

Shell News

DECEMBER • 1941



PENSIONERS OF '41—Page 14

CHRISTMAS has a deeper and more significant meaning for all of us this year than ever before. The days which lie ahead will be days of tremendous import. Additional burdens will fall upon us, but whatever they may be, I am confident that each one of us will be found not wanting in accepting cheerfully every new demand which is requested of us.

With this message I convey to you and your families the Season's Greetings and All Good Wishes for 1942.

Alvan T. S. ...

President

Photo by
Charles Phelps Cushing



Shell News

DECEMBER • 1941

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

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In this Issue

TO most of us "landlubbers" a tanker is a freighter—and a dirty one at that—which carries oil in its hold. Nothing could be further from the truth. For the story of the streamlined, fast-moving tankers that today are fueling the United States Navy in the Pacific as well as supplying the war industries and civilian needs of the Eastern Seaboard turn to Page 2.

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Now that the United States is actively engaged in war, the question of sabotage in defense industries becomes infinitely more important. The subject is little understood and has been surrounded by an aura of mystery. The article "Sentinel—What of the Night?" on Page 8 does much to dispel this mystery and, in our opinion, should be required reading for all of us. Author is A. H. Vineyard, Chief Safety Engineer, who has been working very closely on this problem with various government agencies.

★

More than 400 Shell men are serving in the United States armed forces. Their letters to "Shell News" manifest a pride in their new associations which augurs well for the fighting efficiency of Uncle Sam's forces. This month we publish such a letter from Lieutenant James E. Peck of the



A. H. VINEYARD

Administrative Inspector's Office at Kelly Field, Texas. You will find it together with other news of Shell men in service on Page 22.

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On Pages 14-17 we present Shell Pensioners of 1941. These men and women who, after years of loyal service with the Company, have left to enjoy a well-earned retirement, are, by no means, inactive. They have taken up hobbies, hunting, fishing and now a number of them are doing their bit in civilian defense work.

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A hunter of many years standing is A. P. Ruether, Manager of the Head Office Crude Oil Department. His tale "Open Season" on Page 23 catches the spirit of the hunter who has waited patiently all year for his few days of real sport. Incidentally, "gun-toters" might pick up some useful tips.

★

We don't suppose you ever make your own Christmas cards but, you will admit, it should be fun. Mrs. A. C. Wires finds it so. This busy Shell wife is a first rate artist whose work has received national recognition. You will find her story on Page 18.

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MERRY CHRISTMAS AND A
PROSPEROUS NEW YEAR!



LT. JAMES E. PECK

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Photo by Cy La Tour & Son

NORTH OF HATTERAS

by Keith Eagen

AN hour before dusk on the night of November 5th, 1940 the S. S. "San Demetrio" ploughed her way through the waters of the North Atlantic, one of a gallant company of freighters, tankers and just plain "tramps" bound for Britain. As the afternoon watch left their stations, the topmast of an enemy warship was sighted on the port beam. The armed cruiser "Jervis Bay," sole protector of the convoy, swung to port and engaged the enemy. But she was no match for the raider and her guns were silenced in fifteen minutes. It was not long before the "San Demetrio's" turn came. As darkness fell she lay helpless, a blazing inferno in a rising sea.

Forced to abandon ship, the crew took to the three lifeboats, two of which were picked up during the night. The third was not so fortunate. Crowded with a complement of sixteen men, she was left to the mercies of the gale.

At noon the next day the seas abated somewhat and a tanker was sighted which proved to be the "San

S. S. Beta fitted to carry hard asphalt in bulk. Tanks contain 17 miles of steel tubing to heat cargo. This allows for arrival at discharging port with cargo at a temperature of 270° F.

Demetrio" herself, still afloat and burning fiercely. Even at that, consideration was given to boarding her but the officer in command decided against it because of gasoline floating on the water. After another twenty-four hours in the open boat, they did board her although she was white-hot amidships, ablaze aft, and down by the bows. Her decks were awash with gasoline.

Then followed a daring adventure worthy of the highest traditions of the sea. After waging a successful fight against the fire, which was not subdued until seven in the morning of November 7th, they started for home without benefit of compass, charts, navigation instruments or life-boats, and with but one-third of the original crew to man her. Eight days after being attacked, the "San Demetrio" made port her bridge and deck-fittings gutted, her accommodations shot away, her hull plastered with patches—but with two-thirds of her valuable cargo still in the tanks.

