD\*

By W. S. S. RODGERS

I should like to comment briefly on the changes which have occurred since the issuance of the Annual Report and to give you my opinion on the outlook for the balance of the year on various matters affecting both the petroleum industry and the Company.

## Earnings

The estimated earnings of The Texas Company and subsidiaries, excluding European subsidiaries, for the three months ending March 31, 1944, after charges to depreciation, depletion, amortization, and after providing for Federal income and excess profits taxes, amounted to \$11,878,754, or \$1.06 per share, as compared with \$8,029,000 or 74 cents per share for the first quarter of 1943. The earnings for the first three months of 1944 are after a charge to income of \$2,000,000, which has been set aside as a reserve for contingencies arising out of the war. The increase in earnings for the first quarter of 1944 compared to the same period of 1943 is accounted for by the fact that the Company's operations were at capacity and a greater volume of

products was sold, whereas in the same quarter of 1943 our operations were curtailed.

## Conditions in the Industry

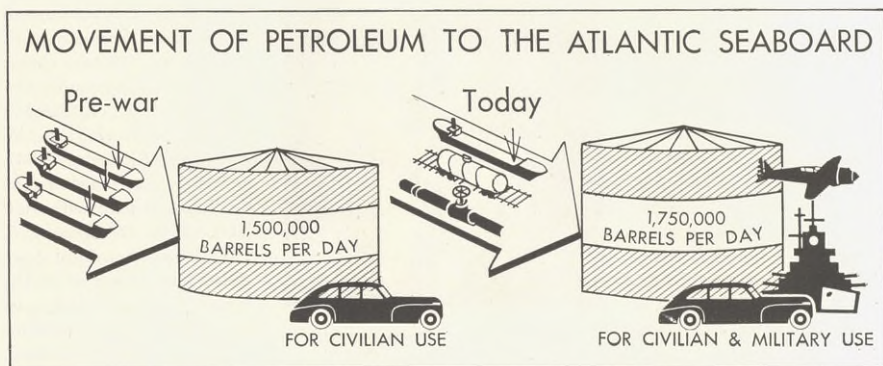
Last year at our Annual Meeting I mentioned three unfavorable factors then facing the industry; namely, transportation difficulties, the rubber situation, and the cessation of automobile manufacture, which would ultimately decrease the number of automobiles and trucks in use. Since then, transportation affecting petroleum and its products has largely been solved, the rubber problem is on the way to solution, but the decrease in motor vehicles is continuing and augmenting, and this problem will undoubtedly affect the petroleum industry for some time after the end of the war.

## Transportation of Petroleum

The transportation of petroleum to the Atlantic Seaboard has largely been solved through the completion and operation of both the Big Inch and Little Big Inch pipe lines, the increase in tanker movements from Gulf Coast and South American ports, and the more efficient operation of tank cars and inland water transportation.

There has been some criticism that the Big Inch

\*A report delivered at The Texas Company's Annual Stockholders' Meeting in New York, April 28, 1944.





and Little Big Inch pipe lines were not necessary. In my opinion, if these two lines had not been built, our civilian economy in the East would have been seriously affected, and the military effort in Europe would have suffered.

At this time there is being brought into the Eastern Seaboard area approximately 1,750,000 barrels of petroleum per day, which compares with a normal prewar movement of 1,500,000 barrels per day. Please bear in mind, however, that out of these 1,750,000 barrels, a substantial part is moving to the armed forces in the European area. Therefore, because this transportation problem has been solved it does not mean that there is more gasoline or other petroleum products for civilian use in the 17 Atlantic Seaboard States comprised in District 1.

## Rationing

As mentioned in the Annual Report, national rationing, in the opinion of the management, is now and will continue to be necessary in order that the industry may supply vital war needs and to insure an equitable distribution of the supplies available for civilian use. There is apparently an impression in the minds of many motorists living on the Atlantic Seaboard that in the near future more gasoline will be available for non-essential civilian use. It is our opinion that until the war in Europe is ended the supply of gasoline available to civilians all over the United States will not be any more than their present allotments.

## Rubber

Although the rubber situation has shown constant improvement over the past year, I do not believe that civilians will receive full benefit from the synthetic rubber program this year, even though the supply is increasing month by month.

The Neches Butane Products Company (30 per cent of which is owned by The Texas Company and the remainder by four other oil companies) started operation in March of this year when the first of two

units went on the line. This unit is now operating most satisfactorily at its rated capacity of 50,000 tons of butadiene per annum. We have been informed that butadiene of the purest quality manufactures superior synthetic rubber, and we are pleased to state that the purity of the product produced in this plant is beyond expectation.

## Non-Manufacture of Cars

As was called to your attention last year, the cessation of manufacture of motor cars is of great importance to the public. It is quite essential, therefore, that the owners of motor vehicles exercise the utmost care in keeping them in the best mechanical condition possible and operate them carefully.

## The Nation's Crude Oil Reserves

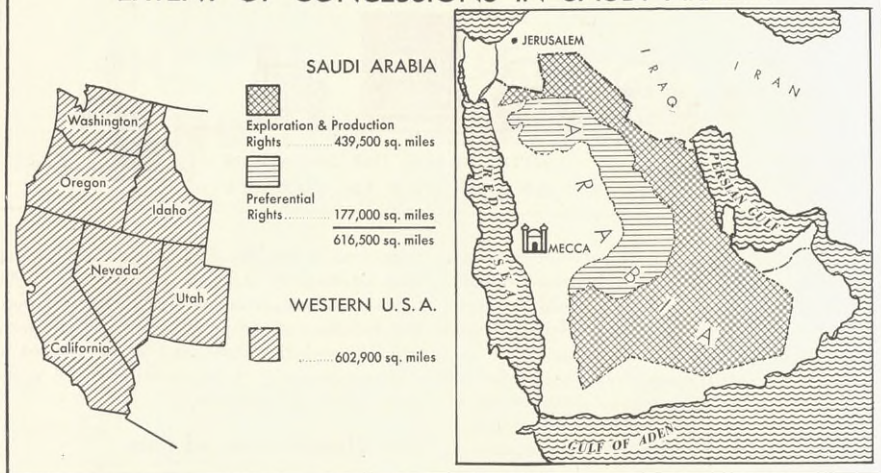
One of the principal problems confronting the petroleum industry in the United States, and one in which the American public is greatly interested, is the question of the nation's crude oil reserves.

At the present time this country is producing at an annual rate in excess of 1,500,000,000 barrels. We believe that this rate of production can be maintained during 1944, but we think that in 1945 the country will begin to see a decline in its ability to produce



Owners of automobiles must use the utmost care to keep them in the best mechanical condition

## EXTENT OF CONCESSIONS IN SAUDI ARABIA



crude oil unless some unusually large discoveries are made in the United States.

I would like to repeat the conclusions which the management has arrived at as stated in our Annual Report:

(1) Unless there is developed an entirely new or improved technique for locating deposits of oil, new discoveries will be less frequent and new production will be more costly than in the past.

(2) It is believed that a more equitable price is necessary to stimulate exploratory drilling, particularly on the part of the small producer. The number and depth of these exploratory wells must, in our opinion, be increased far beyond that considered normal in the past.

(3) Unless new, important reserves are discovered in the United States, this country must become a substantially larger importer of petroleum in order to provide for its military, industrial, and civilian requirements.

### New 1944 Facilities

Since January 1, 1944, the Company has placed in operation at Port Arthur, Texas, two fluid catalytic cracking units together with sulphuric acid alkylation equipment. A third fluid cracking unit is being erected at our Los Angeles Works and should go into operation before July 1.

As of July 1, we hope to complete in its entirety the large program of new facilities costing over \$100,000,000 which we have installed in the last few years for the manufacture of special war products and to help solve the industry's transportation problems.

### Marine

In the first quarter of this year, under the provisions of Sec. 510 of the Merchant Marine Act of 1936, as amended, the Company acquired from the Maritime Commission two new modern tankers, and in part payment thereof delivered to the Maritime Commission four over-age tankers. Since January 1 we have lost one tanker of our foreign flag fleet as a result of enemy action.

