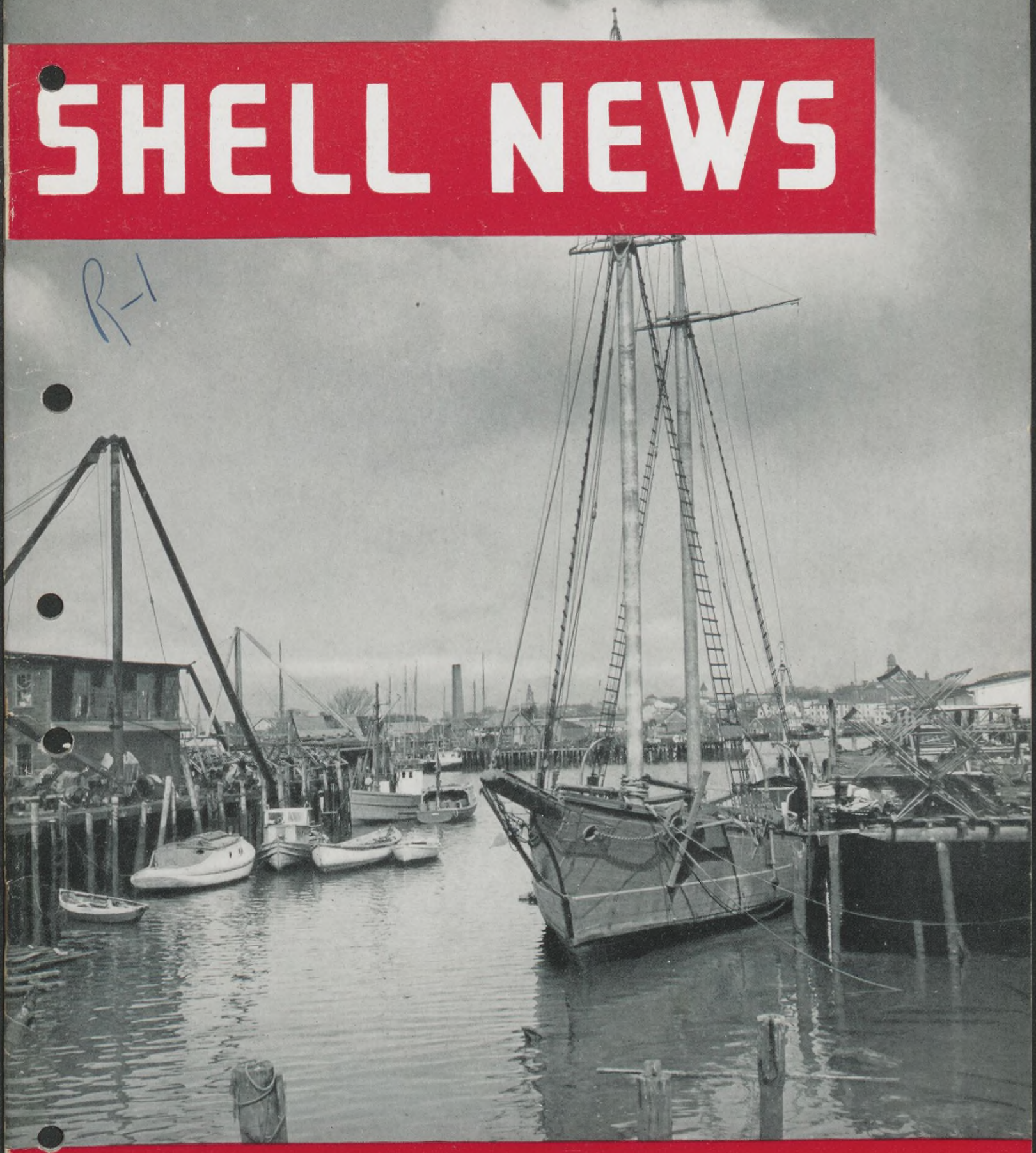
SHELL NEWS



SEPTEMBER·1947


Pete
IS A

PRIME MOVER

THAT odd-looking fellow on the opposite page — with the big, pointed head and the legs coming right out of his chin—is Pete. You've met him before, though perhaps you haven't been formally introduced. As drawn by the prominent illustrator John Moodie, Pete is full of personality—a pleasant, smiling fellow with a real sense of humor. His full name is Petroleum, and he's a symbol of the oil industry.

Pete is also the hero of a new book, called *Pete is a Prime Mover*, which Shell people will get a chance to read within the next few weeks. In pictures and words, Pete and his companions, Bill (steel billet) and Reddy Kilowatt (electricity), tell an entertaining story of how American business operates.

It's a big story, and one that is of vital importance to every person who works in American business. Pete tells what makes American industry tick . . . where the money comes from . . . where it goes . . . and why. Pete tells his own story from oil well to consumer . . . and tells how his story fits into the whole pattern of daily life.

Well qualified authorities who have seen advance proofs of *Pete is a Prime Mover* say it is a book that has been needed for a long time. Up to now, the information set forth in it was available primarily from long, dry text books on economics or from various financial publications. In this new booklet, however, Shell makes the information available in clear, simple, and interesting form.

The title was selected because Pete Petroleum is indeed a Prime Mover —a prime source of power for trains and ships, for trucks, cars, airplanes and factories. And he not only furnishes the concentrated fuel for engines of every description; he lubricates the intricate mechanisms which have made this mechanical age possible.

These things are well known to almost everyone today; not so familiar, however, are the functions of the industrial organizations which help to develop this buried natural resource into products that benefit all mankind. It is this little-known, inside story which Pete unfolds in the pages of the booklet. It took a lot of labor and over 400 different skills —your skill among them—to get Pete out of the ground and into the hands of the public. It took money, and equipment, and initiative, and ingenuity. It took the cooperation of other businesses, other industries. It took, in fact, the kind of economic system and the kind of individual freedom that is enjoyed only in America.

Pete is a Prime Mover is a primer on the economics of the oil business. Pete, a familiar Shell character to many, plays a new role as narrator in a fast-moving script. Look for *Pete is a Prime Mover* soon . . . you will find it interesting and informative.

SHELL NEWS

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

SEPTEMBER • 1947

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Shell Fuel Helped Bill Odom
Fly from Chicago to Chicago,
and Break His Own Record

Around the World in 73 Hours

BILL ODOM is the young man from Roslyn, New York, who circled the globe last month in the record-shattering time of 73 hours, 5 minutes, and 10 seconds. His exploit has fired the imagination of the world—as did, in their day, the great adventures of Charles Lindbergh, Wiley Post, and Amelia Earhart. His courage and endurance have made him a popular idol. But speed and stamina alone do not make a speed record. A staggering amount of slow, painstaking planning, checking, re-checking, and deciding was necessary before Odom could begin his whirlwind dash around the world.

Not the least of the decisions Odom had to make concerned the fuel he was going to use. He had to satisfy himself that the fuel he decided on was not only the most dependable to be had, but that the service that went with it was world-wide, competent and *fast*. When someone is trying to fly around the world in the least possible time he can't afford to spend a lot of time on the ground waiting for gas. Bill Odom decided to leave his fueling to Shell.

Odom didn't just pick Shell out of the air. Last April he had flown around the world accompanied by pen manufacturer Milton J. Reynolds and their flight engineer in the very same plane, Reynold's *Bombshell*.

Press Association

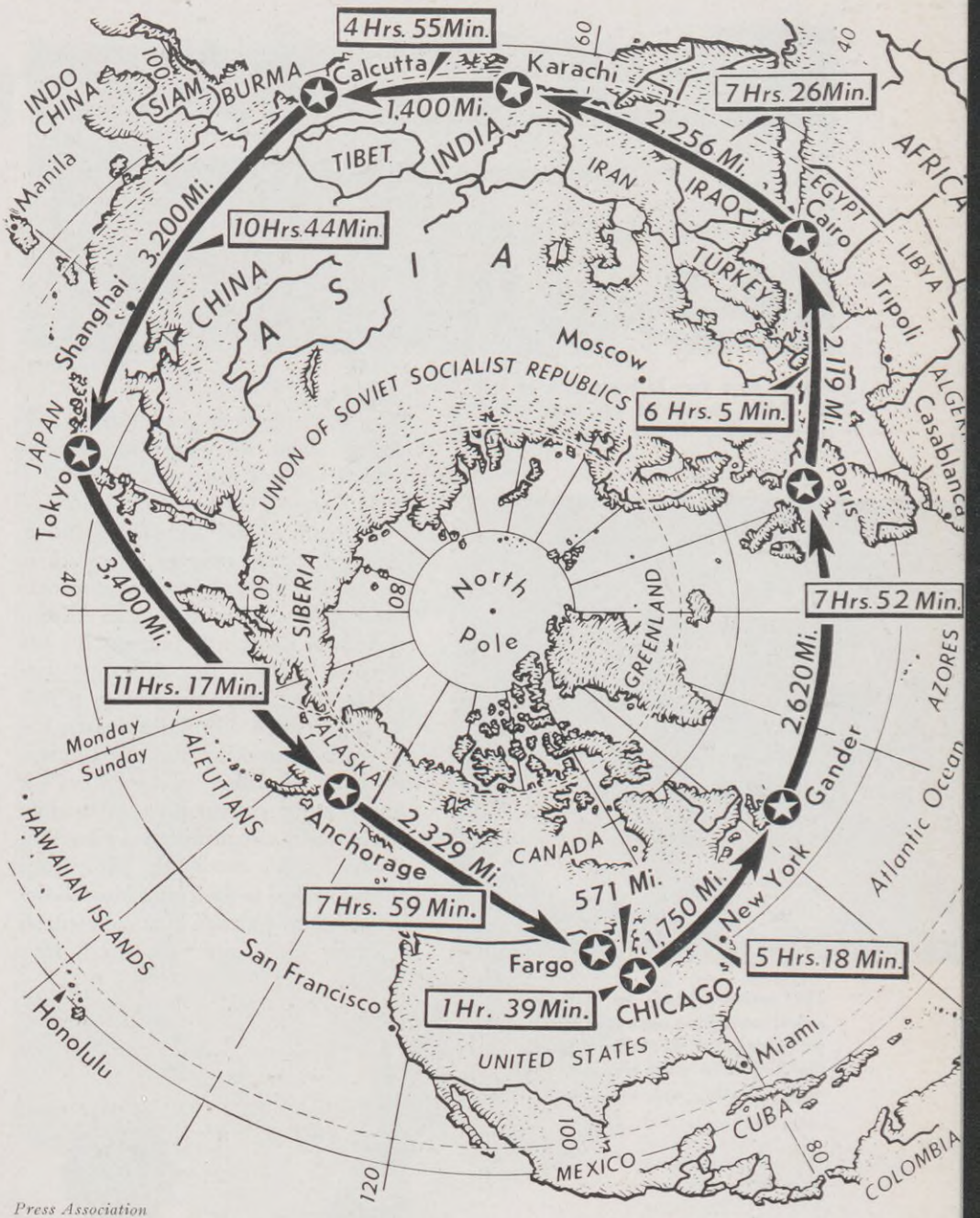
While his plane was being refueled in Tokyo, Odom stopped in at an Army mess hall for toast and coffee.

When that trip was over, Odom had set the then new round-the-world record of 78 hours and 55 minutes and had become enthusiastic about the service Shell had provided. He called it "wonderful." Right then and there he decided on Shell for his solo hop.

Odom says that one of the questions most frequently asked him concerns the "problem" of re-fueling in far-away corners of the world. Most people are sure he must have had a terrible time trying to arrange it. But Odom says, "Before I left I made one phone call to Shell. They made all the arrangements."

That Shell was able to complete arrangements through its world-wide associates and then provide him with *fast* service when he arrived, Odom considers vital. He said that improved round-the-world records reflect the improvement in ground service as well as in plane performance. On his solo flight Odom says he was able to better his own time made in the flight last April even though he spent *more* time in the air. He says, "Fewer and shorter stops made the difference." But despite his record, Odom has one complaint: "My stops would have been even shorter if the fuel system in the plane had been able to take the fuel as fast as Shell equipment dished it out." Next time, Odom insists, he'll have a fuel system that can keep pace.

And there most certainly will be a next time. There'll probably always be a next time for Bill Odom who has sometimes been accused of having aviation fuel in his bloodstream. When he was a mere lad of 13, he was moved one day to promise his hero, Wiley Post, that he, too, was going to fly around the world some day. Post had presented young Odom, whose eyes were popping with hero-worship, with an autographed piece of fabric from the famed *Winnie Mae*, the plane in which Post had just completed his round-the-world hop in 185 hours and 49 minutes. Thirteen years later, Odom, now 27 and the father of two children, has made good his childhood boast. He has also succeeded in bettering Post's time by 113 hours and 44 minutes.

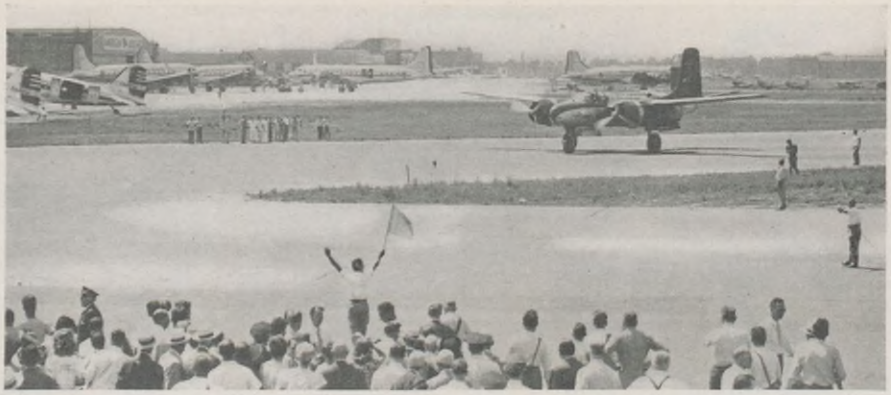


Press Association

In spanning the globe, Bill Odom covered 19,645 miles in 73 hours and 5 minutes. Actual time in the air was 63 hours and 15 minutes. Ground time was less than ten hours.

But Bill Odom wasn't in so much of a hurry that he didn't have time for a little sentiment. Before he left Anchorage, Alaska, on the last leg of his round-the-world flight, he took that same piece of autographed fabric, attached it to a wreath, and left it as a memorial to Post near the spot where Odom's hero and Will Rogers had lost their lives in a plane crash in 1935.