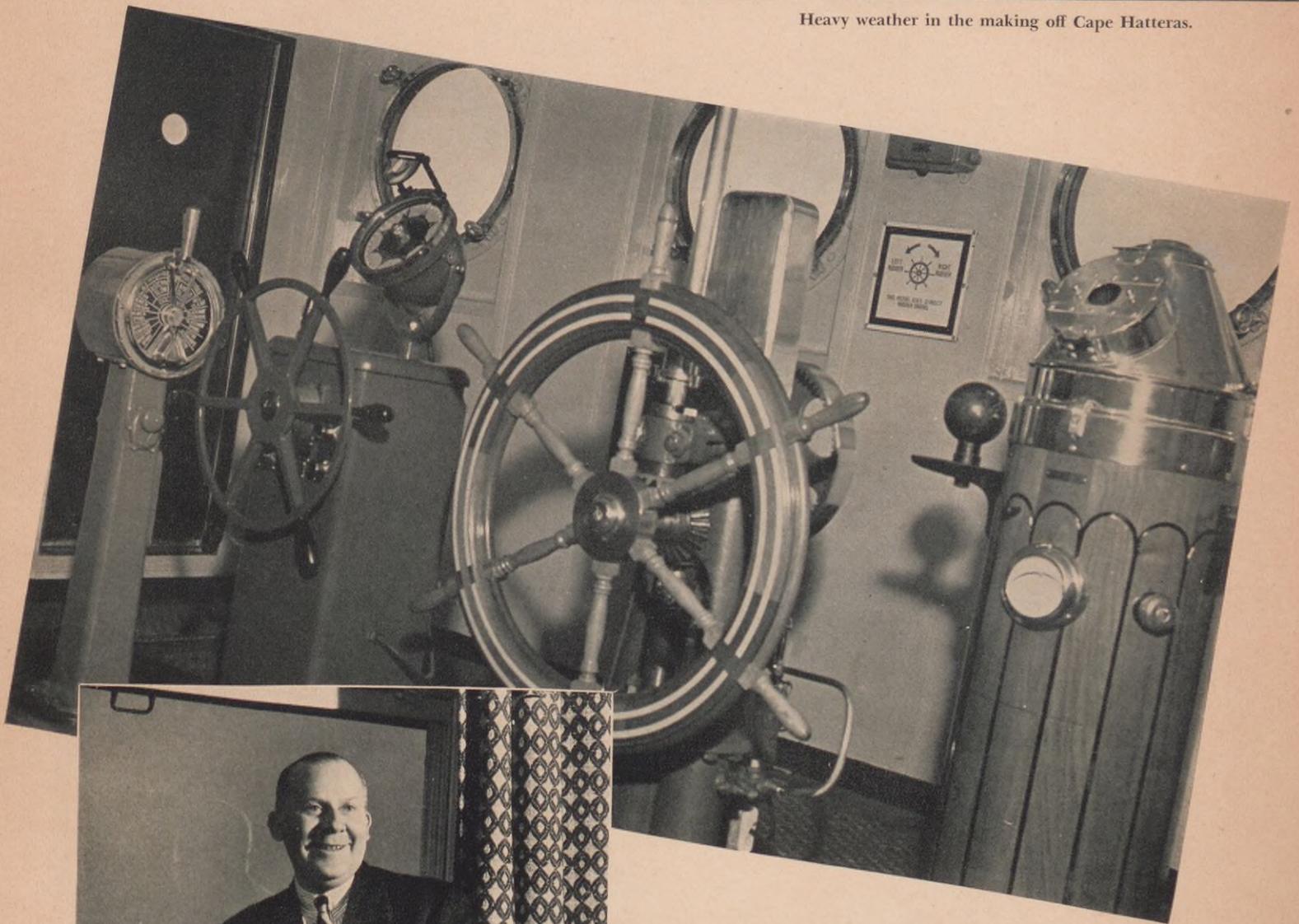
This epic feat served to call attention to the world's

tanker fleet and the men who run it. But the importance of the tanker to everyday life was brought home even more forcibly to the public last summer when one-fourth of the tankers serving the Eastern Seaboard were turned over to the government for defense purposes. In the ensuing months, newspapers devoted columns to the possible effects of an oil shortage in the East but very little was said about the men on ship and shore who were striving might and main to avert it.

Since the first tanker slid down the ways, tanker men have known many emergencies. Oil fires at sea, hurricanes, submerged reefs, all have taken their toll of ships and men. But with the years the tanker has



Heavy weather in the making off Cape Hatteras.



Modern Navigating Bridge. Left to Right: Stern Bridge telegraph, "metal mike" Sperry Gyro Steering Control, Manual Steering Controls, Binnacle or Compass. Note the shaft running from the Manual Steering Control through the deck above. Another wheel is located on the open bridge at the very top of the midships house. If the telemotor Controls and the Automatic Steering are out of order the vessel can be steered from controls located in the steering engine room aft.