### Acquisition of Producing Properties

In the first quarter of 1944 the Company acquired producing properties in the Garland and Oregon Basin fields of Wyoming, and in Kentucky, Illinois, and Indiana, having an aggregate daily crude oil production of 4,822 barrels.

### Proposed Saudi Arabian Pipe Line

In the Annual Report of The Texas Company for 1943, I stated that the Arabian American Oil Company (50 per cent owned by this Company and 50 per cent by the Standard Oil Company of California), together with the Gulf Exploration Company, had signed a memorandum of principles of agreement covering the construction and operation of a proposed pipe line from the Kingdom of Saudi Arabia and the Sheikdom of Kuwait to the Eastern Mediterranean, and stated the substance of that preliminary agreement.

This agreement involves oil production from our

Saudi Arabian concessions which I regard as of so much importance to The Texas Company that I am going to spend a little time on this subject.

First: About the concessions:

These concessions in Saudi Arabia are owned solely by the Arabian American Oil Company, a Delaware corporation. The capital stock of this company is owned 100 per cent by two American oil companies: Standard Oil Company of California and The Texas Company.

I should like to stress the importance of these concessions to our country and its nationals, as well as to the American oil industry and the companies involved.

The concessions grant the right to explore for and produce oil on approximately 439,500 square miles of land in northern and eastern Arabia. In addition, there are preferential rights, or first call over any other applicant, on an additional 177,000 square miles. The total area under consideration is, therefore, 616,500 square miles. This is one and one-half times as large as the combined areas of Texas and California. In fact, it is slightly larger than Texas, California, Oregon and Washington, or about one-fifth of the total area of the United States. These concessions have a remaining period of approximately 50 years to run.

Soon after the Arabian concessions were granted, extensive geological and geophysical exploration was undertaken. It was not until March 6, 1933, with the completion of the seventh well, that oil production was established on a commercial basis. Subsequent exploratory drilling added two other important discoveries, definitely proving large petroleum reserves. In the three fields referred to, these reserves can be conservatively estimated at about three billion barrels. In addition, numerous other geological prospects have been found, and it is probable that many of these will be productive. Therefore, it is not unreasonable to foresee a possible total reserve of 10 billion barrels. Some experts estimate as much as 20 billion barrels. These enormous potential reserves convey some idea of the importance of Arabia as a source of crude oil in future years.

The rights acquired by these concessions provide a valuable available source of crude oil, supplemental to the existing reserves in this hemisphere, which will be ready for use at any time conditions in this country may justify.

Proposed pipe line agreements between Arabian American Oil Company, the Gulf Exploration Company, and the United States Government are now in process of negotiation. Final definitive agreements are subject to approval of the Boards of Directors of the companies involved.

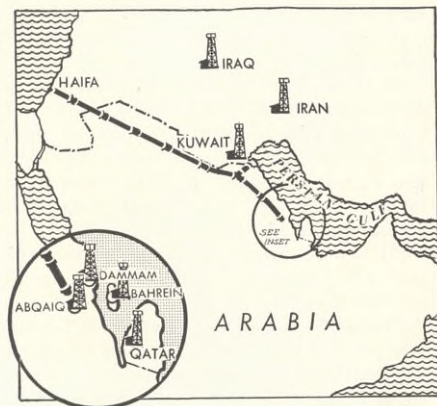
A committee of the United States Senate, consisting of 11 senators, under the chairmanship of Senator Maloney of Connecticut, has been appointed to investigate the Government's foreign oil policy and its Petroleum Reserves Corporation, and, incidentally, this proposed Saudi Arabian pipe line. Although this Senate Committee has heard a few witnesses, it has not really started to function and the prospects are it may require two or three months to complete its hearings.

Several months ago the United States Government sent a technical oil mission to the Middle East to investigate the oil situation in that region. This mission made its report to the President and directors of the Petroleum Reserves Corporation under date of February 1, 1944. This technical oil mission was headed by Everett L. de Golyer, one of the world's outstanding geologists. I should like to quote several paragraphs from this report, as follows:

"The center of gravity of world oil production is shifting from the Gulf-Caribbean area to the Middle East—to the Persian Gulf area—and is likely to continue to shift until it is firmly established in that area.

"In discussing the reserves of this area it is extremely difficult to find a common denominator by which to express them. Our preliminary estimate of reserves actually proved is approximately five to six billion barrels in Iran, four billion barrels each in Iraq and Kuwait, two billion barrels in Saudi Arabia and Bahrein, and less than one-half billion barrels in Qatar. If one considers reserves as proved by developed fields and indicated by fields discovered but not as yet fully explored, the proved and indicated reserves in Kuwait appear to be approximately nine billion barrels, those in Iran six to seven billion barrels, Iraq five billion barrels, Saudi Arabia four to five billion barrels and Qatar one billion barrels.

"Obviously, any attempt to appraise the prospective areas of this region must be highly speculative. In our opinion, in any attempted rating of undrilled prospect



values, Iran and Saudi Arabia must vie for first place. Iraq ranks close third with Qatar a somewhat distant fourth, and Kuwait a definitely distant fifth. Too little is known of the values of other areas to justify an attempt to rate them.

"When one considers the great oil discoveries which have resulted from the meager exploration thus far accomplished in the Middle East, the substantial number of known prospects not yet drilled, and the great areas still practically unexplored, the conclusion is inescapable that reserves of great magnitude remain to be discovered. The proved and indicated reserves of this area are comparable with those of the United States, yet all of the Middle East reserves have been discovered by the drilling of less than a total of 150 wildcat wells. In the United States we drill more than 20 times this number of wildcat wells each year."

Now as to this Agreement of Principles, the idea of this pipe line across Arabia to the eastern Mediterranean originated with the Government. We understand it is intended to carry oil produced by American companies in Saudi Arabia, the Sheikdom of Kuwait, and any other oil belonging to American nationals originating in that area. Inasmuch as many in the oil industry are opposed to this project, I would like to quote with approval from the April 3, 1944, issue of *Time* where Mr. de Golyer states:

"Building the Arabian line is to the advantage of one group and they are for it. It threatens the markets of another group and they are against it. Actually the problem is not one to be settled by the oil industry.

"I submit that whether or not objections to the present enterprise, its initiation, or method of handling are valid, it was conceived, as one editor put it, 'in the interest of national security and for no other purpose.'"

To date I have refrained from making any public announcement on this subject, but I think it is now appropriate at the Annual Meeting of the Stockholders of this company that I should briefly summarize our position. We believe:

(1) That the proposed pipe line is sound economically and should be built;

(2) Under the proposal now under consideration, the Arabian American Oil Company and the Gulf Exploration Company, through a pipe line subsidiary, will build and operate this line for Government account, (title being held by the Government). In our opinion, this does not constitute entry of the Government into the oil business.

(3) That the construction of this pipe line is important from the viewpoint of the Federal Government, its citizens and the American petroleum industry. These oil reserves may be regarded as an insurance policy if in the future there is a shortage of petroleum in this hemisphere as predicted by numerous authorities in the Government and industry.

## THE U. S. GOVERNMENT AND THE ARABIAN AMERICAN OIL COMPANY



### Producing Operations

U. S. GOVERNMENT PARTICIPATION

TITLE .....	NO
CONTROL .....	NO
MANAGEMENT .....	NO



### Pipe Line Project

TITLE .....	YES
CONTROL .....	NO
MANAGEMENT .....	NO
FINANCING .....	YES
CONSTRUCTION .....	NO
OPERATION .....	NO

(4) That the Government's action is fully justified, because the proposed pipe line traverses several mandated countries and international relations are involved;

(5) That this action is also justified from the viewpoint of diplomatic relations; first, in the Government's encouragement of American business abroad, and secondly, competition with foreign oil companies, one of which is controlled by the British Government through majority stock ownership, and other oil companies strongly backed by the British Government.

Commenting briefly on these five points, we feel quite strongly that there cannot be much doubt that the construction of this proposed pipe line is economically sound and fully justified.