During the rest of his 19,645-mile flight Odom attended strictly to business. He had to. He had more than his share of trouble. On the first leg of his flight he ran into soupy weather and had to "feel" his way into Gander, Newfoundland, by G. C. A. (Ground Control Approach). Later, in Paris, Odom had to deal with nothing more formidable than the typical French enthusiasm. The French decorated



International

Slightly more than 73 hours after he left it, Bill Odom winged his way back into Chicago's Douglas Airport as 15,000 watched.

Press Association

The excitement of her father's arrival proved too much for Odom's young daughter, Rochelle. Also at the Airport to greet him were his wife, Dorothy, and son, Ronnie.

him for physical endurance and milled about his plane in curious crowds while it was being fueled.

At Karachi, Odom ran into ceiling-zero weather and an overwhelming form of Indian red-tape. He ducked the red-tape, but had to plow through the weather as best he could. All the way from Karachi to Calcutta he was blinded by rain. But the worst was yet to come. Over the Hump, which he had crossed 102 times during the war while working for the Chinese National Aviation Corporation, a heavy bump caused his seat to slide back, short-circuiting the wire that controlled his automatic pilot. That meant he had to fly from China all the way back to Chicago by hand control. "That's what wore me out," says Odom. "If I had had to hold on six hours more (equalling his previous time) it would have been too much."

As it was, it almost finished him. Over Alaska, Odom fell asleep at 4:30 A.M., dozed fitfully until 6:00 A.M. Suddenly, at 16,000 feet, he woke up to find 19,850-foot Mt. Logan staring him in the face. He managed to pull up just in time to miss it, but he confesses that he was "scared out of his wits."

Shortly after that near-miss, he discovered that he had been flying almost due north. He lost no time getting back on the right course, but he figures that his little snooze added about one hour and 40 minutes to his time.

Finally, on August 10th, a little more than 73 hours after he had left it, he was winging his way back into Chicago's Douglas Airport. Bill Odom was nearly exhausted, even though he didn't look it, and the first thing he did, after greeting his proud wife and children, was to go to bed.

Despite his fatigue and the memory of his flirtation with death over Alaska, Odom is already planning his next "round-the-world" flight, scheduled for November. But this time, instead of flying around the world in the customary fashion, Odom plans to fly up one side and down the other —a "polar trip," he calls it. He is counting on the same able assistance with his fueling problems. Shell helped Bill Odom get around the world horizontally—safely and fast. Next November, if his hopes materialize, through weather that for the most part will be completely unknown, Shell plans to help him girdle the globe vertically.

During a round of post-flight honors and receptions, Odom arrived at LaGuardia Field, New York. Later, he was greeted at City Hall.

Acme

• Horizontal Drilling

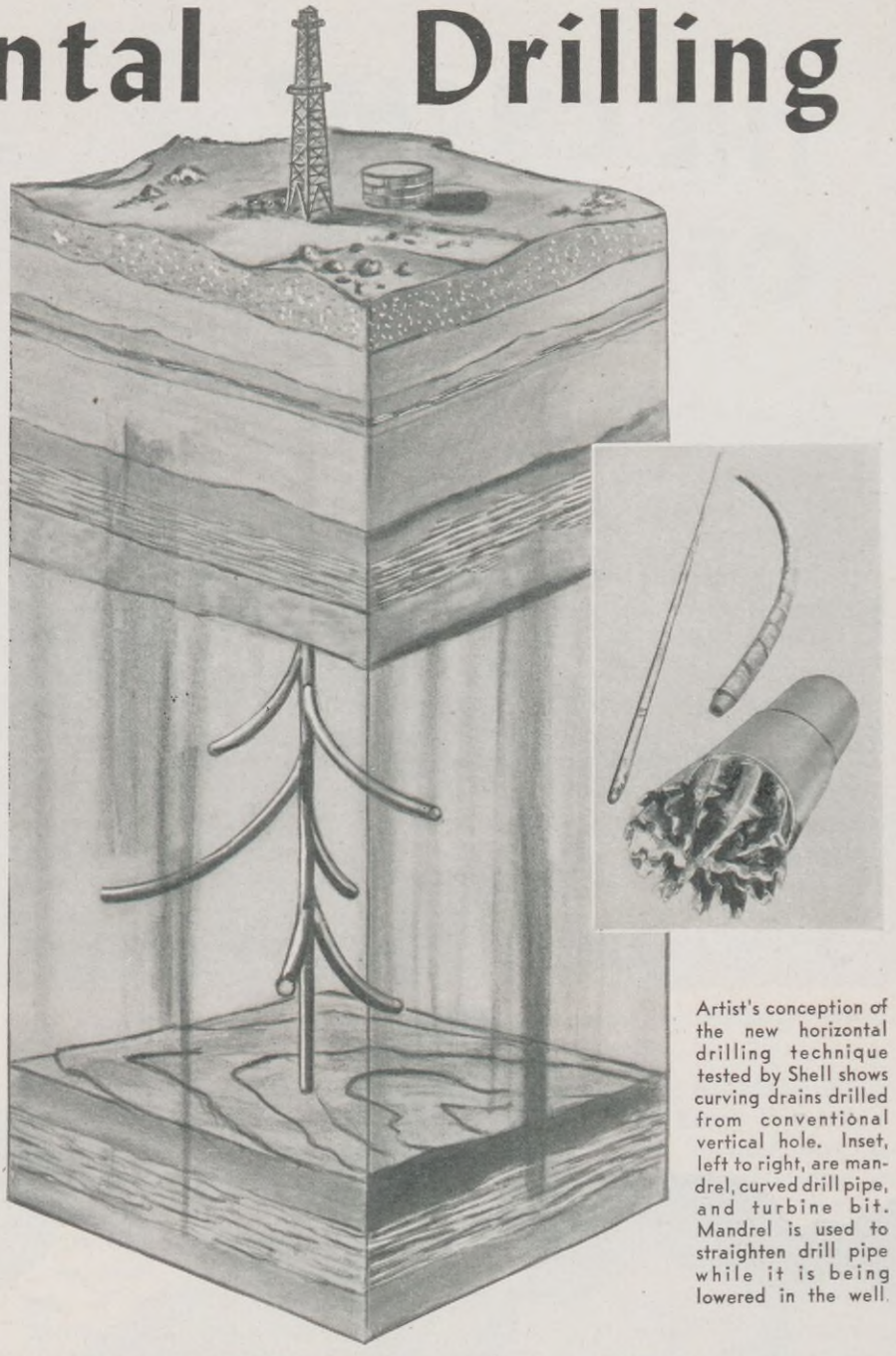
Shell uses new method in old California well

FOR almost a hundred years men have been drilling for oil, but always straight down. Only recently have they begun to drill at sharp angles and even sideways. Although this may sound strange, horizontal drilling is no crackpot scheme. Oilmen have long recognized the fact that vertical drilling was limiting the amount of oil bearing sand they could tap.

The first attempts at horizontal drilling were made in western Pennsylvania when a group of producers sank shafts into the earth and then drilled drains to increase the sand surface. But this was awkward and expensive. More recently science has entered the picture to provide improved drilling techniques.

By means of deflection drilling, wells can be drilled to inaccessible locations, such as residential areas. From beach locations, bits are deflected under the ocean floor, sometimes a mile or more from the shoreline. This is done by means of a whipstock—a piece of steel embedded firmly in the base of the vertical hole and beveled sharply on its upper end to force the bit in the desired direction. Improved techniques now permit as high as a 65 degree angle from the well location. Another technique is to drill several holes from the same well to increase the drainage area.

About a year and a half ago a California engineer, John Zublin, announced that he had developed a method of drilling horizontally from a conventional vertical hole. There are three main items of equipment on which the Zublin technique depends. These are (1) a flexible drill tube with a curved "set," (2) a mandrel, and (3) a turbine bit. The turbine bit is attached to the end of the drill tube, into which the mandrel, an inflexible straight pipe, is inserted. The mandrel is used in order to straighten the drill tube while it is being lowered into the well. When these tools have reached the spot where drilling is to start, the mandrel is disengaged from the curved pipe and is brought back to the surface by means of a cable. When this is done, the drill tube tries to resume its curved form. Consequently, the bit, instead of drilling straight down, now drills at an ever increasing angle and, as drilling continues, the bit approaches the horizontal. Shell tested Zublin's method in an old well in the Round Mountain Field of Kern County, California. The well now has nine horizontal drains open for additional production. This method is one of many constantly being tested in Shell's scientific search for oil.



Artist's conception of the new horizontal drilling technique tested by Shell shows curving drains drilled from conventional vertical hole. Inset, left to right, are mandrel, curved drill pipe, and turbine bit. Mandrel is used to straighten drill pipe while it is being lowered in the well.

THE CHAMP OF CHAMPS

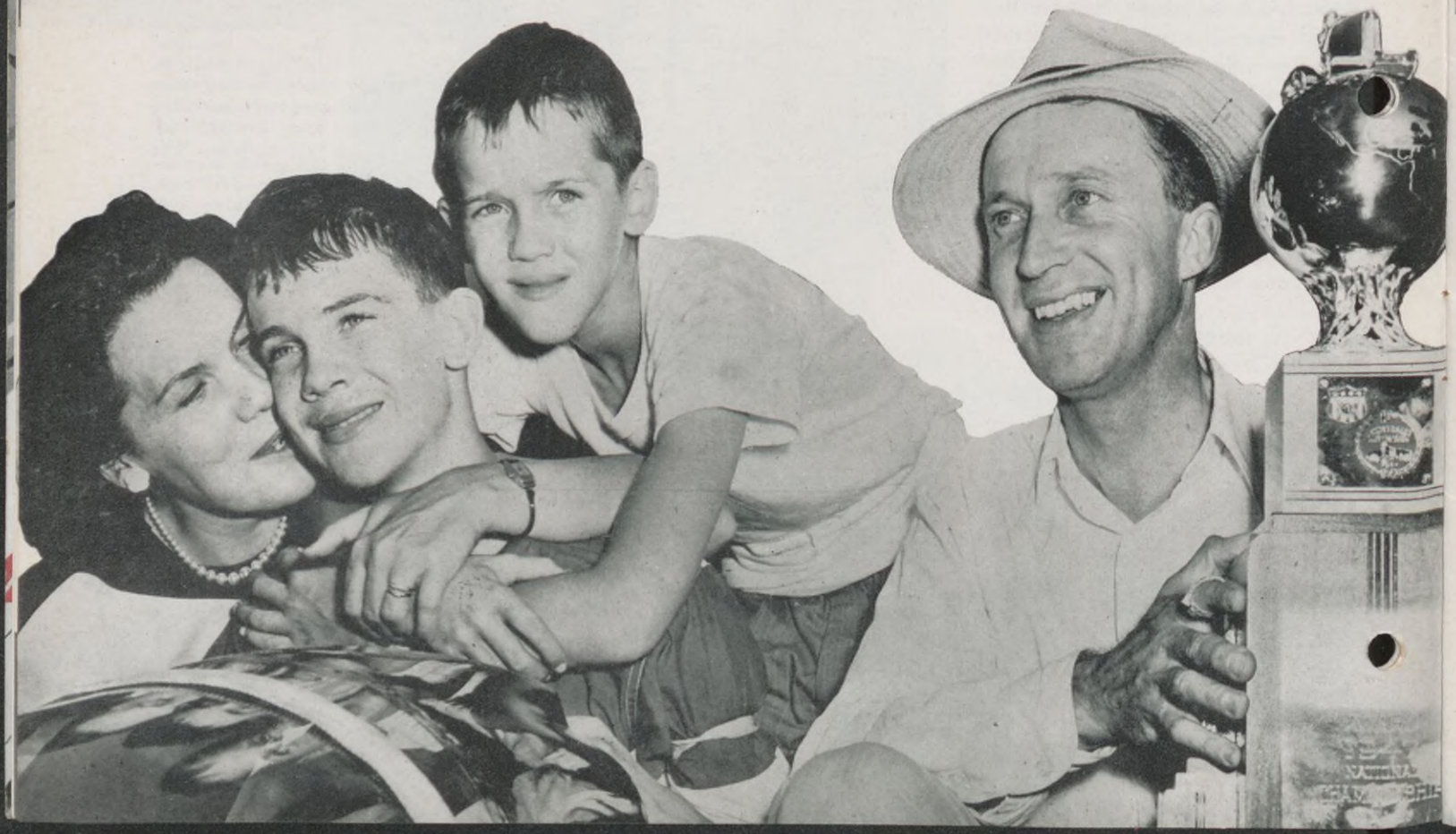
CROUCHED low in his streamlined, shiny soap-box car, 14-year-old Kenny Holmboe of Charleston, West Virginia, zoomed across the finish line at Akron's Derby Downs on August 17 in a record-breaking 26.78 seconds. That time was good enough to make Kenny the tenth annual All-American Soap-Box Derby champion.