R. R. Griffin, Vice President—
Marine Transportation.



Preparing to discharge cargo. At left, taking sample from bottom of ship's tanks. Sailors at right are securing gang-plank.



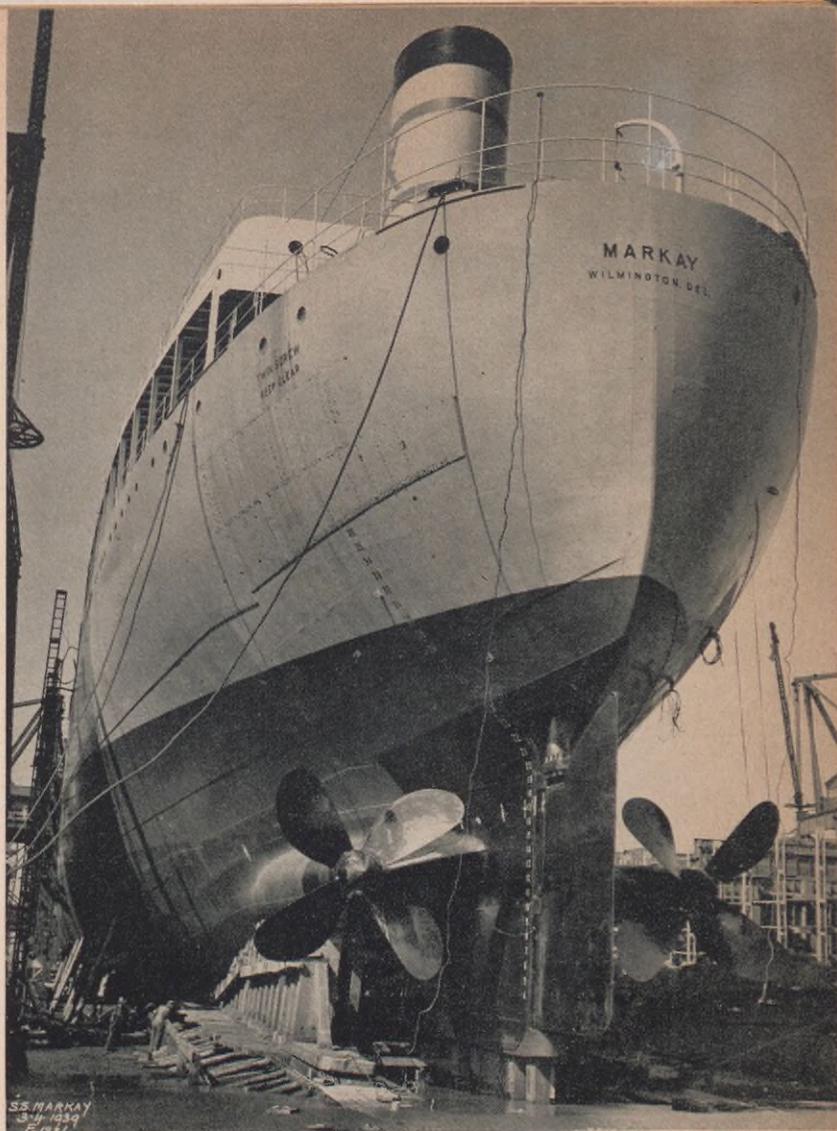
Cargo hoses during discharge operations. Note Plimsol marks on hull of ship (extreme right) governing the depth to which the vessel may be loaded.

evolved into a streamlined titan of the sea, the last word in safety and fine construction.