Most of the criticism is aimed at our second point. The opponents, and particularly those engaged in the oil industry, contend that for the Government to own this line is in effect putting the government into the oil business. We do not think so, because the Arabian American Oil Company and the Gulf Exploration Company, through a subsidiary pipe line company, will build the line and operate it. We submit that the mere fact the Government holds title does not in itself constitute doing an oil business. The Government will not have any voice in the management of the Arabian American Oil Company or in its development of this concession. Furthermore, it will own none of the capital stock, either of the Arabian American Oil Company or the proposed pipe line subsidiary, and will not be represented on the Board of Directors of either of these companies.

Practically all of the experts in the oil industry qualified on the subject of petroleum reserves willingly concede that the Middle East is one of the most important oil areas in the world today. Moreover, it is very important from the viewpoint of our country and its citizens, as well as the future of our oil industry, and perfectly fitting and proper for our country to take action along the lines contemplated in the building of this pipe line, in order to assure the United States and its people through the companies involved an adequate supply of American-produced oil for future use to supplement that which is to be produced on this hemisphere.

Regarding our fourth point: The proposed line will traverse the countries of Saudi Arabia, Trans-Jordan, and Palestine. In acquiring the necessary rights-of-way, international mandates and other international relations are involved. It would seem requisite therefore that our Federal Government should be a party to the proposed undertaking, in order to assist in the acquisition of these rights-of-way.

In our competition with foreign oil companies in the Middle East region, one of our principal competitors is controlled by the British Government through the ownership of a majority of its outstanding capital stock. Furthermore, if our Federal Government does not take an active interest in this area, such

as through its acquisition of the proposed pipe line, recent events foreshadow the fact that Saudi Arabia is more than likely to come into the zone of British influence. Should this happen the Arabian American Oil Company would be subjected to the rules and regulations of the sterling bloc in doing business and its operations would thereby be substantially hampered.

This is how we feel about this project, but I agree with Mr. de Golyer that the solution of this problem should not be made by the oil industry. Furthermore, I feel very strongly that the decision of this question should not be unduly influenced by publicity emanating from interested companies. This is a question of such great national importance that in my opinion it transcends not only the interests of the companies involved but also those who feel their interests might be adversely affected. It should be answered by those in authority who are entirely neutral and have only the welfare of the American people at heart.

## Conclusion

This Company and all its personnel has and will continue to exert every possible effort to help win the war. The management also assures you that most serious thought is being given to the post-war era in order that your Company may resume its normal business in a favorable competitive position.

## THEY HATE TO MISS THE STAR THEATER



Fred Allen

## Radio Editors Vote It Their Favorite Program

FRED ALLEN's Texaco Star Theater, Sunday night presentation of Texaco Dealers from coast to coast, "copped the duke" this year as the favorite program of radio editors, in the language of *The Billboard*, amusement weekly which sponsored the annual poll. The editors voted it "the one program we really hate to miss."

Last year, when the *New York World-Telegram* conducted the poll, the Texaco Star Theater took fourth place among the favorite programs, with Bob Hope first as the favorite program and the favorite comedian. This year, although there are fewer radio columns in newspapers because of wartime restrictions and consequently fewer editors voted, the Fred

Allen show nosed out Hope's show for first place, but Hope retained his position as favorite comedian, with Allen springing back to second place, a position he has held five times in nine years. He has been in the first four in every poll since 1935.

Top announcer of all, by a comfortable margin, was Milton J. Cross, last year's winner, he of the enviable diction on The Texas Company's Saturday afternoon broadcast of the Metropolitan Opera.

In the classification *The Billboard* dubs "long-hair chirpers," James Melton, who was featured on the Texaco show last Summer, was runner-up to Gladys Swarthout. "Long-hair chirpers" are, more politely, concert and opera singers. Melton was sixth last year.



Banquet following dedication is attended by (top left, left to right) M. L. Rosenberg, Asst. Supt. of the new plant, and Texaco officials: Mgr. H. O. Preston, Case & Package Div., Port Arthur Works; Vice Pres. J. S. Leach; Gen. Mgr. G. R. Bryant, Refining Dept.; (lower left) Works Mgr. F. L. Wallace, Supt. of Shipping H. H. Wagner, Term. Supt. N. J. Brown, Mgr. C. L. Hand, all of Port Arthur Works; and Vice Pres. M. Halpern. (Above, right) Chairman of the Board H. Henderson (left) and Pres. W. H. Hoffman of the Neches Butane Products Company watch opening valve turned

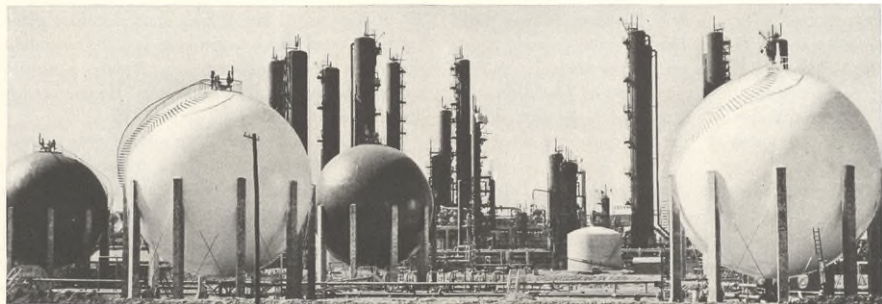
## NECHES BUTANE GOES "ON STREAM"

WITH the first flow of raw refinery stock through the world's largest petroleum butadiene plant at Port Neches, Texas, Neches Butane Products Company was formally dedicated and went "on stream". The huge plant will produce enough butadiene for one-seventh of the Government's synthetic rubber program.

Col. Bradley Dewey, Rubber Director, was the chief speaker at the dedication ceremony. He praised the patriotism and spirit of cooperation shown by the five oil companies who are operating the plant on a non-profit basis. He promised, "By mid-Summer of this year our annual rate of synthetic rubber will equal our yearly consumption of rubber during the pre-war years."



Texaco's F. P. Dodge acting as master of ceremonies at dedication



Like mammoth baseballs and bowling balls, huge spherical pressure tanks, some of which have a capacity of 12,000 barrels, stand near towers that are 17 stories high

# STAR CLOSE-UPS

## PULSE

### OF MANPOWER

(Below) Manager Strahley (center) with Division Managers J. L. Tête, Los Angeles, and Chas. A. Miller, Houston (right), who heads Texaco's safety program



C. O. Strahley, Manager of the Personnel Department, in conference with Assistant to Manager Oscar Lasse (standing), E. C. Brehmer, and Chief Clerk James J. Brady

**MANPOWER** today is keyed with harmonious industrial relationships, safe working conditions, health, wages, post-war planning. The Personnel Department is the heart of it all in The Texas Company, and its pulse is felt throughout the organization. Its researches, records, and statistics are a constant aid. No longer is a personnel department simply the means for hiring new employes and keeping their names, pictures, fingerprints, and service records in a file folder.

Texaco's Personnel Department consists of about 38 persons in its main New York office, 13 in Houston, nine in Los Angeles. Its skill in hiring and training its own personnel causes other departments to choose many of their new employes from Personnel's ranks, so its turn-over is rapid. Some of the persons pictured here already are working elsewhere in the Company.