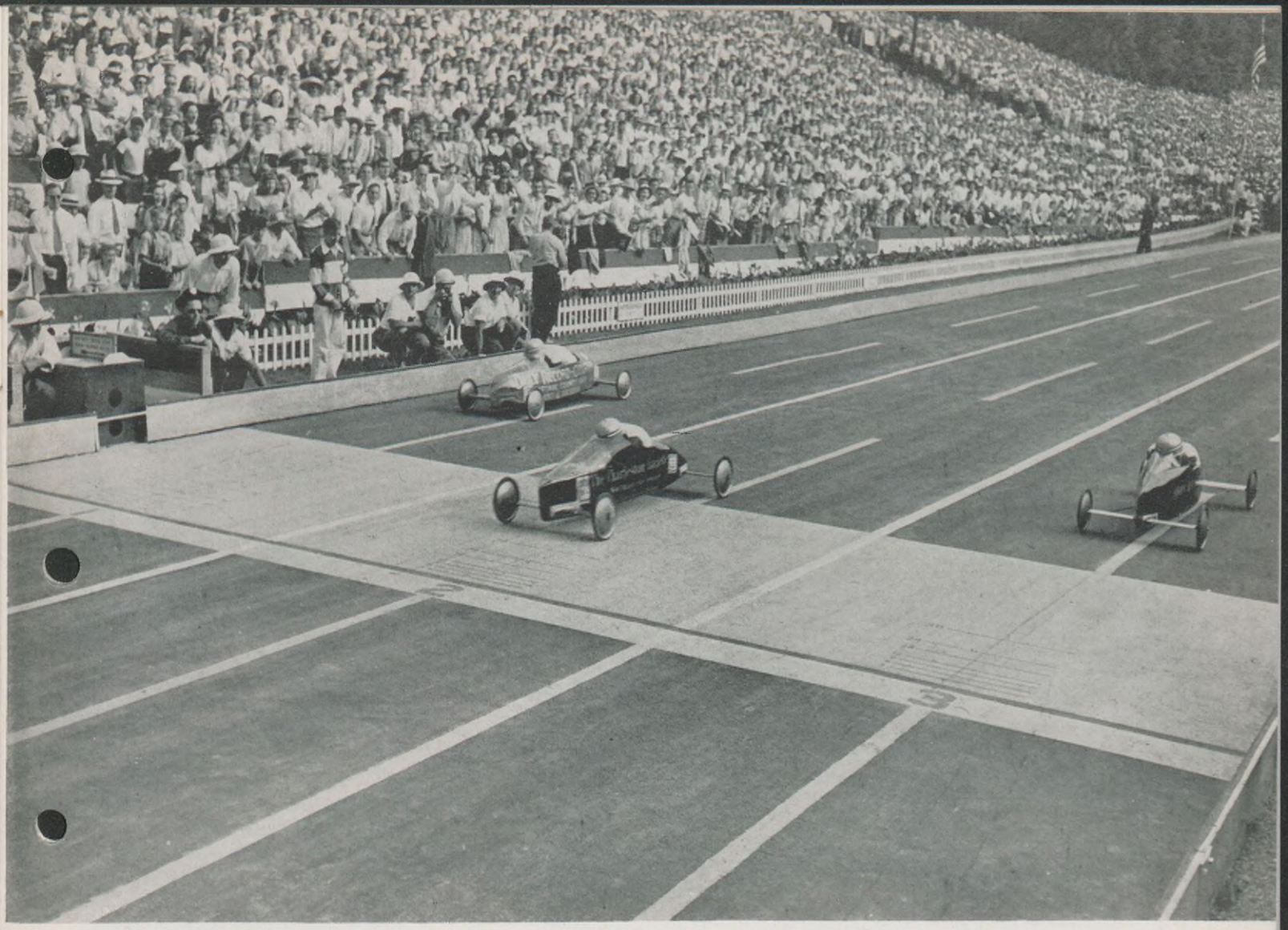
At the finish line, Kenny's mother rushed up to him, kissed him soundly on the cheek, and announced that she felt so weak she could hardly walk. As for Kenny, he was obviously delighted that he had won, but he managed to remain remarkably calm and dignified in the face of victory. Perhaps he was a little dazed—and well he might have been. In addition to glory, fame and many valuable awards, Kenny will be off to college in about four years from now at the expense of the Chevrolet Motor Division of General Motors. Like 134 other boys in Akron that day, Kenny had looked forward to winning. Now, because he *had* won, he had a lot *more* to look forward to.

Kenny was the tenth boy to have won the All-American Soap-Box Derby—sometimes called "the greatest amateur racing event in the world"—since it began back in 1934.

He was one of 135 entrants this year, all winners of local Derbies held throughout the summer in communities all over the United States, in Alaska and in Canada. At the finals, as well as most local races, Shell had taken an active part.

The Company had begun by turning over a Soap Box racer chassis to specialists at its laboratory in Sewaren, they developed a special lubricant with many of the same qualities as lubricants used in professional, full-size racers. Shell then packaged this lubricant specially, and distributed it free to Derby entrants throughout the country. In addition, custom-built lifts were provided at the track-sides, for last minute lubrication service administered by uniformed attendants. In some localities, repair service was furnished, together with a truck to carry racers and drivers back up the hill. The Company also offered prizes for the best





Kenny Holmboe, of Charleston, West Virginia (center lane), streaks across finish line to become the tenth annual Soap Box Derby Champion.

constructed wheel assemblies.

The idea for a national derby was born in 1933 from the enthusiasm of a Dayton (Ohio) News photographer who had snapped a few pictures of some youngsters in their rattle-trap soap-box cars. That photographer, who is now Assistant Advertising Manager of Chevrolet, was Myron E. Scott. He got a great idea when he saw those boys having the time of their lives in their home-made jallopies: why not organize a bunch of them and have a real race?

Scott's enthusiasm and his powers of persuasion were in top form. He convinced the Managing Editor of the *Dayton News* that the newspaper should sponsor some kind of soap-box race. It did so that very year, and the following year Chevrolet took up the idea, hired Scott, and made the derby a national event.

As usual, the race was run this year at beautiful Derby Downs in Akron. The Derby grounds can seat 50,000 spectators and provides good standing room for 50,000 more. This year's race drew one of the biggest crowds on record, estimated as high as 100,000.

Organizing a race which includes 135 contestants is not easy, but the Derby method is simple and fair. The first round was divided into 45 heats of three cars each. In the next three rounds all but three of the contestants were eliminated. These three included two Ohio boys (one of them was the local Akron champ) and lean, lanky Kenny Holmboe.

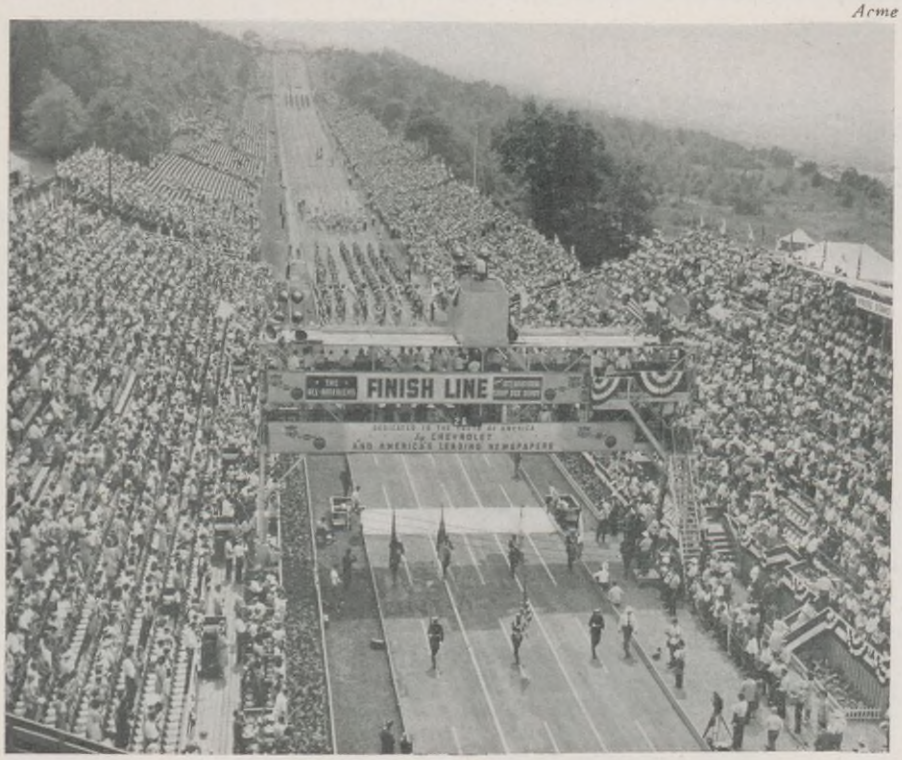
When it was all over, even the 134 disappointed contestants had had a marvelous time. For months before the big race they had been busy begging, borrowing, or salvaging all kinds of material from any source available in order to build their cars. With a greasy monkey wrench in one hand and a copy of the official Rule Book in the other, they had spent many a happy hour preparing for their local events. Before he built his car, one boy actually constructed a wind tunnel in which he experimented with three or four designs, finally selecting the one that gave him the least wind resistance. Another youngster painstakingly fashioned his car after Sir Malcolm Campbell's famous racing car, *Bluebird*.

As soon as the race was over, Kenny's mother, father and younger brother rushed to congratulate him. Next to Mr. Holmboe is one of the trophies won by his son.

At the breakfast which J. H. Doolittle, Vice-President of Shell Union, gave for 135 champs from all over this country, Alaska and Canada, the boys were more interested in Doolittle's autograph than in their breakfast. Doolittle was besieged by the youngsters, most of whom wanted him to sign their menus.

Below is a view of the colorful parade which took place before the race at Akron's Derby Downs. Doolittle, movie actor Jimmy Stewart, and Ohio's Governor Thomas J. Herbert shared the spotlight with bands, majorettes, flags, and balloons.

Acme



As the local champs arrived in Akron, either individually or in groups, they were given a hero's welcome, complete with police escort. They were whisked off to the Mayflower Hotel where they were assigned rooms. This in itself was a thrill for many of them. A good example was little Dickie Warren of Kingsport, Tennessee. Dickie's trip to Akron was his first train ride, and his night at the Mayflower was the first he had ever spent in a hotel. He was goggle-eyed.

Before the race, the boys were treated to a dizzy round of sightseeing and entertainment. They were taken to the movies, out to the Goodyear Laboratory, and to Wingfoot Lake to inspect the blimps. They were lunched and dined and barbecued and picnicked. And on Saturday morning, J. H. Doolittle, Vice-President of Shell Union, played host to the champs at an informal breakfast at the Akron City Club. The youngsters had hardly put a dent in their melons before they were besieging Doolittle for autographs. At the breakfast, each champion was presented with a white plastic mechanical pencil with a built-in vial of Shell's Special Soap-Box Lubricant.

Further to delight the hearts of the boys was the "super-colossal" parade before the big race. There were marching units in bright uniforms, bands, and prancing drum majorettes. And there were famous names, too. Movie-actor Jimmy Stewart, former Air Force colonel, took part in the parade and was an enthusiastic spectator. In another car rode Doolittle and Ohio's Governor Thomas J. Herbert. To top it all off, there were gaily colored balloons by the thousands. One bunch of balloons, which was released at the finish line, revealed behind it a group of former Soap-Box Derby champions. Every former champ was there except the 1940 hero. He couldn't attend because of "military duties."

After the race, the champs retired to Akron's huge Goodyear Hall for a banquet and for the formal presentations. In addition to Kenny's first-prize awards, runner-up "Red" Miller

Before dropping off to sleep in his hotel room at the Mayflower in Akron, Kenny Holmboe stops to think about the wonderful day he's had. Most of his trophies and awards were too heavy to take to bed with him, but his helmet filled the bill.

of Akron was presented with a new Chevrolet, and third-place winner Dick Rhoads was awarded a sound movie projector. There were seven other generous prizes to make a total of ten prize winners—ten prizes to mark the 10th anniversary of the Soap-Box Derby. And each of the 135 champs received a wrist watch and a diploma. In a short speech, Doolittle mentioned the heartache of 134 of the 135 boys present, but he stressed his definition of good sportsmanship—"to win graciously and lose courageously."

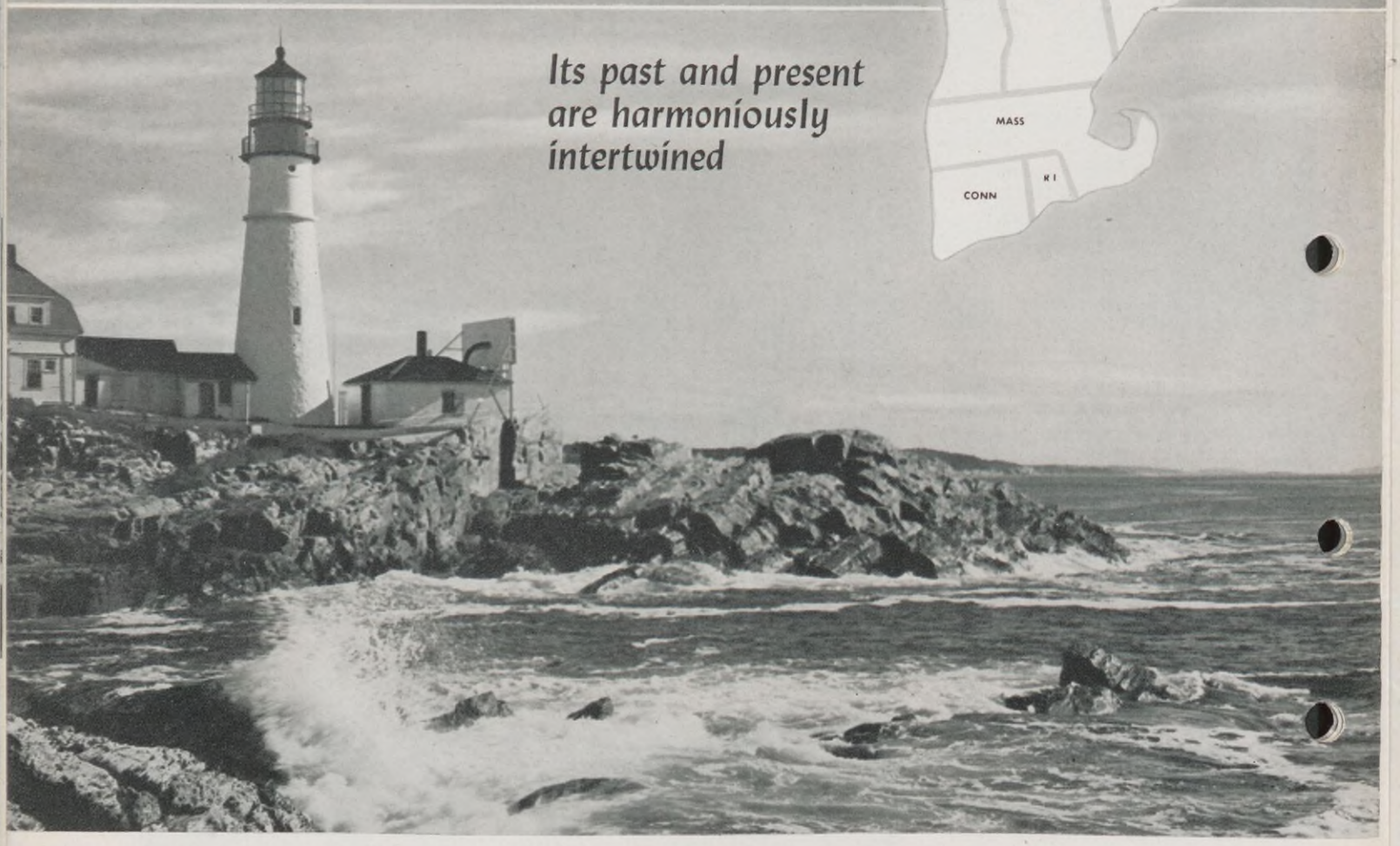
Through it all, everyhody's eyes strayed from time to time to the lanky, grinning, 14-year-old champ of champs, Kenny Holmboe, who, perhaps prophetically, had been the first champ to arrive in Akron. Kenny meanwhile may have been thinking how happy Charleston would be—Charleston, which had almost won the big race twice before, but not quite. Or Kenny may have been recalling his heartbreak the year before when he was the runner-up in the Charleston Derby, and his determination to give it another try. Or most probably, Kenny was dreaming of the time, four years hence, when he'll be a *college* freshman instead of a *high school* freshman, thanks to a lovingly-built soap-box car.