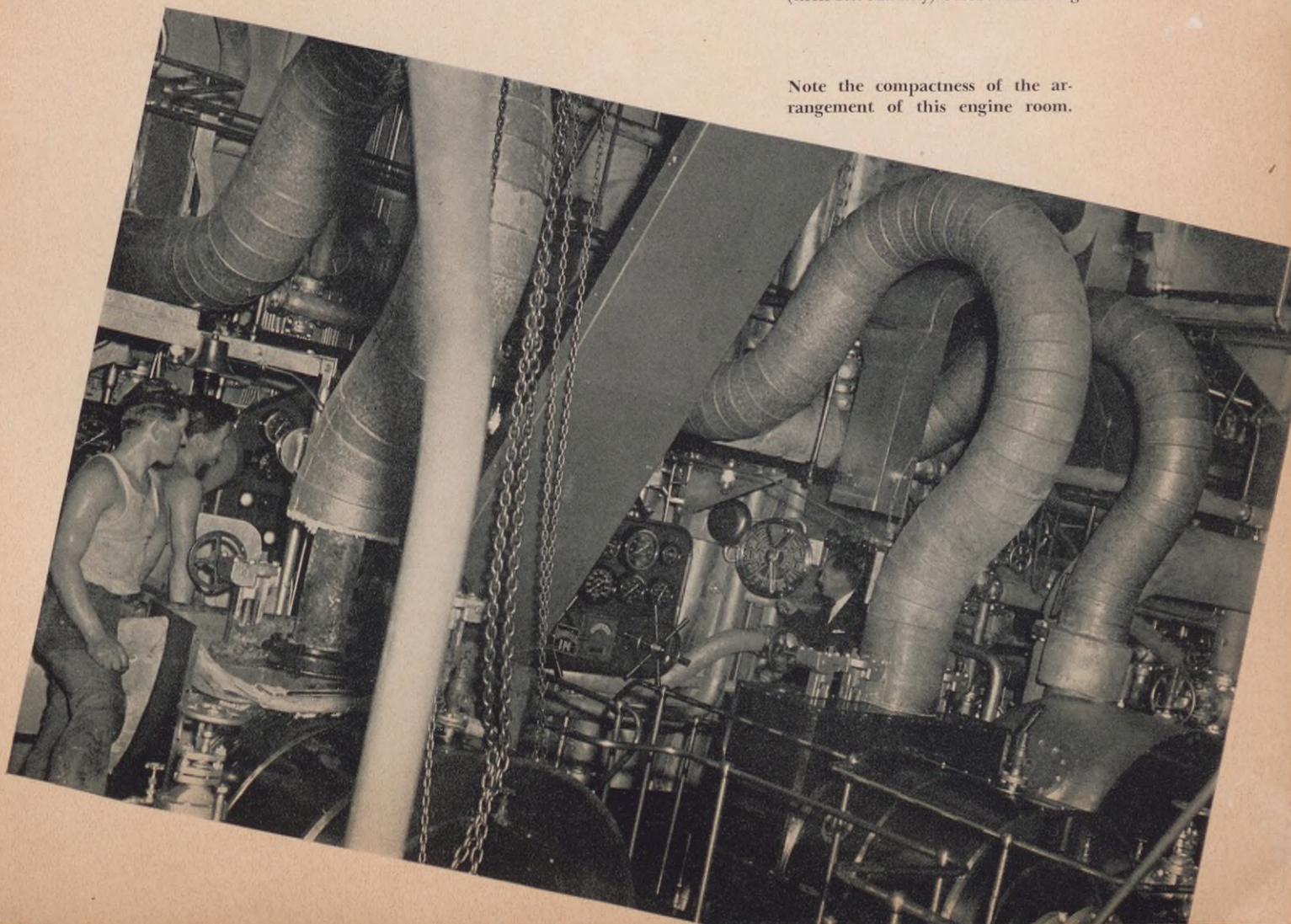
Typical examples of America's superb tankers are the twin ships "Seakay" and "Markay" now known as the U. S. S. "Santee" and U. S. S. "Suwanee" respectively. Prior to their being requisitioned by the Navy they carried Shell products from the Gulf and West Coast refineries to the chain of Marine terminals dotting the U. S. seaboard north of Cape Hatteras. Over 550 feet long each of these ships carried a 6,300,000-gallon cargo of gasoline and required a crew of 60 officers and men. The average time required for a 10,000 deadweight ton, 11 knot tanker to complete a voyage from New York to Houston, Texas, and back is from 16 to 18 days whereas the "Kay" sisters, 18,230 deadweight tons each with a guaranteed speed of 18 knots, made the voyage in 10 or 11 days without exertion.

High pressure steam turbines generating 12,800 horsepower geared to shafts turning twin propellers as well as a streamlined hull and rudder give these ships their high speed. Energy to drive the turbines is supplied by water tube boilers and super heaters turning out steam at 750° Fahrenheit with a pressure of 425 lbs. per square inch. The boilers, of course, are heated by oil furnaces. Another fact conducive to the ships' speed is the design of their bows which are of a bulbous type to give stability when underway.