PHOTO BY  
JESS GIBSON



Oscar Lasse and C. B. Martin discuss manpower problems. Major Martin, once retired, returned to help. He wears a two-star service pin, spends most of his salary for War Bonds

(Left) F. J. Lauber, Representative in charge of Wage Stabilization, and Miss Elsa Hofmann. Lauber recently joined the Marine Department



SPRING, 1944

**STAR  
CLOSE-UPS**

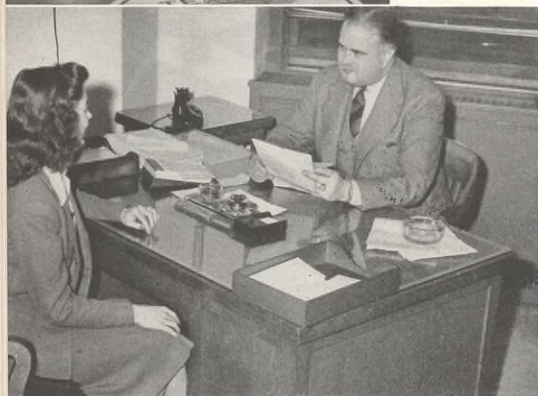
**PUBLIC  
MANPOWER**



★  
**1.** Mrs. Margery Storey, making her first contact with Texaco in search of employment, is directed to employment office by M. Benyas, Receptionist



**2.** Mrs. Storey fills in an interview slip beneath War Bond poster in the employment office of the Personnel Department



**3.** With interview slip to guide him, I. K. Carney questions Mrs. Storey about her abilities, recommendations, previous employment



**4.** Having passed a stenographic and typing test, Mrs. Storey fills out her employment papers under the guidance of Mrs. Virginia Lenert



★  
**5.** As the final step, Mrs. Lenert adds Mrs. Storey's fingerprints to her employment papers

**6.** (Below) Mrs. Storey as a stenographer—she got the job. In one year Texaco interviewed 70,000 applicants; the average now is 16,000



PHOTOS IN STAR  
CLOSE-UPS NOT  
OTHERWISE CREDITED  
ARE BY R. L. NESMITH

# SE OF OWER

ne Myer-  
erk (Rec-  
st. Chief  
Miss Carol  
statistics



8. (Below) John R. Nicholas works with manpower statistics, employe benefit plans

9. (Far right) Miss Dorothy Maxwell and Miss Dorothy Kluberanz working among some of more than 100 cabinets of employe data



10. (Above) The Record Group shown with some of the myriads of forms that must be kept up to date

11. (Below) Miss Dorothy Reilly and Miss Laurette Lamb operate tabulating equipment



12. (Above) Office Girl Helen Nalen and File Clerk Nora Mannon sort and distribute Personnel Department mail



13. (Above) The Stenographic Group, showing, clockwise from Mrs. Doris Yach in the foreground: Elsa Hofmann, Kay Atkinson, and Isabel Mirande, with Chief Clerk James J. Brady





George L. Maxim, Secretary to Capt. A. A. Nichoson, Assistant to Vice President, plots an itinerary for a Nichoson speaking tour



E. C. Brehmer (above, right) and assistants, Representative A. D. Hancock (standing) and W. G. Tovey. Brehmer is now Administrative Assistant to Vice President



(Left) Miss Marian Denton (seated) and Miss Dorothy Bohlen, Personnel Department, check over one of the plant working agreements

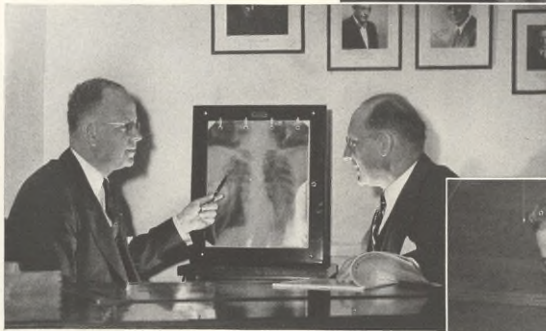
## STAR CLOSE-UPS

### PULSE OF MANPOWER

In addition to the Personnel Department itself, some smaller groups and divisions functioning under the direction of Vice President James Tanham work in rhythm to keep the pulse of the Company's manpower beating.



(Above) Preparing Personnel's Industrial Relations Manual is one of duties of Miss J. L. Roos



Dr. M. N. Newquist, Medical Director, whose task is to keep manpower healthy, talks over an employe's case with F. C. Sealey of Foreign Operations

(Right) R. F. Schmidt (at left) and A. R. Burden, Personnel, survey a technical problem in job evaluation



# ACROSS THE CONTINENT IN 6 HOURS 58 MINUTES



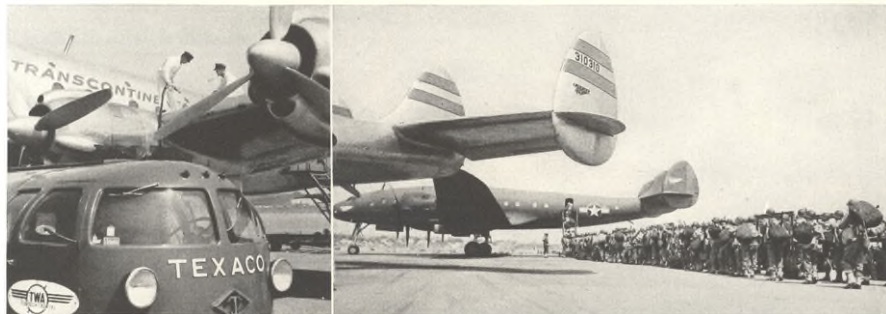
**AT** AN average speed of 355 miles an hour, well in excess of any previous speed for such a distance, the Lockheed *Constellation*, powered and lubricated by Texaco products, flew across the country in mid-April in six hours 58 minutes. It broke a non-stop flight record that had stood since 1937. Fastest non-stop transcontinental flight record made before by a transport-type plane was 10 hours 22 minutes in 1935, and for a specially-designed plane seven hours 28 minutes in 1937—at speeds of 221.6 and 327 miles an hour, respectively.

Originally built as a 57-passenger luxury air liner for Transcontinental and Western Air, Inc., the *Constellation* had but 17 persons aboard when serviced

by a Texaco tank truck at the start of its maiden flight from Burbank, California, to Washington, D. C. It was a token ship of a fleet of *Constellations* drafted into war-time service that can each carry 100 troops with full packs, helmets, and rifles.

With four engines of 2,200 horsepower each, these ships have been built to fly faster, farther, and with bigger loads than any other land-based planes now in production. They have turned in performances exceeding the expectation of their designers, and will be heard from further before the war is over.

Texaco has furnished TWA its entire requirements of gasolines and lubricants since 1932, and shares the airline's pride in the *Constellation's* record.

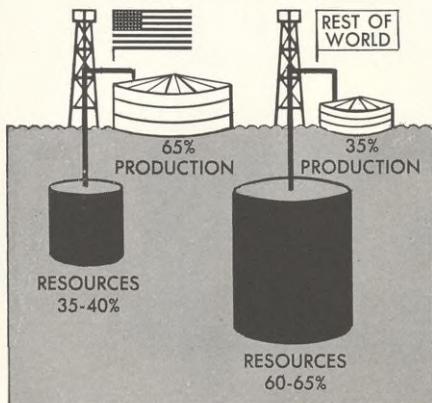


The *Constellation* took aboard Texaco fuels before making its record flight

TWA PHOTOS

Past tail fins of a sister civilian plane march 100 soldiers, carrying their full equipment, into a war plane of the *Constellation* class

## WORLD PROVED OIL RESOURCES AND PRESENT PRODUCTION



PICTOGRAPH CORPORATION

# THE WORLD'S OIL

The U. S. Has 35-40 Per Cent of the World's Proved Resources, but Produces About 65 Per Cent of the World's Crude Petroleum

**W**AR or no war, the world demand for oil is likely to increase steadily for years to come. Discoveries of new resources have been declining since 1939, and are now more costly than ever. Wildcatters have drilled an average of one exploratory well for every 12 square miles of sedimentary rock area in the United States, but only one for every 1,100 square miles in the rest of the world.