Thomas H. Keating, General Sales Manager of Chevrolet, formally presents the 1947 champion with an award at the Sunday night banquet in Goodyear Hall.

Before the big race at Akron, Shell dealers provided free Shellubrication for all local races. Here, Green Bay (Wis.) District Manager R. L. Williams, Shell Dealer M. J. Van Lieshout, Merchandising Instructor Paul Keller, and Shell Distributor R. Z. McClain help Dick Roberts get his homemade car in tip-top shape for the Green Bay race. Shell built the miniature lift, too.

New England

Its past and present are harmoniously intertwined



This lighthouse at Rockport, Maine, and many others like it all along the coast of New England, warn ships away from the rocky coast and the many treacherous shoals.

IT IS fitting that the earliest settlers of New England should have first set foot upon a rock. For not only was the bare simplicity of stone suited to the double-distilled Puritanism of the Pilgrim Fathers; the rocky debris left by successive glaciers has been a prime factor in shaping New England's way of life.

In most places, the soil of New England is just a thin film spread over layers of rock, and stones are mixed in this soil like raisins in a slice of New England brown bread. Here and there rocks crop out of the soil —in steep hillsides; in the large and small boulders strewn helter-skelter over the landscape; in the "rock-bound coasts." Countless stone walls, built with rocks laboriously cleared from the fields, divide the land into a multiplicity of tiny fields and pastures; these same stone walls provided hasty cover for New England's hardy Minute Men during the War for Independence. Today the site of author and naturalist Henry David Thoreau's cabin on Walden Pond, near Concord, Massachusetts, is marked by a pile of stones to which visitors add each year. The pile is now nearly as large as was the cabin itself; yet so plentiful are the rocks nearby that fresh waves of tourists each year have no difficulty in finding new stones within throwing distance to add to the heap.

Naturally, the barren, rocky nature of the region has had an important

effect on New England's economy. Except for a few areas, such as potato-growing Aroostook County in Maine, the tillable land is chopped by rivers and rocky hills into isolated patches, confined in narrow valleys or on gentle slopes surrounded by steeper hills. It is not a land for plantations or grain fields reaching endlessly beyond the horizon.

The rugged character of the New England landscape made itself known in the beginning, when it combined with human nature to defeat the first effort by white men for collective farming in America. In 1623, after trying communal ownership and labor for three years, the Pilgrim colonists gladly paid eighteen hundred pounds to their English backers for the right to give it up and live as individualists. New England has never forgotten that.

Plagued by Nature and unfriendly Indians, the early colonists had a difficult time of it, but they survived, and successive generations found a way to prosperity. Without a fruitful soil and almost completely devoid of mineral resources (there is no appreciable iron, coal or oil), the New Englanders capitalized on what they *did* have—an abundance of timber and plenty of good rivers and harbors—and turned their attention toward the sea. Swift, sturdy ships, built in New England shipyards from Connecticut up to Maine, carried rum to Africa; lumber, shingles, barrel staves, horses and iron ware to the West Indies; and fish to all ports, far and near. By the middle of the eighteenth century the little town of Marblehead, Massachusetts, was the headquarters of a fishing fleet of over a hundred and fifty vessels. Whalers from Nantucket and New Bedford hunted their prey from the Arctic Circle to the coast of Africa. The sacred cod had become the official emblem of Boston.

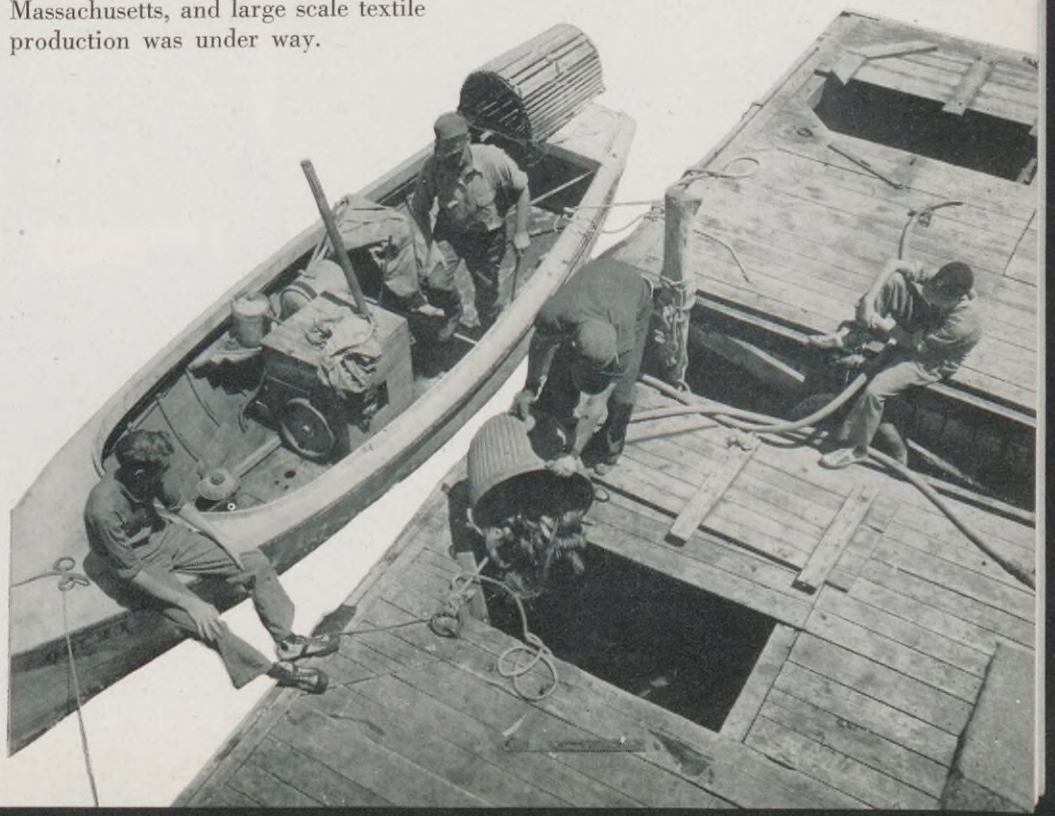
Even today, the building of ships is a major business in the region, and over one-third of the combat vessels launched in the U. S. during World War II—not to mention hundreds of merchant ships—were built in New England shipyards.

Shipbuilding in turn spurred other industries—the production of ship timber, tar, chains, rope, anchors, nails—and there had to be cargoes, too, for the ships to carry. One hundred and fifty years after the first Pilgrims had landed on Plymouth Rock, New England had been transformed into a bee-hive of industrial activity. The first cotton mill was established in 1788, the first woolen mill in 1794. In 1814, the first power loom was constructed, in Waltham, Massachusetts, and large scale textile production was under way.

Philip Gendreau

This dairy farm at West Brookfield, Mass. is typically neat and compact. Because of the thinness of the soil, much of New England's land is used, not for crops, but for pasture.

The state of Maine is famous all over the world for its succulent lobsters. Here, a catch is removed from the trap and stored in a large, sea-water tank, ready for market.



Here again it was the nature of the land—and water—that paved the way. The same rivers that helped make New England a shipping center supplied the water-power for its factories.

First in Electricity

The age of electricity came first to New England (thanks again to its water-power) and then spread over the rest of the country. It was a Boston firm that was responsible for the development of trolley-car lines and hydro-electric power. Both the General Electric Company and the Bell Telephone Company had their roots in New England. It was in New Haven, Connecticut, that the first telephone directory was published.

That singularly American contribution to the world's progress, mass production, had its origin in the standardization of parts and parts manufacture which was a late eighteenth century innovation of Connecticut clock-makers. Today, New England is noted for the variety of goods it produces—almost everything from shoes, hats and textiles to brass pipe, cannons and paper. The Connecticut River valley has been called the machine tool capital of the world, and the precision and craftsmanship of New England workers are famous everywhere.

Even the omni-present rocks have found a place in the economy. Vermont is a leading producer of marble, and New Hampshire's large stone quarries have caused it to be nicknamed "the Granite State."

Despite the great commerce and industry of New England, its good citizens have always been spurred on by the fact that they have never quite been able to achieve real self-sufficency, one of the cardinal virtues preached by the Pilgrim Fathers. Because of their unproductive earth they have forever been obliged to import food, raw materials and fuel. And this dependence on other regions has had its disadvantages. The war-time embargoes of 1812 proved ruinous to many a shipper. They were just getting their heads above water again when history repeated itself and the Civil War deprived New England's textile mills of their supply of cotton and one of their prime markets for finished products. And Confederate raiders broke up the important whaling industry.

Even in peaceful times New England has always seemed to feel a slump before the rest of the nation. Low-priced foreign goods, made by low-paid workers, have been a constant source of competition to high-quality New England products, made by workers with an ever-increasing standard of living.

Leader in Thrift

Undaunted, Yankee ingenuity has sought another way to self-sufficiency—in the savings bank, the insurance policy and the trust fund. Today, New England has the highest per capita savings of any region of the country, and the average Massachusetts savings bank (there are close to 200 of them in the state) has almost sixteen million dollars on deposit. New England is known as the home of the insurance policy, and Hartford, Connecticut, is the undisputed insurance capital of the world.

New England has recently had to solve another challenge to its security—this time, ironically, growing out of its very desire to be secure. There was a time when the bulk of lifetime savings was invested primarily in new ventures, and helped to raise New England's general level of prosperity. Then came a period when the promise—and risk—of venture investment ran a poor second to the assurances of safe, time-proved securities. Not

A. Devaney

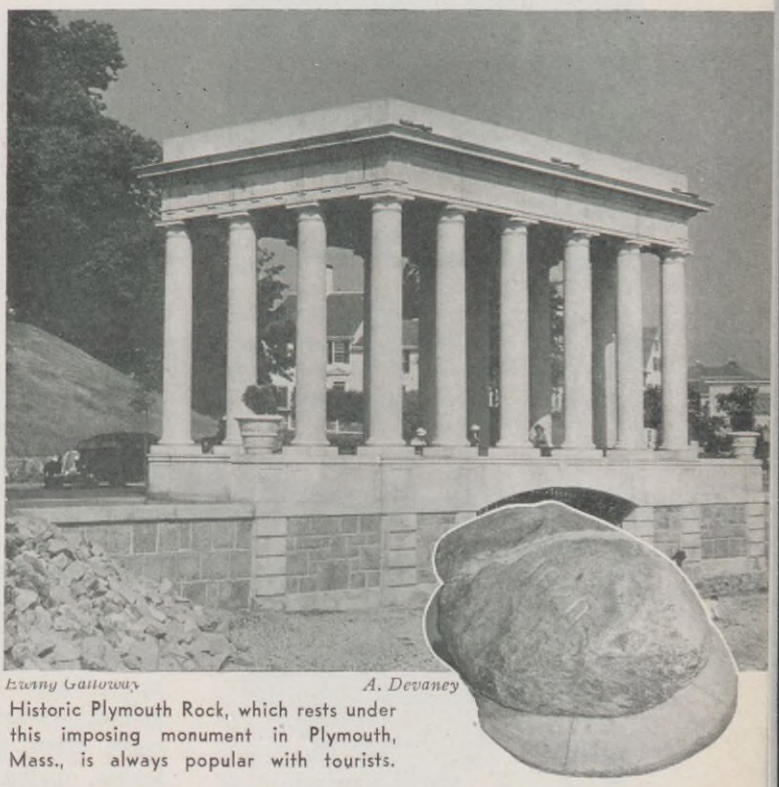
Textiles were the basis of one of the earliest of New England's many industries, and, today, the production of woolens and cotton cloth is still vital to the economy of the region. This textile mill, located in Manchester in southern New Hampshire, is on the edge of New England's industrial center.

Ewing Galloway

Shipbuilding, upon which much of the early wealth of New England was founded, is still carried on in this wooden shipyard in Essex, Mass.

Hydro-electric power stations, like this one on Otter Creek, near Vergennes, Vermont, supply much of New England with power.

Because of the rocky soil, farming in New England is a continuous struggle. One of the few large and fertile agricultural areas is in Maine's huge Aroostook County, famed for its potato production.



Ewing Galloway *A. Devaney*

Historic Plymouth Rock, which rests under this imposing monument in Plymouth, Mass., is always popular with tourists.

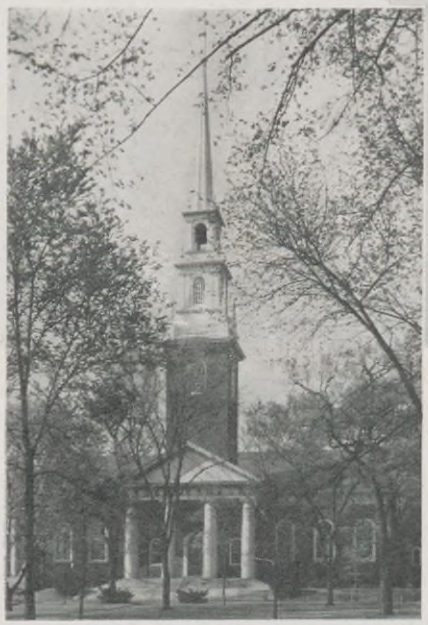
so many years ago, this threatened to stagnate the industrial growth of the area, and to let economic leadership pass into the hands of younger, fast-growing regions. That danger is passing. Today's New England understands anew the wisdom of financing new industry, and, with the successful completion of nine percent of the total U. S. World War II contracts to its credit, is embarked on an intensified campaign to regain its position as America's leading industrial area.

As a leading U. S. magazine of business said recently, "There is ample evidence that, both in spirit and in the rewards offered to pioneers, the oldest part of our national economy is really very young."

The love of self-reliance is not reflected alone in New England's economic life. It can be found everywhere, in the character of individuals. in the region's social and political ways and in its literature; its virtues are preached from every pulpit. The New England town meeting springs from it; so does New England's emphasis on education. Ralph Waldo

A. Devaney

In the deep snow of winter, inhabitants of many rural sections in New England abandon automobiles and take to the old-fashioned horse-drawn sleighs.



Memorial Church, in the Harvard College "Yard" in Boston, was built in memory of the Harvard men who died in World War I.

This typical northern Massachusetts farmer has battled the barren soil of New England all his life in order to get good crops.