The importance of the tanker fleet lies in the fact



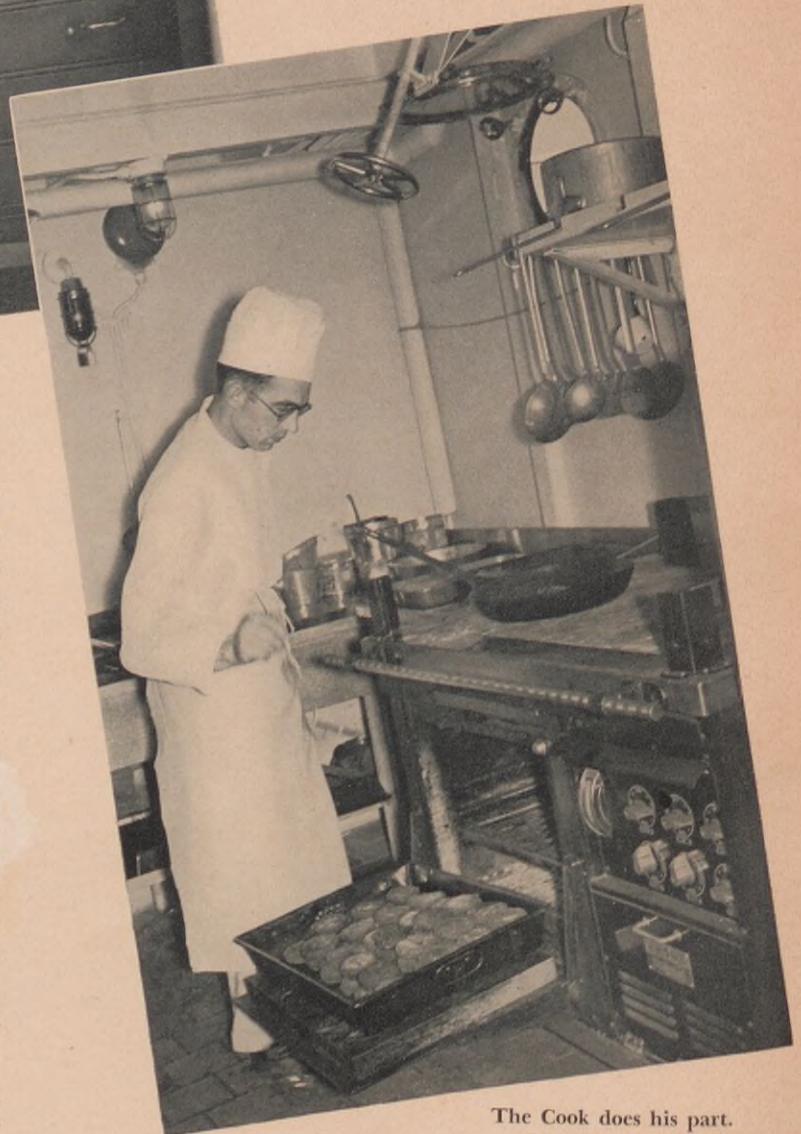
Stern view of the U.S.S. Suwanee (then S.S. Markay) before launching.



Note the compactness of the arrangement of this engine room.



Radio Operator's Stateroom on a new type tanker.

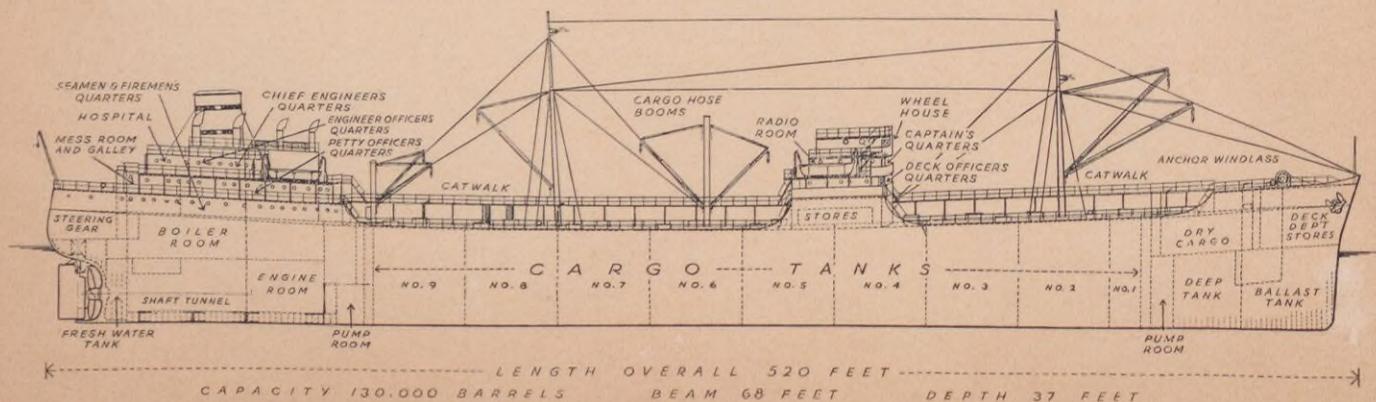


The Cook does his part.

that the cheapest form of transportation for oil is by water. Every year Shell alone ships more than 40,000,000 barrels of crude oil and petroleum products by sea from its West and Gulf Coasts refineries to its Marine Terminals. The movement of this vast amount calls for some very coordinated teamwork on the part of several departments in the Company.