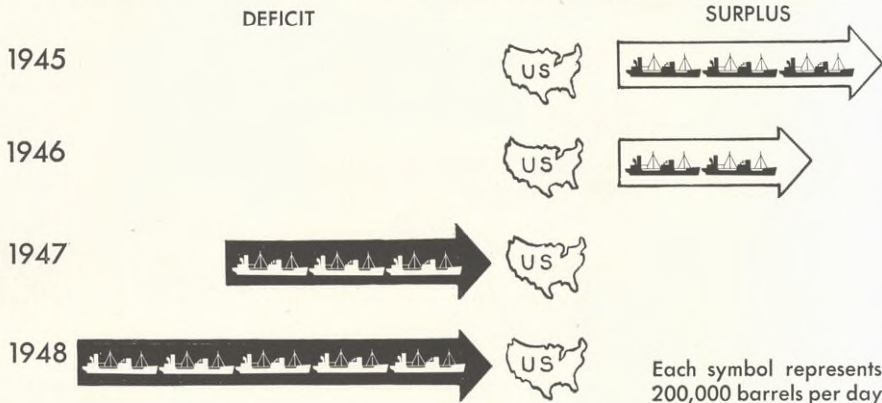
If all favorable oil areas in the world are developed with efficiency and thoroughness and prove as rich as the average well-developed United States field, it may be found that the United States originally had only 15 per cent of the world's oil resources, but by 1944 supplied 60 per cent of the

world's demand for crude petroleum up to that time.

Deeper drilling, perfected processes for making so-called synthetic fuels, and better utilization of fuel efficiency may help, but it is evident from the chart below that we may soon have to import oil.

So as not to impose hardship on any country, it is proposed that the United States and Canada supplement their deficits by importing from the Caribbean area the oil shipped before the war to Europe and South Africa. European and African markets, in turn, can be supplied with American oil from the Middle East to restore the trade balance lost by diverting South American British-Dutch oil to the United States.

## FORECAST OF U. S. PETROLEUM SURPLUS & DEFICIT



## AS OIL WENT TO WORLD MARKETS BEFORE THE WAR

This (right) is how oil was shipped by tanker in the pre-war world. The trade routes shown indicate, by their thickness, only the approximate quantity of oil going over each of them. Note that the United States had plenty of oil to export, and that substantial quantities went on long hauls from South America to Europe and Africa



## AS WORLD OIL MAY FLOW IN THE FUTURE

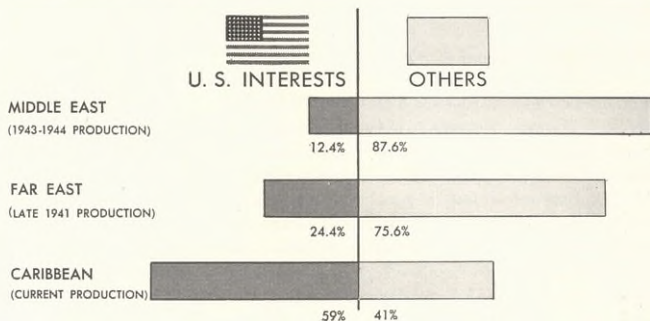


Here is the way (left) oil may be shipped by tanker in the post-war world, when United States production presumably will show a deficit. This deficit can be made up by relatively short tanker runs from South America, and by shipments from the Middle East. The Middle East can also furnish Europe with the oil formerly obtained from South America

## CONTROL OF FOREIGN PETROLEUM RESOURCES INSURES MAINTENANCE OF NATIONAL ECONOMY

Because United States industry has usually built up its foreign interests at industry's own risk, American ownership of oil resources abroad is not so extensive as that of other countries where the practice is for trade to follow the flag. Faced with a petroleum deficit in a few years, the United States must insure its future oil imports to maintain national economy

### WHO OWNS THE OIL?



# GLOBAL NEWS

## TEXACO AT WAR

### *Legion of Merit for Oil Man*

THE LEGION OF MERIT has been conferred on Col. Bernerd F. Johnson, petroleum coördinator for the United States Army Air Forces in the European Theater, by General Dwight W. Eisenhower. Col.



COL. B. F. JOHNSON

Johnson was formerly Superintendent of the Hongkong Terminal for The Texas Company (China) Ltd. This is the first award of this kind given in connection with the handling of petroleum supplies.

The citation by General Eisenhower read in part: "... By Col. Johnson's thorough knowledge of the R. A. F. petroleum supply system, and his sound judgment and tact in relation with the Air Ministry and our own petroleum board, he has made valuable contributions towards the establishment of a highly efficient joint supply system, which has been used as a model in other theaters.

"... By his assistance in overcoming the difficulties of allocation, storage, and distribution of highly critical U. S.-British pool of aviation gasoline, Col. Johnson has rendered a service of extremely great merit."

Col. Johnson attended Texas A. and M. College, is a resident of Washington, D. C., and makes big game hunting a hobby. He has traveled extensively in Japan, China, Indo-China, and the Philippines. He is a member of the British Oil Control Board and has been overseas more than 16 months as Chief of the Petroleum Section, Air Service Command.

### *War Vessel Named for Hero*

IN HONOR of Capt. Richard Yeator Stafford of the U. S. Marines, first man to enter service from the South Texas Division, Producing Department, and one of Texaco's first men to be killed in action, the *U. S. S. Stafford*, a destroyer escort vessel, was recently launched at Houston, Texas. She was christened with the name of the Guadalcanal hero by Miss Flora E. Stafford, Capt. Stafford's niece, in place of his mother, Mrs. Frederick L. Stafford of Windsor, Missouri. The latter died shortly after she had been



2nd Lieut. Mary E. Hackley, WAC, formerly of Buffalo District Sales, talks to General Henry H. Arnold, Chief of the Army Air Forces, at the Seattle Fighter Wing, where she is assistant adjutant. In background, Field Marshal Sir John Dill of the British Joint Staff Mission

selected sponsor of the vessel named to honor her son.

For his many outstanding deeds Capt. Stafford won the Purple Heart, the American Defense Service Medal, Asiatic-Pacific Campaign Medal, Presidential Unit Citation, and, posthumously, the Silver Star. He entered the armed forces in October, 1940.

### *Dies Fighting after Escape*

BECAUSE of his courageous escape from a German prison train carrying him toward Rome, as related below, it is particularly painful to report the death in action of Capt. Carl R. Bayne, an Assistant Master Mechanic of Texas-New Mexico Pipe Line Company. His wife and young son, living in Yoakum, Texas, received a letter from him dated January 17, just before the opening of the assault on Cassino. On January 21, Capt. Bayne fell in battle.

He was a native of Lawrenceville, Illinois, the son of an oil man, and entered the employ of Texas-New Mexico Pipe Line Company immediately after being graduated from the University of North Carolina. A member of the Officers Reserve Corps, he left for active service July 30, 1941, going to Camp

Bowie, Texas, with a first lieutenant's commission.

Many months were spent training in various parts of the United States, and soon before going to North Africa he was promoted to captain and a company assigned to him. He and his men took part in the Salerno invasion, during which he was taken prisoner and then escaped. After a brief period he returned to combat as a company commander once more.

By HOMER BIGART

By *Wireless to the Herald Tribune*  
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WITH THE FIFTH ARMY IN ITALY—Two American infantry officers captured by the Germans at the Salerno bridgehead returned to their regiment with one of the most dramatic escape stories of the war.

Capt. Carl R. Bayne, of Yoakum, Texas, and First Lieut. Julian R. Quarles, Jr., of Staunton, Virginia, leaped from a German prison train carrying them toward Rome. They plunged blindly into a moonless night—an experience comparable to stepping out of an airplane without a parachute.



CAPT. C. R. BAYNE

Narrowly missing one precipitous spot where the main line from Rome soars over a succession of wild ravines in the ascent from the Campania plain, they had a lucky short flight and a soft landing.

They lay still in a ditch while the black procession of freight cars rattled by. The last car was filled with German guards, but nothing happened. When the train disappeared over the crest, Quarles put his ear against the rail until the humming ceased, and then whistled softly. Quarles picked himself up, found Bayne shaken but uninjured, and the two groped along the ditch, retrieving two canteens they had thrown out before jumping.

They climbed the embankment and saw two barriers silhouetted against the sky. The one to the east Bayne identified as a high range of the Apennines. In the direction of Naples was a smaller range, so Bayne and Quarles set out southward, hoping to reach the cover of the hills by dawn. It was then 11 o'clock.

The officers, who had subsisted for a week on prison fare, macaroni and water, had saved a small piece of German bread, a pepper and a handful of macaroni. The night was cold and they had given up their underwear to make bandages for wounded American prisoners.