Philip Gendreau

Emerson wrote an essay with "Self-Reliance" as its title. Walt Whitman echoed the theme in his poem "The Song of Myself." The notoriously self-reliant Thoreau went so far as to live by himself for a year in an isolated cabin; there he grew beans and wrote a book so others might follow his example. And when Mark Twain—himself not a New Englander—wanted to place in King Arthur's legendary court a true example of an ingenious and fully self-sufficient modern citizen, he chose, of course, a Connecticut Yankee.

The Colorful Maple

Autumn in New England transforms the landscape into a riot of color. Most of the brightest hues of yellow, orange and gay vermilion—come from the highly pigmented leaves of the sugar maple. These trees, though native to the region, have been planted even more widely by thrifty New England farmers who use their sweet sap for sugar and syrup. Vermont, where the production of maple syrup is a principal industry, has the most vivid autumn foliage of any of the six New England states.

Man has contributed to the loveliness of winter, too. Pine, spruce, hemlock and balsam retain the colors of spring the year around, and the glaring whiteness of snow is tempered by their multi-shaded green, and by the occasional golden trunks of yellow birch. Men have cultivated these trees for their lumber, and, each year as mature trees are cut down, young ones are planted to take their place.

There are more than trees to New England's beauty, of course, and hundreds of inland lakes and ponds, miles of sea-bitten coast-line, jagged, rocky peaks and gently rolling hills, all combine to attract the great rush of tourists every year. They pour into Maine to camp in its forests, to fish in its lakes and streams, and to poke around into innumerable fishing villages where they try to engage the laconic lobstermen in conversation. They swarm over New Hampshire's famed White Mountains and are surprised to find that the state has only a handful of beaches along a mere 20 miles of coastline. They discover that Vermont is the only New England state with no access to salt water, but that this is partially compensated for by Lake Champlain which forms over half of the state's western boundary. They

Rocky land such as this is found all over the region and has contributed much to the shaping of its character.

Philip Gendreau

Off the Gloucester coast, a fisherman shovels his catch into the hold for packing in chopped ice. Fishing has always been an important source of income to New England.

are delighted with the gentle beauty of Vermont's immaculate farms and with the oil-painting quality of its charming villages. And Westerners, in particular, are surprised to learn that Vermont is the only state in the Union with more cattle than human beings. They throng Connecticut's Long Island Sound beaches all the way from Greenwich to Stonington, and they crowd into Rhode Island to consort with the spirit of Roger Williams and with history.

Historic Massachusetts

They descend in the greatest numbers upon Massachusetts. There they visit everything from the Boston Symphony's Tanglewood Summer Festival in the Berkshires to the town of Plymouth across the state where they gaze down upon the patched-up rock inscribed "1620". They visit the old fishing town of Gloucester, and they try to envision the old ducking stools at Salem. After they've touched practically everything from Bunker Hill Monument to the Old North Church they find they still haven't done justice to all the landmarks of history in Boston.

Every year vacationers discover the beauty of the beaches on Cape Cod, "that long and bended arm of Massachusetts," and the artists' colony at Provincetown, on the Cape's tip. Others take the boat from Woods Hole to visit the island of Nantucket where they still find the authentic atmosphere of the old whaling days and are charmed by the old, substantial houses built with "widows' walks" on the roofs, where the anxious wives of seafaring men used to stand to scan the horizon for the sight of a familiar ship.

The attractions that make New England such a haven for tourists make it doubly enjoyable for those who live and work there. Among these are the Shell employees who man marketing depots, marine and pipe line terminals and pipe line stations in the region. They receive tanker-borne petroleum products at Fall River, Massachusetts, and pump them 65 miles to Worcester and 58 miles to Waltham. From these terminals, and from others on the opposite side of New England, in New York state, they truck the products to marketing depots throughout the six states of Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire and Maine.

These Shell installations—representatives of one of America's most modern and fast-growing industries—stand side by side with America's oldest and most historic landmarks. They, like the rest of the industry that permeates so much of New England, are examples of one of New England's principal characteristics, and principal assets: the modern era has not taken place of the old; it has simply made itself at home beside it. Like the rocks that have shaped New England's history, everything about the region bears the aspect of permanence.

Artists flock to New England to paint the varied and distinctive beauty of the region.

WOOD RIVER REFINERY

Administrative And

Policy Control Only

Director of Research

M. P. L. Love

Supt. Operations

G. C. Cunningham

Asst. Supt.

V. W. Parker

Asst. Supt.

A. H. Garrison

Asst. Supt.

J. M. Wilson

Chief Technologist

L. R. Gray

Manager Topping

W. Reydon

Manager Treating

H. J. Leamy

Manager Dispatching

G. C. Walker

Manager Lubricating Oper.

C. W. Ryan

Manager Compdg. & Shipping

E. B. Harrison

Chief Research Engineer

R. J. Greenshields

Chief Research Chemist

F. F. Farley

Manager Cracking

L. E. Border

Manager Alkylation

P. E. Malson

Manager Gas

A. J. Wood

Experimental Lab.

D. N. Claflin

The ninth in a series of Organization Charts

Shell Oil Company, Incorporated (East of Rockies Territory)

September—1947

Manager

H. D. Dale

Administrative And Policy Control Only

Financial Control

Supt.-Administrative

L. A. Lohman

Chief Engineer

J. F. Goldsberry

Office Manager

W. G. Precobb

Manager Industrial Relations

R. H. Hord

Asst. Chief Engineer

K. B. Grigsby

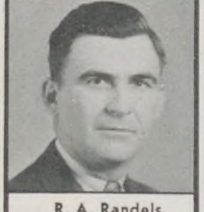
Asst. Chief Engineer

G. Derickson

Manager Stores

J. R. Branine

Manager Fire & Safety



R. A. Randels

Manager Car

F. E. Isaminger

Refinery Planning

K. A. Burge

Manager Utilities

G. N. Andrews

Manager Control Lab.

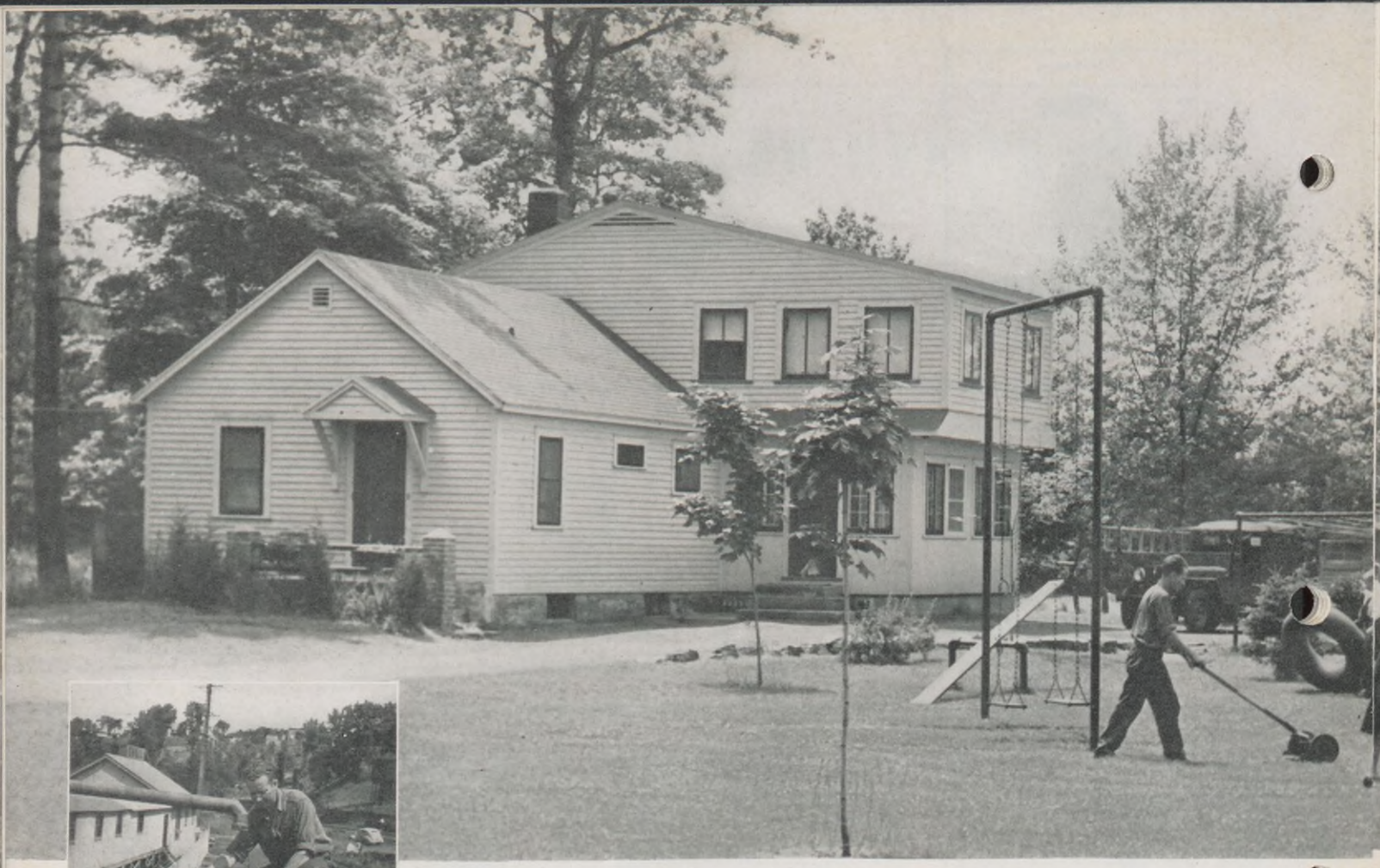
R. C. Wilbur

Manager By-Products

R. W. Carnahan

Manager Products Application

H. R. Kemmerer



On his Shell job, Boileau is known for his energy and cheerfulness.

Housing Shortage?

NOT FOR THIS SHELL EMPLOYEE

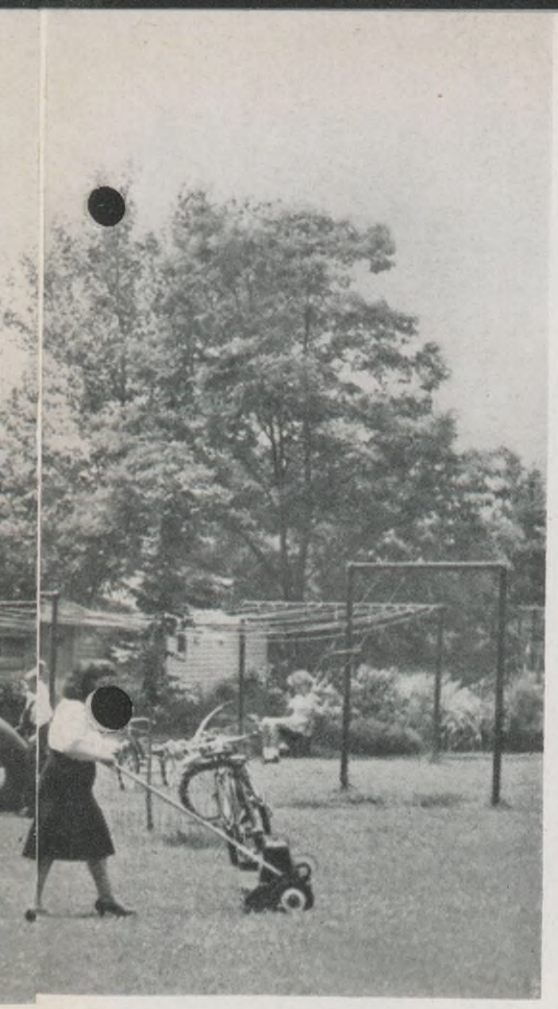
BACK in 1939, Israel Napoleon Boileau, yardman at Shell's Burlington, Vermont, Marketing Depot, and his wife Luva decided they were tired of paying rent, wanted the independence that would come with owning their own home. So Boileau set to work—without plans or blueprints—to build himself a house. That house, together with Boileau's garden, outdoor fireplace, and playground for his four children, is shown on these pages.

Boileau soon found he had a job on his hands. On week-ends and during off-hours he laid the foundation, mixing concrete in a hand-powered mixer he bought for the purpose. First to go up was the garage; here the Boileaus lived, with their first child Gary, until the rest of the house was far enough along to move in.

"We were lucky," says Mrs. Boileau. "Snow in the house while we were living in it and working in it, but not a speck of sickness. We have enjoyed every minute of building this place."

Helped only by his wife, Boileau was able to complete the outside of the house and about half of the interior before war came and, with it, war-time shortages of material. He has since been able to resume construction, and expects to have the finishing touches completed by fall. He put in insulation and electric wiring in the uncompleted portion of the second floor during his vacation this summer.

The Boileaus are particularly proud of their balance sheet. Assets: one house, estimated value $15,000. Liabilities: Not one red cent of debt.



Two-year-old Paul may not realize how hard his daddy worked to build and furnish this modern kitchen, but he obviously appreciates the cookies his mother bakes in it. Besides constructing the cabinets and laying the inlaid floor, Boileau installed all plumbing and electrical fixtures, an oil burner and hot water system in the basement and even built a clothes press

When war and materia shortages interrupted the construction of his house, Boileau had finished only the kitchen, living room, sun parlor, den and bath. He is presently completing three upstairs bedrooms and one downstairs bedroom and expects to have the entire house finished by next month.

The whole family enjoys the Boileaus' garden and helps with the work. The children, left to right, are Paul, two, Robert, four, Sandra, seven, and Gary, nine. Their neat haircuts—like the house and garden—are their father's handiwork. Boileau estimates that his knack as a barber saves him about six dollars a month, thus helping him to pay for the house.

The Boileaus' property includes a large vegetable garden from which Mrs. Boileau was able to can over 650 quarts of vegetables last year.

Continued on next page

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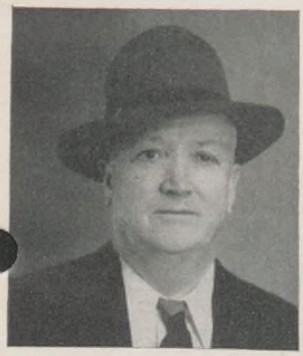
The wonder of Boileau's neighbors is that he ever finds time to enjoy all the things he has provided for himself and his family. Here he takes time out from his other chores to cook a dinner for Mrs. Boileau and the children at the outdoor fireplace he constructed in the back yard. Boileau's property now covers nearly an acre having been expanded from its original size of 150 x 300 feet by the purchase of two additional lots.

"We wanted a cheerful house," says Boileau, "so I put in plenty of windows." Working without blueprints, Boileau drew most of his ideas from other houses he had seen, and from his own imagination.