The quantity and kind of product to be moved is, of course, dependent on the sales requirements so that the initial move comes from the Marketing Department which estimates its needs for twelve months in advance. The Transportation and Supplies Department determines at what terminals and in what amounts material is to be delivered. The Manufacturing Department determines what can be supplied and the Treasury Department provides the money. Thus equipped, the Marine Transportation Department arranges for ships and schedules departures and arrivals.

The Marine Transportation Department has a unique distinction—in point of personnel it is by far the smallest in the Shell organization, its staff number-



ing six people. But heading it up is an officer of the Company who is a shipping expert in his own right. Vice President R. R. Griffin, a Shell man of twenty years standing, is a Californian who has served in all phases of the oil industry. When Petroleum Co-ordinator Ickes appointed his various committees to tackle the oil transportation problem, Mr. Griffin was named a member of the Transportation Committee for District No. 1 and Vice-Chairman of the Sub-Committee on Tankers. He is serving also with two other groups which are playing an important part in expediting the movement of petroleum products to the Atlantic Seaboard.

The Marine Transportation Department schedules its cargoes 30 to 45 days ahead but wind, weather and unusual operating conditions can play havoc with the timetable. Not only the ship, but the shipping and receiving terminals work from these schedules. Holding a ship at the dock unnecessarily is an expensive business—a twenty-four-hour delay in loading or unloading a tanker such as the "Suwanee," for instance, would cost about \$3,000.

Ships never earn money at the dock so the Marine Transportation Department makes every effort to keep them moving. Forty-eight hours in advance of arrival at her destination, a ship radios her expected arrival time so that when she ties up the terminal crew is prepared to handle her cargo. One group of men is assem-

bled on the dock to handle the vessel's lines and make her fast without delay; a second stands by with necessary gaskets, bolts, nuts and tackles to make hoses fast to the ship's connections; while a third group, the gaugers, board her to inspect the tanks, take samples, and gauge the amount of cargo. Within one hour of her arrival, the vessel is ready to discharge her tanks. This can be done at rates as high as 15,000 barrels an hour.

Heavy weather occasionally damages a ship and its cargo. Such cases require additional checking and sometimes involve claims for adjustments against the ship or cargo underwriters, details of which are handled by the Marine Transportation Department in conjunction with the Insurance, Legal and the Tax and Claims Department. A mishap of this kind may cause a change in ship schedules in order that a particular terminal be supplied with product at the stipulated time. The divergence of ships from their normal course is an expensive procedure and is plotted with great care by the shore staff.

When the hurricane warnings go up in the Gulf and the white caps dash against the reefs off Hatteras—that is when the Marine Transportation Department sharpens up its pencils and catches a sandwich at the drug-store—for every minute in the life of a tanker is dated and when it is not there on schedule there's a heap of figuring to do on shore.



Marine Transportation Personnel (left to right) Teresa M. McCoy, Catherine H. Boyd, Alden C. Wires, Viola Reiter, Richard W. Dunham.

Left to right: Messrs. P. H. Swinchatt, A. E. Jago, N. J. McGaw, R. R. Griffin, on an inspection trip to Sewaren.



SENTINEL— WHAT OF THE NIGHT?

by *A. H. Vineyard*

THE time is 3:00 A.M. It is raining—a steady, even, relentless downpour. Two shrouded figures crouch in the tall grass on the wasteland side of a refinery, silently but intently staring through the fence. The lights in the distance are a shimmering haze. A patrolman approaches with measured step, his head bowed against the elements. He looks neither to right nor left. He is conscious only of the miserable night and of his clinging wet oilskins. Two heads slowly pivot as two pairs of eyes follow his progress. Personally, he is quite safe for it is known that an immediate search will be instituted when a patrolman misses a “call-in.” No search is wanted at this time. He passes and as his silhouette fades into nothing, the watchers move stealthily toward the fence.

The hours pass. The rain ceases. The dreary night gives way to a brilliant dawn, sparkling fresh from the rain. The day shift maintenance men, operators and construction crews are starting to work. Above the noise of routine plant operations is heard an occasional shrill blast from an air whistle or the rat-a-tat-tat of a rivet gun. The refinery is alive with activity.