Bayne guessed they were near Taverna Nuova, 40 miles north of Naples and 60 miles from the nearest American outpost. The officers decided to follow a trail which presently merged with the high road between Naples and Rome. Along this major enemy supply route traffic, happily, was light. Bayne and Quarles hid in a ditch at the sound of approaching trucks and later walked boldly past a parked truck in which Germans were sleeping.

As parked vehicles became more frequent the officers set off again across the fields, their progress punctuated by relays of barking dogs. At three a.m. they crawled down the thorny bank of the Pucciano and crossed the knee-deep stream. Half-dead with fatigue, their hands swollen and bleeding, they crept into a poplar thicket and slept.

Seven days before, in the darkest hours of the Salerno battle, Bayne and Quarles were standing on a ridge before Persano. Field Marshal Kesselring had thrown in the main weight of his counterattack against the Fifth Army. Surrounded by tanks, with 22 of his men killed and 68 missing, Bayne found himself and Quarles in a column of prisoners marching toward the rear of the German line.

"The guards kept warning us that 12 would be shot for every one who escaped," Quarles said.

Finally, a German truck picked up those unable to walk and they were taken to a prisoners' enclosure for the night. "We received no water and had nothing to eat," Quarles said. "A German officer apologized for the lack of food, saying the country was poor and the living hard around there. Then a German foraging party brought in a cartload of goat and sheep carcasses and a shank of beef. We didn't get the beef; we got the goats."

Later Bayne and Quarles, with 10 other officers, were taken to Benevento by truck—an all-night ride, broken by several halts as Allied bombers swept overhead. In Benevento, Bayne, a mechanical engineer in civilian life, sabotaged a lathe. Macaroni and water again was the fare.

During a two-day trip to the main prisoner collecting depot at Capua, 10 loaves of bread were distributed among 20 officers as an additional ration. The officers rode in trucks, but the enlisted men, many of whom had bleeding feet, had to walk.

At Capua the German officer in charge warned that five prisoners would be shot for every one who escaped. When an American colonel remonstrated that such action would be contrary to the Geneva convention, the German snapped: "This is the 16th Division of the Panzer Grenadiers, which fought on the Russian front. We do things the Russian way."

One morning the Germans issued one-third of a loaf of bread to each prisoner and announced that



(Left) An incident at Munda in which an Indianapolis District boy is said to have participated was the basis for this poster. Japanese behind the lines mutilated wounded men. Five took turns bayoneting one man



★  
(Right) 1st Lieut. Donald Musson, of New York District Sales, in the camouflaged clothing he wore in New Britain campaigns during which he was commended for singular leadership, conduct, and devotion to duty

all were to march 12 miles northwest, there to board a train for Germany. The officers received a cupful of grain coffee and macaroni and water.

Bayne and Quarles were put in the first car with 23 other officers. All afternoon the loading of prisoners continued. Quarles watched a British officer sidle off into a field, duck among trees and escape.

"It was dark when we pulled out," Quarles said. "We heard guards slam doors, but when they came to ours they couldn't lock it. Yet they never placed a guard inside, and as soon as the train started we began to plot our escape."

Quarles said he jumped first and Bayne followed immediately. Days later they heard the crash of American artillery blasting Formicola, five miles down the valley from Naples.

So, after 33 days behind the enemy lines, Bayne and Quarles were removed from the missing list. Both are married.

### *He Helped Make History*

**T**ECH. CPL. Bennie Ashton, former Office Boy for Indianapolis District Sales, according to reliable information participated in one of the most dramatic incidents of warfare in the Southwest Pacific—one so revealing of the enemy's disregard of the rules of warfare that the Army made a poster of it.

The action took place during the battle for Munda, New Georgia, when 11 men held off 300 Japanese in a seven-hour night attack and killed 175 of them.

Ashton, in a medical battalion, was one of a number of unarmed litter bearers who got some wounded back to safety while Japanese troops, taking advantage of a period when white-hot American machine guns were cooling off, bayoneted 20 wounded men on litters and hacked them with machetes.

The few fighting troops were guarding a water-hole when they and about 140 casualties were cut off by the Japanese. Nearly 100 walking wounded were able to take care of themselves, but 20 litter cases were hidden in the jungle by a detail of 25 men including Ashton, according to the story. The 11 fighters held back all but a few Japs who managed to filter through and mutilate the other 20 helpless wounded men.

### *Meritorious Work at Munda*

**A**NOTHER Munda campaigner who made a name for himself is First Lieut. Donald MacMillan Musson, former Chief Clerk to State Superintendent, New York District Sales, a member of the Marine Corps. Lieut. Musson's duties in his Marine aviation unit had included those of ordnance officer, chemical warfare officer, and ground defense officer.

A letter by Brigadier General Francis P. Mulcahy of the Marines officially commending Lieut. Musson read:

"While serving as camp maintenance officer . . . at Rendova and Munda, New Georgia, your performance of duty was carried out with extraordinary

achievement. Your qualities of leadership, distinguished conduct, and attention to duty in the face of strafing and bombing attack by the enemy were an inspiration and contribution to the high morale of the men in your charge. No matter how difficult your assignments were you accepted them cheerfully. Your tireless and unceasing efforts in surmounting obstacles, made more difficult by limited facilities, adverse weather, and enemy attacks, contributed greatly to the safety and comfort of the personnel of this command. Your conduct at all times was in keeping with the highest traditions of the United States Naval Service."

### *Milestones of the War*

**L**IEUT. COL. John H. Lapham, a Director of The Texas Company, formerly in charge of the flight officer and air crew section at Randolph Field, San Antonio, Texas, has been named assistant chief of staff, A-2, of the Army Air Forces Central Flying Command.

John L. McGinnis, formerly of Craig Works, Craig, Colorado, besides being promoted to the rank of captain in command of an infantry company in Italy, has won the Purple Heart and several Oak Leaf Clusters.

Quartermaster S. L. Malone, formerly Stenographer, Tampa Terminal, was among the crew of the U. S. S. SC 530 commended for a courageous rescue of all survivors of another war craft stricken during the assault on Sicily.

### *Noack, Shot Down, is Prisoner*

**I**N THE refinery town of Port Arthur, Texas, they didn't give up hope that First Lieut. John Paul Noack was still alive. John was born there, lived there most of his life, and was president of the Port Arthur Little Theater for a time. He was a Stenographer in the Shipping Department at Texaco's Port Arthur Terminal before entering the armed forces March 23, 1942.

For a while after the story below appeared in print, he was listed as "missing in action" by the Army Air Forces. John was the co-pilot who—in a story in the Winter Number of THE TEXACO STAR—was aboard the "jinx bomber" *Sis* the time she nearly lost her fourth wing. Remember? They called *Sis* the "flying chapel" because of the many aerial prayer meetings held aboard her.

After Noack was promoted to first pilot and was flying his second mission in his own ship, he saw *Sis* finally shot down over Schweinfurt. *Sis*'s crew members bailed out, and some were reported as prisoners.

John's ship came back severely damaged, with one crew member seriously injured. Two days later, in the "flying chapel" tradition, they christened her the *Bless-'Em-All*. She flew on several other missions without mishap, but failed to return from a raid over Emden. Port Arthur folks were worried for a while, but the German radio reported John Paul Noack a prisoner and later his mother received a letter from him saying he was unhurt and was being well treated.



John P. Noack

Reprinted by permission from  
The Port Arthur News

Some basis for hope that First Lieut. John Paul Noack is still alive is contained in a letter received by his mother, Mrs. Bertha M. Noack, 2922 Eighth Street, from Lieut. Col. Dudley H. Fay, who had a son on the same Flying Fortress as Lieut. Noack. The bomber failed to return from a mission over Emden, Germany.