The children enjoy an occasional ride in their father's jeep when he isn't using it for chores about the house, or driving to and from work. At night the jeep is kept in the garage which also houses a good-sized workshop (10 by 20 feet) equipped with circular and band saws, drill presses, a planer, and other valuable tools.

THEY HAVE RETIRED

TULSA AREA



Fred A. West, Production

Harry A. Hendrix, Production

James W. Cowels, Production

Owen F. Robinson, Production

ST. LOUIS DIVISION

William P. Larew Operations

Henry C. Strunk, Operations

William J. Muench, Operations

Frank P. Crews, Sales

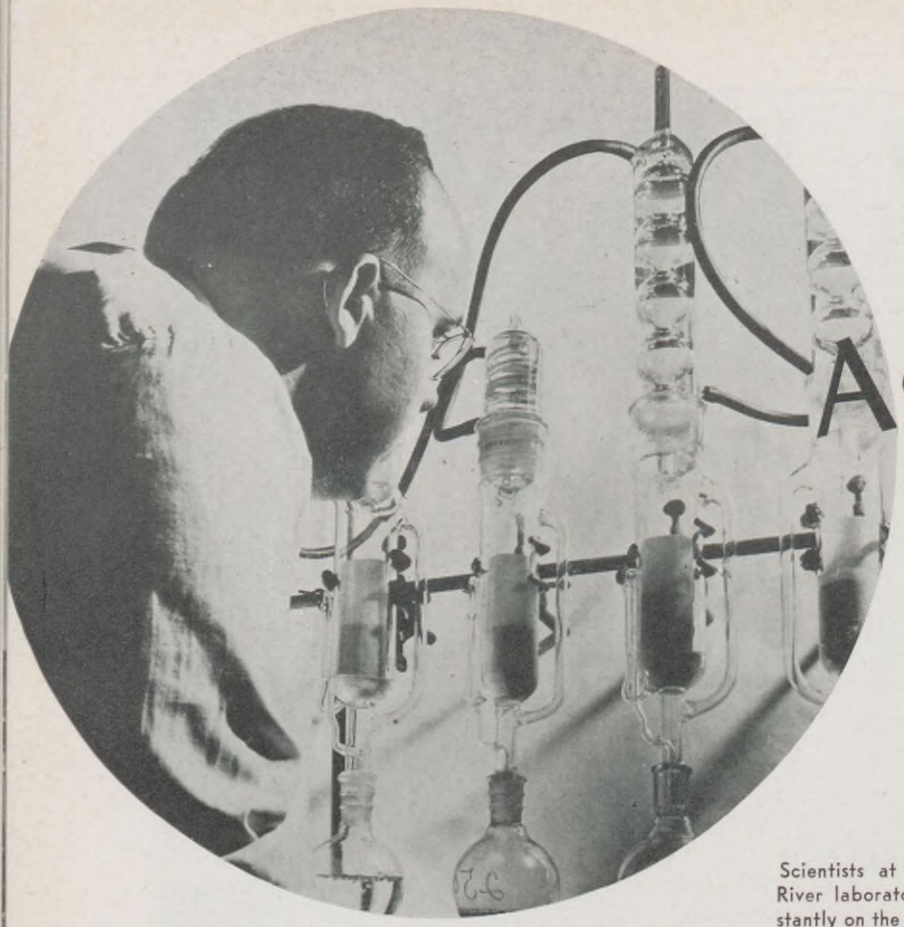
◀ NORCO REFINERY

James F. Muller, Engineering

WOOD RIVER REFINERY ▶

Howard M. Baldwin, Utilities

Asphalt—Able



Scientists at Shell's Wood River laboratories are constantly on the search for new and better asphalt products.

IN ONE WAY or another, asphalt shelters, supports, or otherwise serves nearly every man, woman, and child in the country. Yet most people cannot name more than a few of its uses; fewer still know that most of today's asphalt is made from crude oil. The colossal anonymity of asphalt is one of the industry's prize paradoxes. Chief reason for this obscurity, perhaps, lies in the way petroleum scientists—like those in Shell's asphalt laboratory at Wood River—have developed asphalt's surprising versatility. These highly-trained men behind the pilot plants have produced new types of asphalt and found additional uses for old ones, but each new type has proved so adaptable for use with other materials that it has sacrificed its identity to the effectiveness of a multitude of products that may have little outward resemblance to asphalt: camouflage paint, for example.

Since asphalt is so important, just what is it and how does it serve us in so many ways?

Asphalt can be simply described as a semi-solid, sticky residue formed by the partial evaporation or distillation of certain petroleums . . . evaporation produces the asphalt found in a native state; distillation produces it from crude petroleum. It is a dark colored product consisting almost entirely of a substance known as bitumen which is a hydrocarbon material containing a high percentage of carbon and a low percentage of hydrogen.

Asphalt in its native state is found in Trinidad's famous Pitch Lake, in Venezuela's Bermudez Lake (another natural pool), in certain parts of Europe and the Middle East, and in Texas, Oklahoma, Alabama, and Kentucky. The famous Rancho-la-Brea Pits in California, far better known for the fossils embedded in their pitch than for the pitch itself, also contain natural asphalt. But of all the asphalt used in the U. S. last year, the natural variety amounted to about half a drop in the bucket. The rest was refined from crude petroleum.

Asphalt from natural deposits, whether it is soft like that in Bermudez Lake and the La Brea Pits, or hard like the asphalt rock in Kentucky and Texas, is being used less and less. Leaves, sticks, dirt, and other extraneous matter hold its purity down. Digging it and processing it for commercial use is slow and expensive. Even so, a good many miles of streets in American and Canadian cities had been paved with natural asphalt before the petroleum industry got large-scale production under way. Now, modern refineries can make high quality asphalt in such quantities and sell it at such low prices that the amount of natural asphalt being used today is negligible.

It's a good thing for civilization and progress that the petroleum industry *is* able to produce good, low priced asphalt on the mass production level. Although man's use of petroleum is by no means a recent thing, asphalt and asphalt products were never before needed in such massive quantities as they have been during the past 30 years. In addition to the highways made from it (there are about half a million miles of them in the U. S. at present), asphalt is also used in binoculars, dairy barns, swimming pools, wall boards, ammunition cases, storage batteries, fuses for demolition charges, automobile tires, tennis courts, roofing materials, waterproof paper—to give a long list a once-over-lightly.

But these are all comparatively recent uses for asphalt. Actually, as-

-Bodied But Anonymous

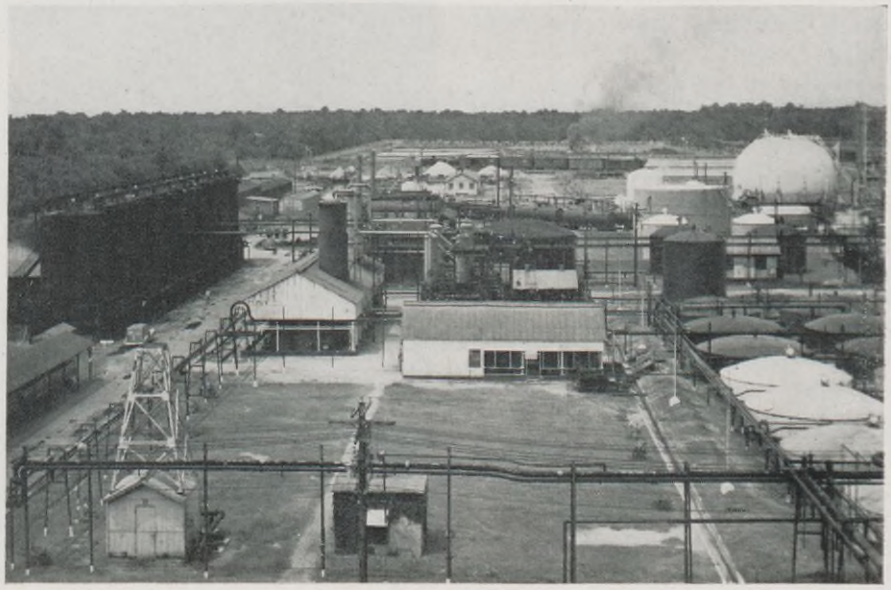
Throughout history, huge quantities of this tough, sticky hydrocarbon, most of which is now derived from petroleum, have helped man to build his world.

Asphalt has a long and eventful history, though there seems to be no way of identifying the ancient asphalt industry's first regular customer. Historians tell us that 5,000 years ago Babylonians were worshipping flames from burning asphalt. Noah is probably the best known pioneer. When the great flood came in the Tigris and Euphrates valleys, he built his famous Ark and caulked it "within and without pitch" — asphalt, that is. And asphalt found many other uses in the ancient world. Reeds laid in asphalt and overlaid with sheets of lead prevented the hanging gardens of Babylon from ruining the apartments below. Craftsmen of ancient Babylon and Nineveh used asphalt to waterproof boats, coffins and drains. Artists painted with it and used it to repair pottery and statues. Egyptians wrapped mummies in asphalt; pre-Aztec civilizations set mosaics in it; California Indians used it for cementing decorative beads to backgrounds, waterproofing baskets and for many other jobs.

So there was nothing new about asphalt when, in the nineteenth century, men began to mine it on a relatively large scale from such natural sources as the great pitch lake in Trinidad. Covering 100 acres near the island's south shore, the lake oozes a 15-foot thick stream of semi-liquid asphalt into the sea. But when the asphalt lies still and exposed to the air for a time, it forms a crust strong enough to support teams, and even light trucks. Men can readily dig

Ewing Galloway

For centuries man relied on such natural sources of asphalt as Trinidad's famous Pitch Lake (above). Today, however, the vast majority of all the asphalt used is manufactured from crude petroleum at modern asphalt plants such as this one at Shell's Norco Refinery (below).



Ewing Galloway

Since tennis courts require a tough, flexible and inexpensive substance which can be easily applied, asphalt is frequently used.

it out with picks and shovels.

The horse and wagon operation on the pitch lake's crust is a far cry from modern asphalt plants such as can be found at Shell's Wood River Refinery, or at Norco. A refinery's function, of course, is to process raw petroleum—or crude oil. But not every type of crude can be used in the manufacture of asphalt. A crude with a paraffin or a mixed base is not used because it contains too little asphalt. To manufacture asphalt, refineries must have crude petroleum with an asphalt base of the desired properties.

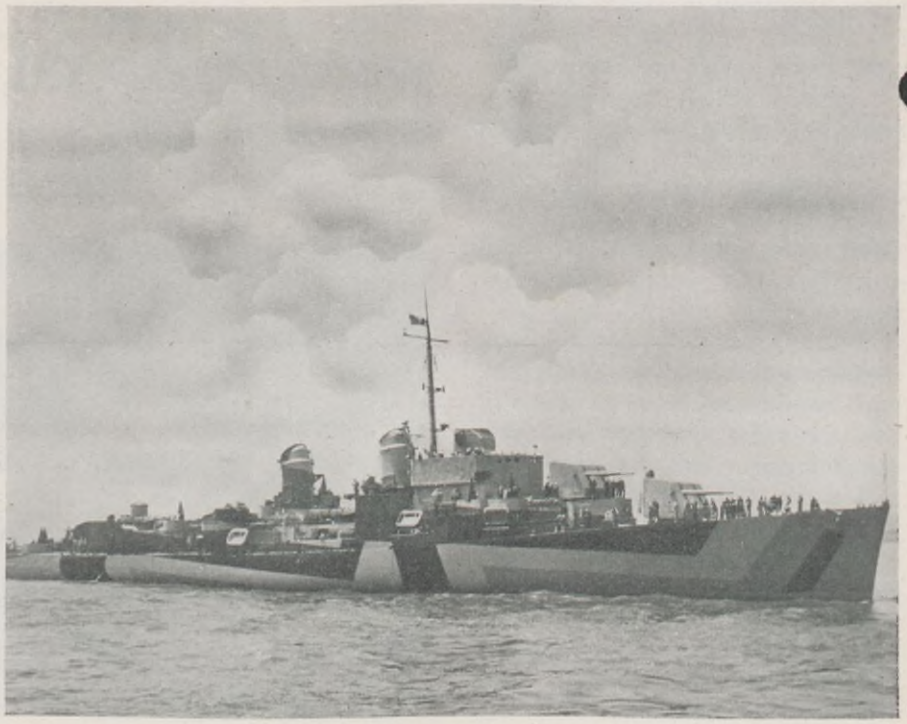
Described simply, the refineries' operation goes like this: Crude oil is put into a high steel tower called a fractionating column, and is subjected to heat. Since crude oil is not one substance but a combination of many, it contains some liquids that boil at lower temperatures than others. The readily boiling liquids, therefore, soon come out of the oil as vapors and move toward the top of the tower. These lighter fractions of the crude oil —gasoline, kerosene, and naptha— reach the top of the tower before cooling enough to condense, and flow off through outlet pipes. A little farther down the tower, fuel oils may come off; farther still, lubricating oils. Asphalt, which vaporizes only at very high temperatures, collects at the bottom.

Any industry with a production volume as great as asphalt's is bound to make an important contribution to the national economy. In addition to the men and women who are engaged in the production and distribution of asphalt, thousands more are employed in highway construction and maintenance by private contractors as well as by Federal, state, county and municipal agencies. More significant still is the fact that the half million miles of asphalt streets and roads account for 50% of the nation's improved mileage. All this roadbuilding—thanks to asphalt—has had a tremendous influence on America's economy.

Paving jobs, aside from those on streets and roads, multiply the uses of asphalt still further. Many of the nation's largest and smallest airports have asphalt runways, taxi ways, hardstands and hangar floors. This useful material turns up by the acre in army hospital floors (it's a noise-reducing substance), garages, sidewalks, tennis courts, playgrounds,

Asphalt loses its outward identity in many of the products in which it is used. In the Navy destroyer (below) it finds use in the insulation of gun turrets. Asphalt is also used in the manufacture of camouflage paint.