It is 11:10 A.M. Gauge, meter and temperature readings have been recorded for 11:00 A.M. The temperature lines on the recording instrument charts indicate steady operation and the meters register a steady flow. There is every reason to believe opera-



tion is normal except that the output has been unaccountably high the last several hours, indicating fractionation damage to the equipment. Outage for the last hour has increased to the extent that accuracy of the meter is questioned. It must be changed.

Before this can be done the plant pressure rises rapidly. The robot pressure controller opens to capacity, but still the pressure surges upward. Something is wrong! An operator cracks open the emergency release valve and stands by to hold a “ceiling” pressure while the rest of the crew, under direction of the stillman, dash to various parts of the unit in an effort to locate the source of trouble.

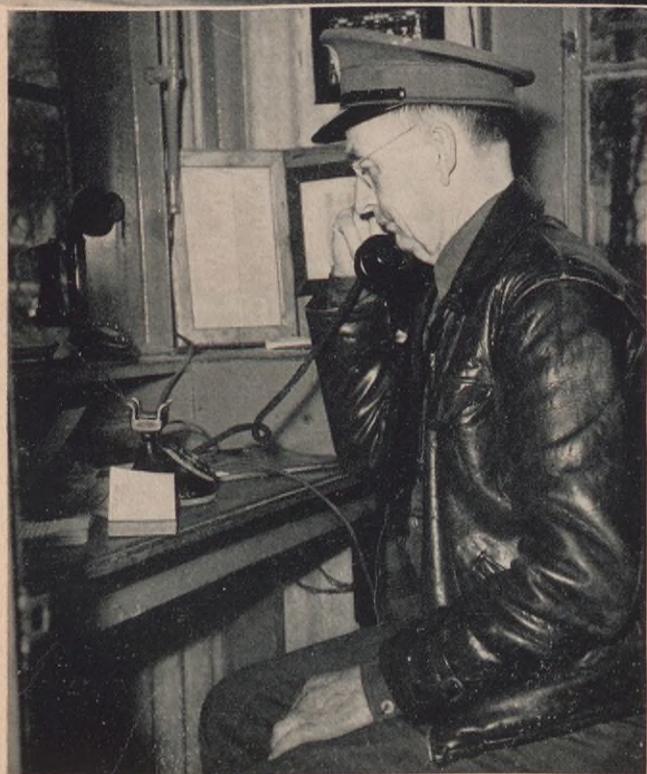
The fireman runs to the block valve to cut off the fuel supply from the fires. Even before he can complete the task there is a dull roar, followed instantly and in quick succession by a distinct pressure drop, a shattering detonation and FIRE. . . .

You have just read a typical popular magazine approach to a sabotage story. Sabotage is a mysterious term guaranteed to stir the imagination. Being little understood, it makes splendid subject material for stories appealing to the emotions.

But, in reality, it is as old as humanity itself, and the methods employed by saboteurs are no mystery to law-enforcement agencies. We should remember this when reading news accounts of fires and explosions in industry. In 1939, before the defense program got under way, American factories suffered 23,700 fires,



Spectacular, but the price is human lives.



C. B. Kirkindall, gateman at the Houston Refinery, checking up on the progress of a visitor through the plant.

of which 7,500 were caused by explosions. These figures alone explain why spectacular arrests are not made every time there is a fire in a defense plant.

All industry is speeding up at a tremendous rate. New processes are being introduced, and peace-time factories are turning out materials entirely foreign to plant and personnel. Old equipment has been pressed into service. Young and inexperienced labor has been hired in ever-increasing numbers. These are all factors to be considered before we cry "sabotage."

Let there be no mistake! Sabotage is a real problem and a menace to the defense effort, but it can be combatted only by common-sense methods. Hysteria has no place in the approach to its solution.

Legally, sabotage is the willful and malicious



Wood River Watchmen. Front Row: (Left to right) S. J. Tipsword, W. Hawkins, T. Lewis, G. Grisham, M. Malone, W. Crews, H. Bartels, E. Leonard. Back Row: (Left to right) W. Anderson, P. Goewey, W. Deist, H. Bergfeld, H. Whitley, G. O'Dell. Other Watchmen not included in picture are B. Cole, R. Sterthman, C. Kessinger, J. Howard, F. Shehorn, J. Baumeister, T. Tonkinson.



Norco Refinery watchmen. From left (kneeling) E. J. Haydel, J. Marino, E. Keller, and L. A. Landry. (Standing) R. Bethancourt, W. J. Kinler, A. R. Cambre, R. G. Montz—Head Watchman, H. Lavergne, W. A. Brady, M. N. Falgout, J. J. Delaune and L. Decatean.