Col. Fay thinks that at least some of the members of the crew have a good chance of being alive. Col. Fay wrote:

"Here are the complete details as I get them from Col. Robinson, commanding officer of John's division, who was in the first element leading and John was in the second element following:

"They came in high over the target and the flak was extremely heavy, and your son's number two engine got a direct hit which completely knocked it off the plane. They were thrown partially over from the impact and plenty of oil and gasoline was seen to come out. However, John righted the Fort and continued the short distance he had to go in order to be directly over the target, whereupon he released his bombs and started for the Holland border under what looked like complete control. His ship was definitely not on fire, but steadily losing altitude and unable to keep up with the formation.

"Col. Robinson circled them in order to afford them as much protection as possible, but when John continued to lose altitude, Col. Robinson could not jeopardize the entire element and had to continue on.

"Their Fort continued on down to what looked like about 18,000 feet, and it was there that one parachute was seen to open, although they were not sure."

After evaluating all the information, Col. Fay suggested the crew landed somewhere in Holland or Belgium and have either been taken prisoners or are trying to make a run for it, "which they will certainly do if there is a chance," he said.

# STAR PATRIOTS

## KILLED IN ACTION OR DIED IN SERVICE

CAPT. CARL R. BAYNE, who was employed as an Assistant Master Mechanic by Texas-New Mexico Pipe Line Company before obtaining a military leave of absence, was killed in action in Italy January 21, 1944. His picture and an account of his escape after being taken prisoner appear on page 19.

SCT. JOSEPH A. BUSTI, on military leave of absence from the Refining Department, Engineering Division, New York, where he was a Stenographer, was killed December 22, 1943, in the accidental crash of a transport plane in India. A member of the Army Air Forces, he had been active in Africa in the ferrying service, and was later connected with the headquarters staff in India. He had recently resumed his flying duties as a radio operator on transport planes carrying supplies to Burma and China, and had been made a sergeant only a month before his death. He was a holder of the Air Medal.



JOSEPH A. BUSTI

CORP. ROBERT F. BUTLER, JR., 22, paratrooper in the United States Marine Corps, was killed in action December 9 in the South Pacific. He was on military leave of absence from his job as a Truck and Tractor Driver, Port Arthur, and enlisted in the Marines August 3, 1942.

HUGH GUTHRIE, Clerk, Caltex Limited, was killed in action October 20, 1943.

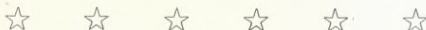
CAPT. MARK HANNA, Contact Filter Plant Operator Helper, Refining Department, Port Arthur Works, was wounded February 8, 1944, in action at Anzio, Italy, and died February 14.

LIEUT. WALTER D. HATT, on military leave of absence as a Roustabout and Clerk-Radio Operator in the Louisiana-Arkansas Division, Producing Department, was killed in action in the Central Pacific on December 5, 1943. He was a member of a raider battalion of the United States Marine Corps, in which he enlisted October 20, 1942.

R. E. ISAACS, JR., Storeman, Caltex Limited, was killed in action December 14, 1943.

SCT. ALBERT A. KNIGHT, Mechanical Assistant, Engineering Research Department, Beacon Laboratory, Refining Department, and a two-year veteran of the South Pacific campaign, died January 2 in a hospital in California from illnesses contracted in the Tropics. He was 29 years old, and left the Laboratory on a military leave of absence January 24, 1941. He served with an Army Air Forces photo squadron throughout the campaign which resulted in the capture of New Guinea areas held by the Japanese, and afterward was stricken several times by dengue fever. He was finally brought to California for treatment, where it was learned he could not recover.

P. A. LAWRENCE, Investment Clerk, Caltex (Africa) Limited, was killed in action in December, 1943.



WORD that the following employes on military leave of absence had given their lives for their country came after the cover of this issue, bearing the service flag, had gone to press:

P.F.C. LOUIS GINETTI, Refining Department, Lockport Works, February 29, at Anzio, Italy.

S.SCT. JOHN IRVING KIRKHAM, Refining Department, Lockport Works, April 20, in "tank action."

LIEUT. WALTER E. RICE, Producing Department, Louisiana-Arkansas Division, March 17, at Bougainville.

LIEUT. LYLE CHARLES SWARTHOUT, Refining Department, Mobile Terminal, March 30, near Bainbridge, Georgia.

LIEUT. ROBERT W. THORBORG, Refining Department, New York, February 24, in Alaska.

SCT. ARTHUR JOHN TWEEDL, Refining Department, Port Arthur Works, March 8, in the European theater of operations.



WILLIAM J. MOORE, JR.



ERNEST E. BOSL, JR.



GEORGE AYERS, JR.



GEORGE F. WALL

CECIL G. MOTLEY, Assistant Agent, Caltex (Africa) Limited, was killed in action December 2, 1943.

PVT. GEORGE F. WALL, Laborer and Insulator from Providence Terminal, Refining Department, died November 13, 1943, in the North African area, as a result of wounds received in action.

THOMAS D. WALSH, Operating Assistant, Caltex Limited, was killed in action November 29, 1943.

### MISSING

STAFF SGT. GEORGE AYERS, JR., on military leave of absence since February 25, 1941, as Laborer in the Shipping Department, Case and Package Division, Port Arthur Terminal, has been reported missing in action since an air raid over Germany on January 29. Ayers, 24, was a turret gunner on a B-29 and was crew chief of his plane.

ENSIGN ERNEST E. BOSL, JR., United States Navy, was reported missing in action after a battle in the Gilbert Islands during which the escort aircraft carrier *U. S. S. Liscome Bay* sank immediately after being hit by a Japanese torpedo. Bosl, on military leave of absence, was an attorney in the Legal Department office at Fort Worth, Texas.

LIEUT. WALLACE P. CURRIE, Stenographer, Legal Department, Houston Office, has been missing in action since January 22, 1944, when he was pilot of a photo-reconnaissance plane over Italy.

### PRISONERS OF WAR

H. G. AVIS, General Foreman, Caltex (India) Limited, has been reported a prisoner of war.

HUGH E. BRANCH, previously listed as missing in action, has now been reported a prisoner of the Japanese since April, 1943, when he was captured in the Philippine Islands. He was a Truck Driver in the Cut Bank Field, Montana, for the Producing Department.

P.F.C. WILLIAM J. MOORE, JR., who worked as a Laboratory Helper (Tester) in the Refining Department, Port Arthur Works, is in the Japanese Philippine Military Prison Camp No. 1.

JOHN PAUL NOACK, previously reported missing, is a prisoner in Germany. (See story, page 21.)

LIEUT. CHARLES E. SWEENEY, Accounting Dept., Butte District Office, previously reported missing in action, is a prisoner of war in Germany. While his bomber *Big Chief* was in a bombing raid over Kiel, it received a direct hit from one of a swarm of Nazi fighter planes. Crew members took to parachutes, landed in the North Sea, and were picked up by enemy patrol boats.

### EMPLOYEES IN SERVICE AS CIVILIANS

B. W. BELL, Stillman Helper No. 1, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

R. C. BENFIELD, Gauger, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

L. H. BLANKENSHIP, Tank Inspector, The Texas Pipe Line Company, Oklahoma Division: Tank Inspector, War Emergency Pipelines, Inc.

DON BLANTON, Gas Plant Compressor Operator, Refining Department, Port Arthur Works: Compressor Operator, Neches Butane Products Company.

R. BODEMULLER, JR., Pumper, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

E. C. BREHMER, Administrative Assistant to Vice President: Assistant to Industry Members, National War Labor Board.

HANFORD W. BRIAN, Stillman Helper, Refining Department, Lawrenceville Works: Assistant Operator, Neches Butane Products Company.

**EMPLOYEES IN SERVICE  
AS CIVILIANS**

*(Continued  
from page 23)*

SAM R. BRIDGES, Welder-Foreman, The Texas Pipe Line Company, North Texas Division: Welding Instructor, U. S. Army Welding School, Fort Crook, Nebraska.

E. H. BROWDER, Representative, Sales Department, Chicago District: Co-Chairman, Office of Defense Transportation, District 8.

G. R. BRYANT, General Manager, Refining Department, New York: Director, Neches Butane Products Company.

LEWIS S. COBURN, Experimental Laboratory Operator No. 1, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

GORDON B. CROW, Welding Inspector, The Texas Pipe Line Company, North Texas Division: Instructor, U. S. Army Welding School, Fort Crook, Nebraska.