Ewing Galloway

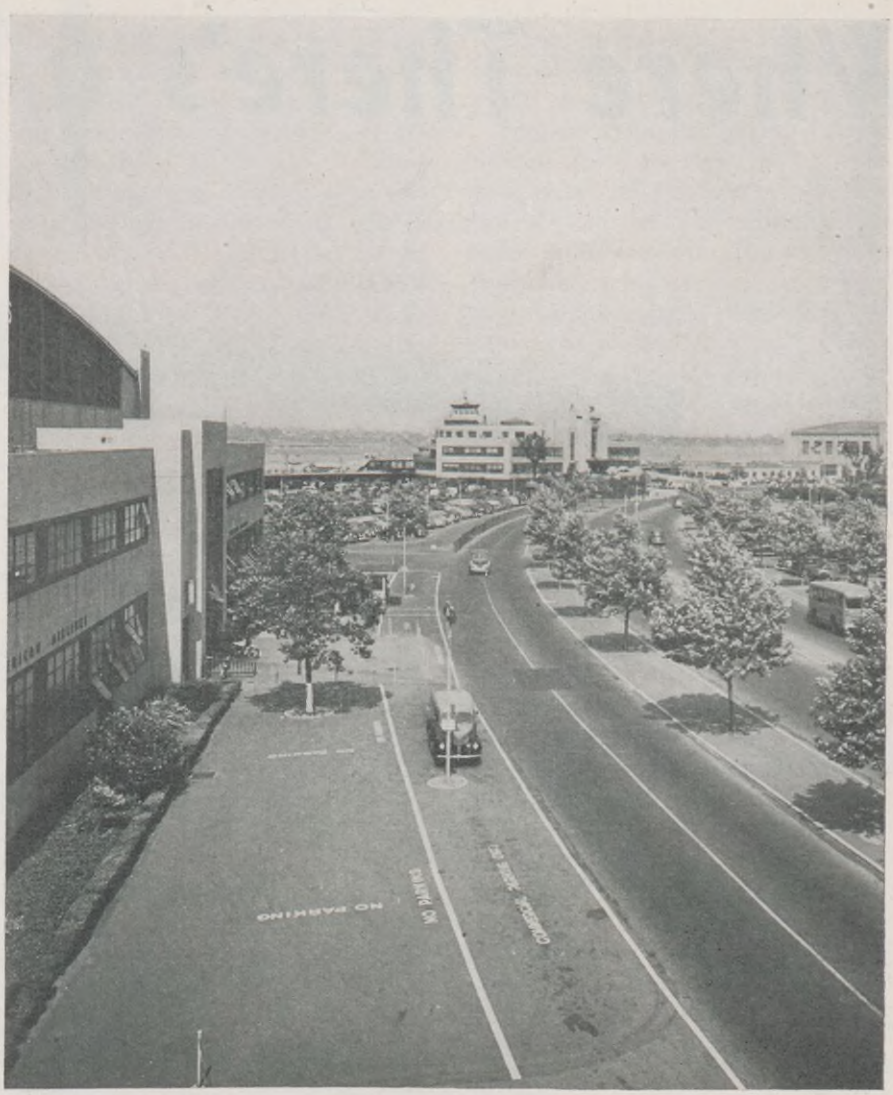


parking lots—wherever there's a paving job that calls for a tough, flexible, inexpensive, easily applied surface.

About 60% of the asphalt produced in the U. S. today goes into paving. The other 40% appears in a list of applications that runs on like Tennyson's brook. The largest single use (about 15% of all non-paving asphalt) is for roofing materials—asphalt shingles, roofing papers, etc. The rest of it appears in strange and wonderful guises. It serves as an anti-corrosion covering for pipes and girders. Much is used in curing concrete. Albino (reddish-brown) asphalt goes into camouflage paint. Another type insulates gun turrets on warships. Recently, asphalt has proved an ideal addition to railroad ballast (stones under tracks and ties). Bound with asphalt, the ballast no longer scatters or gives weeds a foothold, and it can be treated quickly and cheaply with just another coat.

In a special slab form, asphalt has made a clean, waterproof, fireproof and non-conducting floor for electric power plants. It waterproofs electric and telephone transmission lines, serves as a base for marine paints. Asphalt "mattresses" have prevented banks from caving along the Mississippi River. Engineers strengthened the huge stone jetty at Galveston by filling and coating it with asphalt.

The engineers who produce the many types of asphalt for many different uses have devised tests to determine whether or not a particular batch of their product meets the requirements for its job. One test checks an asphalt's "penetration"—the distance a needle similar to a No. 2 sewing needle under a 100 gram weight will penetrate the asphalt in five seconds. Another test measures "ductility"—the distance asphalt briquettes will stretch before breaking. Engineers also subject asphalt to float tests, flash tests, distillation tests. They check it for viscosity ("flowability"), for water, sediment, shrinkage, wear, swell and other characteristics. When they have thoroughly investigated its physical and chemical properties, they give it the final test of practical performance.



Ewing Galloway

About 60% of the asphalt produced in the U. S. today goes into paving—from superhighways to playgrounds. Many airports have asphalt runways, taxi ways, and hangar floors.

Employees in the asphalt laboratory at Wood River actually bring pavement inside to examine it under every conceivable condition. In one part of the laboratory, a miniature rock crusher enables experimenters to mix asphalt and aggregate (crushed rock, gravel, etc.) to the exact proportions used in full-scale paving operations. In another part, a researcher uses the results of these experiments as a basis for developing improved asphalts and manufacturing techniques. Still another project seeks to make unnecessary the careful selection of aggregates, thus allowing the use of local materials and effecting considerable savings in transportation.

In short, this material with the centuries-old record of top-flight performance still has an unlimited future. Thousands of miles of new highways will be built; more asphalt will be used, more jobs created. New jobs, however, will not depend entirely on highway work. Laboratories are extending their research into new fields seeking new uses for this versatile material—in housing, in industry, in transportation, in the better construction of a thousand things.

But because it will probably always tend to lose its identity in the products it makes, asphalt will continue to be vital but obscure—able-bodied but anonymous.

Where There's a WILL

Wills aren't just for the wealthy; They are for you.

Your will should expressly revoke former wills

Make suitable provision for the surviving spouse

Your will should be clear, concise, and all inclusive.

It should have a residuary clause

It should appoint an executor

Your will must be properly signed

It must be properly witnessed

LAST WILL AND TESTAMENT

I, JOHN SMITH, being of sound and disposing mind and memory, do make, publish and declare the following as and for and to be my Last Will and Testament, hereby revoking all wills by me at any time heretofore made.

FIRST, I direct my executrix hereinafter named to pay my just debts and funeral expenses as soon after my decease as possible.

SECOND, I give and bequeath to my daughter, Jane Smith, the sum of $5,000 to her own absolute use forever and I hereby direct that all estate, succession and transfer taxes upon said legacy be made out of the residue of my estate, which is hereby expressly charged with the payment of the same.

THIRD, All the rest, residue and remainder of my estate, real, personal and mixed, and wheresoever the same may be situate, I give, devise and bequeath to my wife, Mary Smith, to her own absolute use forever. This provision for my wife is to be in lieu of all dower right in my estate.

FOURTH, For reasons that to me are good and sufficient, I have made no testamentary provision for my son, Henry Smith.

FIFTH, I hereby nominate, constitute and appoint my wife, Mary Smith, to be executrix under this my Last Will and Testament, with the same full power to sell, lease, transfer or convey any real property of which I may die seized or possessed as I might exercise were I alive and personally acting.

SIXTH, It is my wish and will that my executrix be not required to furnish any bond or other security for her faithful performance of her duties in that behalf.

IN WITNESS THEREOF, I have hereunto set my hand and affixed my seal this fifteenth day of July, one thousand nine hundred and forty-seven.

John Smith (SEAL)

SIGNED, SEALED, PUBLISHED AND DECLARED by John Smith, the testator, as and for his Last Will and Testament in the presence of us, who, at his request and in his presence, and in the presence of each other, have hereunto subscribed our names as witnesses.

Harry J. Jones 10 East 49th Street, Borough of Manhattan, New York City, New York.

Michael A. Pierce 411 West 93rd Street, Borough of Manhattan, New York City, New York.

Sample will only

"

. . . A WILL? Well, sure, but I just haven't got around to it yet."

Most people plan to leave a will but, all too often, they "just don't get around to it" and, anyway, they figure that "wills are just for rich people."

Wills aren't just for the wealthy; they are for you, whether you have a small savings account, or a house, some land, or money in the Provident Fund. Except for restrictions in certain states against completely disinheriting your widow and, in a few states, your children, the law accords to you (unless you are a minor or of unsound mind) the right to dispose of your property as you see fit. However, if you don't select your beneficiaries, the law will select them for you; and after all who knows best whom you want to spend your money after you are dead—the law or you? If you want to have something to say about this, then you should do something about it by making a will—if you have not already done so.

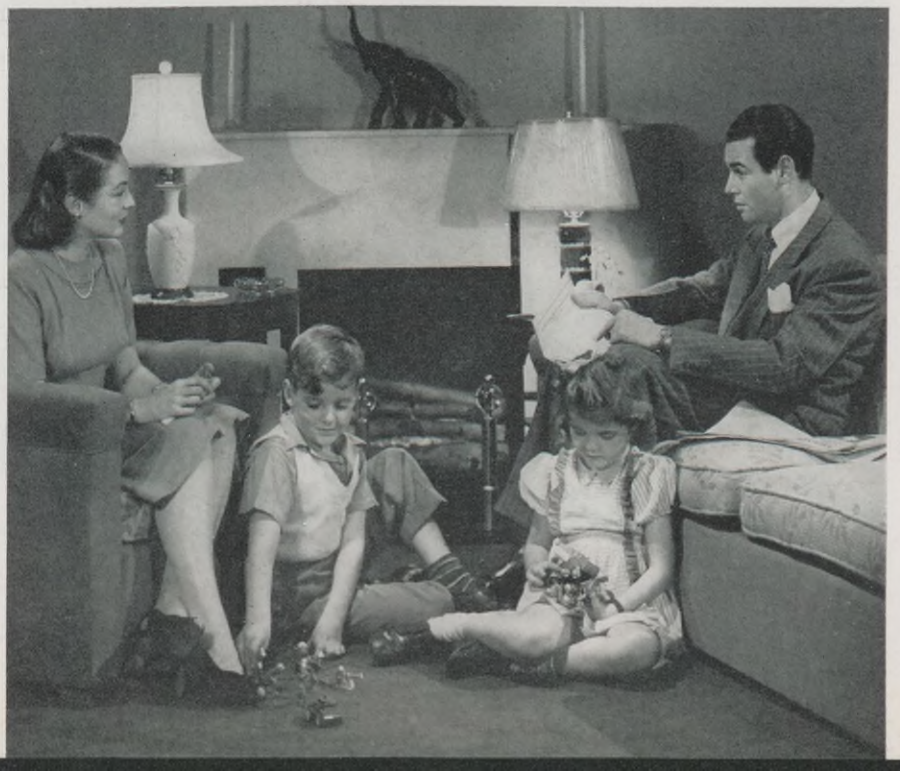
Let's see how this works and why it is so advisable that a person with a moderate estate have a will. If you should die without a will, your estate (money, Provident Fund, personal property, real estate, etc.) will pass according to the laws of descent and distribution. These laws, which vary in different states, attempt a fair distribution of your estate, but naturally they are inflexible. So far as these laws of descent and distribution are concerned, Tom, Dick, Harry and you are all in the same boat, irrespective of how different your desires and problems with respect to your estate may be.

Now let's assume that you are a married man, have a wife and three children, Bill, Frank and Betty, and that your estate, consisting principally of your Provident Fund account, will amount to $8000 after all expenses of administration have been paid. Should you die without a will, in most states your estate would be divided among your wife and three children. Let us assume here that, under the law of the state involved, the estate would be divided equally among the four, in which case your wife and Bill, Frank and Betty would each get $2000. You might think: "That is all right with me, my wife will have control of the entire $8000 and can use it as she sees fit; after all, she has done a pretty good job of managing the household affairs during my life." But it is not as simple as that. Let's assume that Bill is 23, Frank is 13 and Betty is 8. Because they are over 21, your wife and Bill will each receive $2000 upon your death. Whether Bill's $2000 will be available to your wife will depend upon whether he wants to turn it over to her. As for Frank and Betty, who are still minors—to get their $2000 your wife must go into court and have herself appointed as their guardian, incurring the expense of a bond for each year before they reach majority, file annual reports with the court covering her handling of each child's estate and secure the court's approval as to how Frank and Betty's share should be spent for their respective benefits. It may be that Betty has an extended illness which eats up more than her $2000; nevertheless Frank's share cannot be used to pay the balance of her bills. All in all, you probably have sufficient trust in your wife to want the entire $8000 to go to her and to have her use her own judgment as to how it can best be used to the advantage of all members of the family. This can be accomplished only if you have left a will so providing.

Suppose again that you are a single woman and have been living with your sister, helping her to raise her two children, their father having been killed in the last war. You also have two older brothers, both of whom can well take care of themselves. If you die without a will, your Provident Fund and the balance of your estate may well be divided equally by the law among your sister and your two brothers. It might have been your preference that your sister have your entire estate to help her take care of her two children, but, since you failed to make a will, this will not come about unless your brothers voluntarily give her their portions of your estate.

Let's suppose, for another case, that you are married and have no children. You and your wife are both in a serious automobile accident. Your wife survives you by a few minutes. You didn't have a will providing that if you and your wife were killed in a common disaster that your estate would pass as you wanted, rather than by law. Consequently your wife may be entitled to all the money and property which you accumulated during your life. But she doesn't get it.

If you don't select your beneficiaries, the law will select them for you.



As she is dead, it passes through her estate to her heirs, not yours. Although your wife's relatives may be fine people and you may like them a lot, you might want some of your own relatives—your mother, or your sister—to get something, too. Further, if you are fortunate enough to have accumulated a substantial estate, the federal and state taxing authorities both get two portions out of it—one when it passes from you to your wife's estate and again when it passes from her estate to her relatives.

The above are examples of what can happen under the individual circumstances there involved. Each person has his own problems and they can be taken care of in accordance with his own desires only by his own will.

An opportunity which you have in New York which you may want to avail yourself of is the right to appoint a relative or close friend as guardian of your minor children should your wife die before you or die with you in a common accident. You can do this in your will. If you do not take care of this problem in this manner, the court will decide without your help the guardianship of your children. Also, in Texas, you may want to save the expense of a court administration of your estate which you can do by providing in your will for an "Independent Executor" to dispose of your estate in accordance with your expressed wishes.

It is important not only to make a will; it is also important to check your will from time to time to determine that it expresses your current wishes with respect to your estate. Further, if you have moved from one state to another, the law on wills may be different in the state to which you have moved and may require some change in the form of your will. For example, New York does not require that you mention your children in your will in order to disinherit them. Suppose, for instance, you make a will in New York leaving everything to your wife without mentioning your children and then you move to Missouri. The law in Missouri provides that if you have not mentioned your children in the will, it is presumed that you have overlooked them and each child so unmentioned takes his share of the estate even though you have left a will leaving it all to your wife. Also, if you are unmarried at the time you draw a will, your marriage may very well revoke your will. Further, if you have had any children born since the date your will was drawn, the laws of most states will assume that you have forgotten to change your will to take care of that child and he will take his share of the estate, even though it was your expressed intention to leave your entire estate to your wife for the benefit of your family generally. If you have an elaborate will, a situation of this character can easily be taken care of by making a slight amendment to it which is commonly referred to as a codicil. If you have a simple will, it is easier to write a new will and destroy the old one.