CHARLES J. CURTIS, Fireman, Refining Department, West Tulsa Works: Head Operator, Neches Butane Products Company.

A. R. DAVISON, Agent, Sales Department, Boston District: Terminal Coördinator, Petroleum Administration for War.

R. J. DEARBORN, President, Texaco Development Corp., New York Office: U. S. Navy Department.

R. L. FIFE, Press Operator, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

MELVIN J. GRESS, Tankage Inspector, The Texas Pipe Line Company, East Texas-Louisiana Division: Tankage Inspector, War Emergency Pipelines, Inc.

J. C. GRIFFIN, Stillman Helper, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

M. R. HARPER, Stabilizer Operator, Refining Department, Port Arthur Works: Assistant Operator, Neches Butane Products Company.

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E. L. HILLIARD, Stillman Helper, Refining Department, Port Arthur Works: Operator, Neches Butane Products Company.

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L. C. KEMP, JR., Assistant Manager, Refining Department, Technical and Research Division: Consultant, War Production Board, Office of Production Research and Development.

R. R. KIBBE, Acting Manager, Sales Department, Territorial Office, Chicago: Petroleum Administration for War, Distribution and Marketing Committee for District 2.

J. S. LEACH, Vice President, Executive Office, Houston: Petroleum Industry War Council.

M. H. LEE, Gas Plant Compressor Operator, Refining Department, Port Arthur Works: Compressor Operator, Neches Butane Products Company.

J. T. McHUGH, Representative, Sales Department, Boston District: Member, Petroleum Industry Committee, Office of Defense Transportation.

S. E. McKEE, Manager, Insurance Department, New York Office: Chairman, Insurance Committee, Neches Butane Products Company.

JOHN F. OLSEN, Master, Marine Department: War Shipping Administration.

W. F. PAUL, Assistant Manager, Sales Department, Pacific Coast Territorial Office: Petroleum Administration for War, Sub-Committee of District 5 Marketing Committee.

G. W. SCHWERT, Assistant Manager (Industrial Relations), Sales Department, Territorial Office, Chicago: Industry Panel Member, Regional War Labor Board.

C. O. STRAHLEY, Manager, Personnel Department, New York Office: Member, Sub-Committee on Manpower, Petroleum Industry War Council.

W. M. STRATFORD, Vice President and General Manager, Texaco Development Corp., New York Office: Patent Committee, Neches Butane Products Company.

JAMES TANHAM, Vice President, Executive Office, New York: Chairman of Public Relations Committee, Neches Butane Products Company.

JOHN R. WALKER, Assistant Manager (Industrial Relations), Sales Department, Territorial Office, New York: Industry Panel Member, National War Labor Board.

A. F. WARD, Representative, Sales Department, Boston District: Supplies and Distribution Committee, Petroleum Administration for War.

CHARLES WORLEY, Assistant District Manager (Operations), Sales Department, Boston District: Petroleum Administration for War, Supplies and Distribution Committee.



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Texaco Engineers Drill Down into  
Davy Jones' Locker for Petroleum

**D**OWN into the oil-bearing formations beneath coastal waters  
sinks the drill pipe in search of oil.

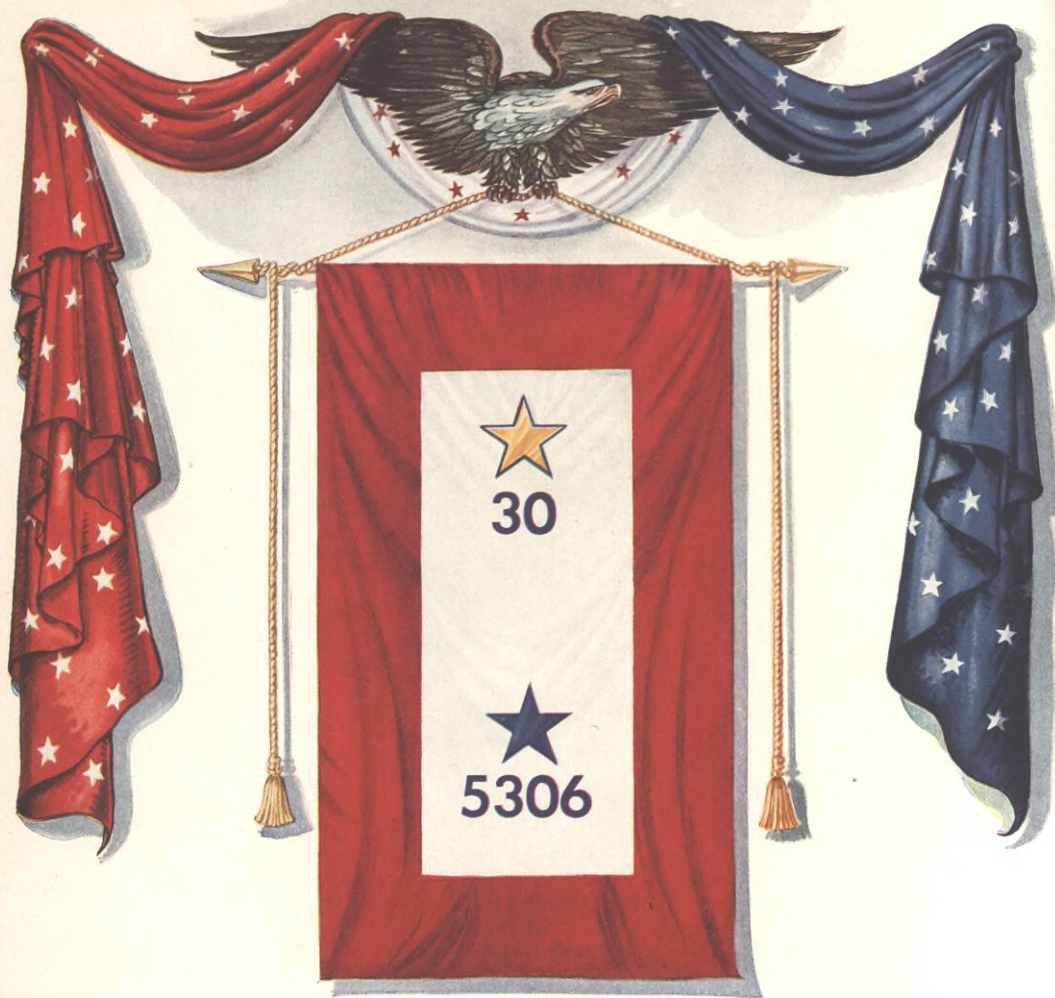
It got there with the help of a strange kind of barge—a barge that is sunk to rest on the bottom of swamps or lakes. It is called a *submersible drilling barge*, and was developed by Texaco engineers to drill for oil under water.

Resting on the bottom, the submersible barge forms a firm foundation for drilling machinery. After the well has been drilled, the barge is refloated and moved away to another location, leaving the pipe in position to bring up new supplies of precious oil.

This is one of numerous ingenious devices developed by Texaco to speed up production of oil, now so urgently needed by the fighting forces of Democracy. At Texaco refineries, this all-vital oil is converted into *100-octane aviation gasoline*, into *quality fuels and lubricants* for all kinds of vehicles, into *toluene* for high explosives and *butadiene* for synthetic rubber.

When peace comes, the lessons learned in Texaco's great war job will be applied to making finer fuels and lubricants for your car. A finer Fire-Chief gasoline and a greater Sky Chief gasoline are coming.

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*"We fight not to enslave, but . . . to make room upon the earth  
for honest men to live in."*—THOMAS PAINE

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Texas-New Mexico Pipe Line Company . . . . .	60
The Texas Empire Pipe Line Company . . . . .	28
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Arabian American Oil Company . . . . .	13
N. V. Nederlandsche Pacific Petroleum Maatschappij . . . . .	5
Colombian Petroleum Company and South American Gulf Oil Company . . . . .	18