To be legal, a will must be properly drawn, properly signed and properly witnessed. To prevent future complications and to insure an accurate document, it is advisable to have legal advice or, better yet, have the will drawn up by a lawyer. The chances are, the small amount which you will pay for a lawyer's advice will be more than offset by the confidence you will have that your estate will be of the greatest possible assistance to those whom you wish to benefit by it.

Sign only the original copy of your will. Pick your witnesses with an eye to availability, so they may readily vouch for the validity of the will when the occasion arises. The notarizing of a will is worthless, but a notary may qualify as a witness. Having made your will, it should be kept either at your bank, by the person you name as executor, or in some other safe place. This place should be known to as many of the people affected as possible, and it is desirable to keep several unsigned copies, each in a different place. Make sure, however, that they are all of the same will, and that each specifies the location of the original. To be on the safe side, all old wills should be destroyed.

The laws governing the distribution of your property are fair, but they cannot be expected to duplicate your desires, and after all, a person who has devoted the best years of his life to the accumulation of property should make provision for its distribution as he sees fit. It can be of no satisfaction to the ones you leave behind to know that you'd planned to make a will, but "just didn't get around to it."

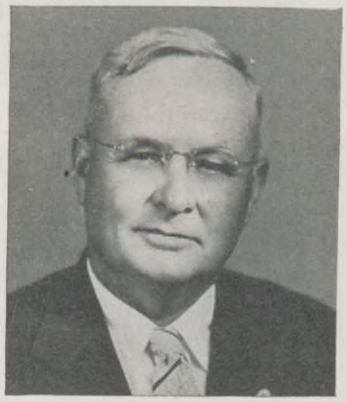
To prevent future complications, it is best to secure legal advice.

SERVICE BIRTHDAYS

35 YEARS

H. N. ENGLANDER
Head Office
Treasury

30 YEARS



E. A. HETHERINGTON
Shell Pipe Line Corp.
Mid-Continent Area

30 YEARS

G. F. WALLACE
Shell Pipe Line Corp.
Mid-Continent Area

TWENTY-FIVE YEARS

S. W. ANDERSON
Wood River Refinery
Car

C. H. BARTON
Head Office
Manufacturing

V. DESLATTE
Norco Refinery
Engineering Field

A. P. GELPI
Norco Refinery
Topping

R. A. GOFF
Tulsa Area
Production

E. V. KLISH
Tulsa Area
Production

L. F. LAUX
Wood River Refinery
Topping

C. J. LAVICK
Wood River Refinery
Gas

E. H. MARTIN
Norco Refinery
Topping

I. C. MURPHY
Shell Pipe Line Corp.
Mid-Continent Area

J. J. PETIT
Norco Refinery
Treating

F. SHAW
Wood River Refinery
Utilities

A. SKIOLVIG
Head Office
Manufacturing

G. G. WOODMANSEE
Houston Area
Production

TWENTY YEARS

S. J. ACOSTA
Norco Refinery
Industrial Relations

N. D. ANDREWS
Regional Staff (Houston)
Treasury

H. J. ARTHUR
Shell Pipe Line Corp.
Mid-Continent Area

A. M. BURCKHARTT
Wood River Refinery
Lube Operating

H. R. CALEF
Chicago Division
Marketing Service

J. P. DANIEL
Wood River Refinery
Engineering Field

J. DAVIS
Products Pipe Line
East Chicago Terminal

F. F. DEAVER
Head Office
Transportation & Supplies

H. R. DUNCAN
Houston Refinery
Topping

H. W. HEUER
Wood River Refinery
Lube C. & S.

W. G. INABNET
Midland Area
Production

P. F. ISAACSON
Minneapolis Division
Operations

F. JAMES
Shell Pipe Line Corp.
Mid-Continent Area

I. F. KILLAM
Wood River Refinery
Topping

R. L. KOEHNE
Wood River Refinery
Cracking

L. A. KRAMER
Wood River Refinery
Utilities

R. McWILLIAMS
Products Pipe Line
East Chicago Terminal

A. A. MORGAN
Products Pipe Line
Barnett, Ill., Station

E. A. PHENIX
Shell Pipe Line Corp.
Mid-Continent Area

F. L. RHAMY
Shell Pipe Line Corp.
Texas-Gulf Area

E. R. RHODES
New York Division
Sales

C. C. RORIPAUGH
Midland Area
Production

L. L. SCHELLER
Wood River Refinery
Engineering Field

S. E. SIEBERT
Products Pipe Line
East Chicago Terminal

F. V. SMITH
Detroit Division
Sales

J. SMITH
Norco Refinery
Engineering Field

H. V. STEADMAN
Tulsa Area
Production

V. E. STURGEON
Wood River Refinery
Engineering Field

J. W. SWYGART
Tulsa Area
Production

R. L. TROTT
Houston Area
Land

J. L. WAKE
Shell Pipe Line Corp.
Texas-Gulf Area

F. W. WARSINSKY
E. & P. Research
Service

J. L. WHISENHUNT
Shell Pipe Line Corp.
Mid-Continent Area

G. H. WHITE
Midland Area
Exploration

R. WRASLER
Products Pipe Line
Barnett, Ill., Station

W. W. YEAGER
Head Office
Legal

Head Office

15 Years

A. L. Cornell ..... *Treasury*

10 Years

J. S. Beauseau ..... *National Sales*
W. C. Eggers ..... *Personnel*
C. D. Faires ..... *Transportation & Supplies*

Products Pipe Line

15 Years

M. M. Acton ..... *Toledo, Ohio*
C. A. Stevens ..... *Bradley, Ill.*

10 Years

H. W. Augur ..... *East Chicago, Ind.*
J. R. Garner ..... *Harristown, Ill.*
W. M. Point ..... *Chatsworth, Ill.*
H. W. Vieth ..... *Columbus, Ohio*
W. A. Wirz ..... *East Chicago, Ind.*

Shell Chemical Corporation

15 Years

C. P. Boutte ..... *Houston*
D. V. Cook ..... *Houston*

10 Years

J. H. Arrington ..... *Houston*
W. H. Driskell ..... *Houston*
M. A. Elledge ..... *Houston*
R. F. Evenson ..... *Houston*
P. H. Leyhe ..... *Houston*
J. H. Long ..... *Houston*
J. E. Mital ..... *Houston*
F. M. Newton ..... *Houston*
J. I. Simon ..... *Houston*
R. L. Smith ..... *Houston*

Shell Pipe Line Corporation

15 Years

H. H. Dawson ..... *Mid-Continent Area*
A. Guillroy ..... *Texas-Gulf Area*
J. W. Lang ..... *Texas-Gulf Area*

10 Years

G. T. Kelly ..... *Texas-Gulf Area*
F. W. Pollard ..... *West Texas Area*

Sewaren Plant

15 Years

S. J. Pilch ..... *Terminal*

Houston Refinery

15 Years

E. R. Butler ..... *Engineering Field*
W. O. Pinkston ..... *Treaters*
J. H. Wheat ..... *Gas*

10 Years

H. C. Blaylock ..... *Dispatching*
C. D. Finch ..... *Control Laboratory*
H. G. Giebelstein ..... *Gas*
W. D. Layne ..... *Engineering*
G. W. Livingston ..... *Control Laboratory*
R. B. Mann ..... *Engineering Field*
H. M. Orfield ..... *Technological*
J. M. Pridgeon ..... *Gas*
G. A. Smith ..... *Gas*
D. W. Stewart ..... *Gas*
J. D. Temple, Jr. ..... *Control Laboratory*
H. H. Tolley, Jr. ..... *Gas*
C. A. Wolfe ..... *Gas*

Wood River Refinery

15 Years

V. V. Alexander ..... *Engineering Field*
L. R. Bierbaum ..... *Cracking*
L. R. Cox ..... *Engineering Field*
N. Groves ..... *Engineering Field*
C. L. Harris ..... *Engineering Field*
J. Parker ..... *Engineering Field*

10 Years

W. L. Copeland ..... *Lube C. & S.*
B. H. Gross ..... *Control Laboratory*
C. Harper ..... *Engineering Field*
L. W. Holtman ..... *Research Laboratories*
S. R. Lynn ..... *Engineering Field*
C. W. Lyons ..... *Engineering Field*
G. E. Mateer ..... *Engineering Field*
J. R. Mattingly ..... *Engineering Field*
R. J. Paulicka ..... *Dispatching*
R. M. Sumpter ..... *Engineering Field*
R. J. Tucker ..... *Engineering Field*
H. A. Wall ..... *Engineering Field*
H. A. Warren ..... *Engineering Field*

Exploration and Production Departments

Regional Office

10 Years

J. W. Walker ..... *Production*

Houston Area

15 Years

W. F. Colbaugh ..... *Treasury*
L. A. Coleman ..... *Production*

10 Years

J. W. Collins ..... *Personnel & Industrial Relations*
J. Mashe ..... *Production*

Miland Area

15 Years

D. C. Cummins ..... *Production*
C. A. Gilham ..... *Production*

New Orleans Area

10 Years

J. Braunstein ..... *Exploration*
B. A. Ebencamp ..... *Production*
E. L. Mark ..... *Production*
J. E. Whatley ..... *Production*

Tulsa Area

15 Years

N. M. Harper ..... *Production*

10 Years

J. H. Gerken ..... *Production*
L. L. Hall ..... *Production*
F. A. Hall ..... *Personnel & Industrial Relations*
W. Kyle ..... *Gas-Gasoline*
C. M. Reminger ..... *Exploration*
F. L. Tempero ..... *Production*
G. A. Willis ..... *Personnel & Industrial Relations*

Marketing Divisions

15 Years

J. C. Horras ..... *Atlanta, Treasury*
W. A. Marcotte ..... *Atlanta, Sales*
F. D. Ralston ..... *Baltimore, Treasury*
C. A. Titcomb ..... *Baltimore, Sales*
D. Antonucci ..... *Boston, Sales*
L. Pellegrini ..... *Boston, Operations*
W. S. Parker ..... *Boston, Operations*
J. F. Korte ..... *Cleveland, Operations*
J. J. Morell ..... *Detroit, Sales*
H. Howell ..... *Indianapolis, Treasury*
J. A. Kuhn ..... *Indianapolis, Marketing Service*
C. J. Wrobel ..... *New York, Operations*
A. S. Chappuis ..... *St. Louis, Treasury*
H. Hebel ..... *St. Louis, Operations*

10 Years

S. S. Tomlin, Jr. ..... *Atlanta, Administrative*
E. F. Fallona ..... *Boston, Sales*
W. B. Bennett ..... *Detroit, Operations*
H. Hill ..... *Indianapolis, Sales*
W. J. Mueller ..... *Minneapolis, Operations*
P. B. Zehner ..... *New York, Operations*
L. J. Wilson ..... *St. Louis, Sales*

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21 Marketing Divisions* sold ....

107,141,000 barrels of refined petroleum products.

*11 in The East of Rockies Territory and 10 in The Pacific Coast Territory.

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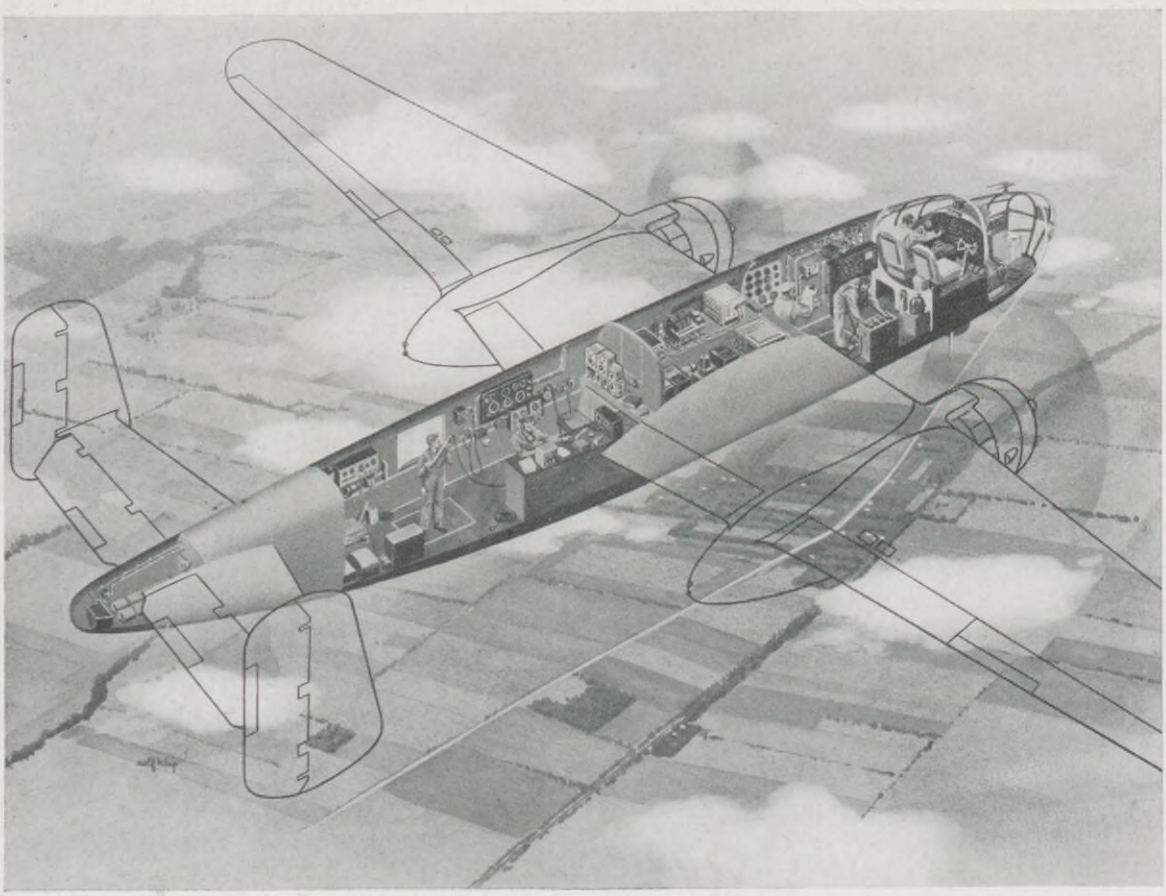

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