About to make the rounds at the Houston Refinery.

destruction of property by incendiary fires, explosions or mechanical means. Willful attempts to impede the National Defense Program by slowing down production and injuring the quality of products is also considered sabotage. (The Black Tom and the Kingsland explosions in New Jersey are the most notorious examples of sabotage during the first World War.)

In peace time, the maximum penalty is \$10,000 fine, ten years in prison or both. In war time, the penalty is \$10,000 fine, thirty years in prison or both.

We should all be on the alert to assist our country to our best ability in this, her time of need; however, in so doing, there are several important points to keep in mind.

Law enforcement agencies are best equipped through training and experience to know the value of information presented and to decide the proper approach to the solution of the problem. Therefore, it is advisable to take information to them for handling.

Be alert to what goes on around you. If tools, machines or equipment show evidence of having been tampered with, altered, or maladjusted, report the fact at once. This is a favorite form of sabotage because it looks like carelessness and is difficult to detect.

Meet cheerfully all regulations for the prevention of sabotage. The company does not suspect you of anything, but it is well known that saboteurs use innocent people in carrying out their sinister plans. Therefore, do not object; rather, cheerfully submit to being "frisked" at the plant gate by authorized company personnel or the regular guard force—they are doing it for your protection.

View with suspicion the person with unlimited money who wants to assist you with little "security." To accept such assistance may put you in a tight spot when a return favor is requested. It is far better to borrow from your credit union where the only "return favor" is repayment with a reasonable legal interest.

Select your friends and associates carefully. This is no suggestion to become "high hat." It is a protective measure. Persons of dubious reputation often become tools of saboteurs.

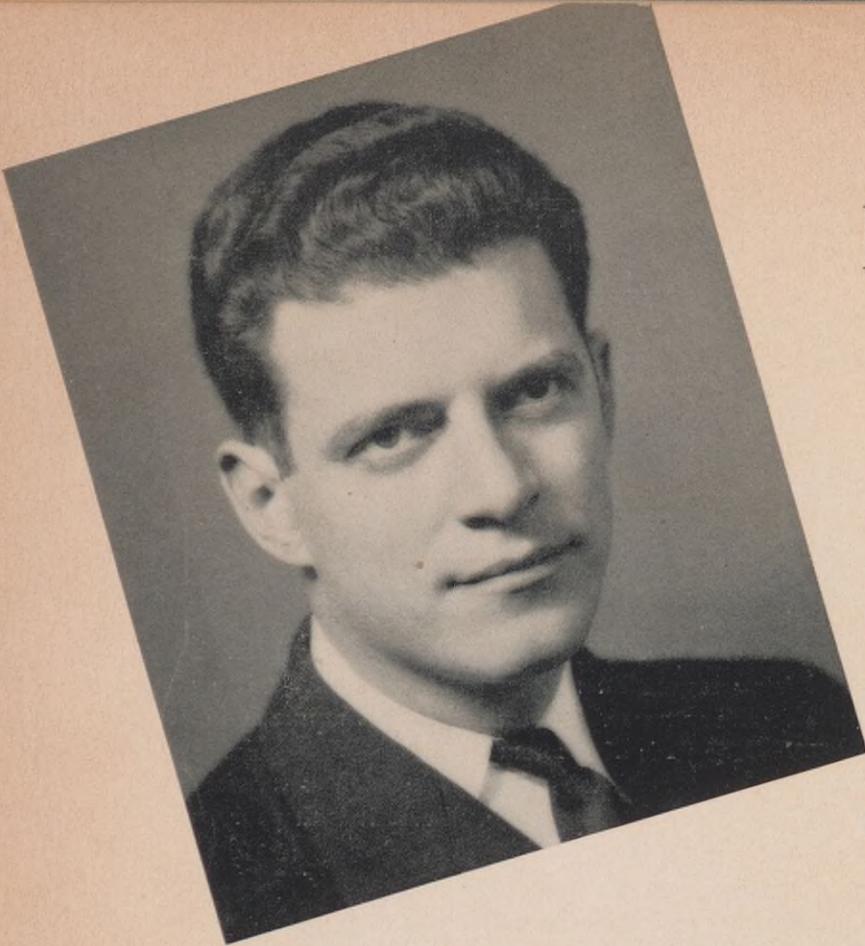
Do not worry. Meet each situation as it arises. If something appears wrong, discuss it with your supervisor.

The most important and the most difficult thing to do is to bear these things in mind—at all times. The saboteur can choose his own moment to strike. He must not find us unprepared.

Sabotage or carelessness—the result is the same.



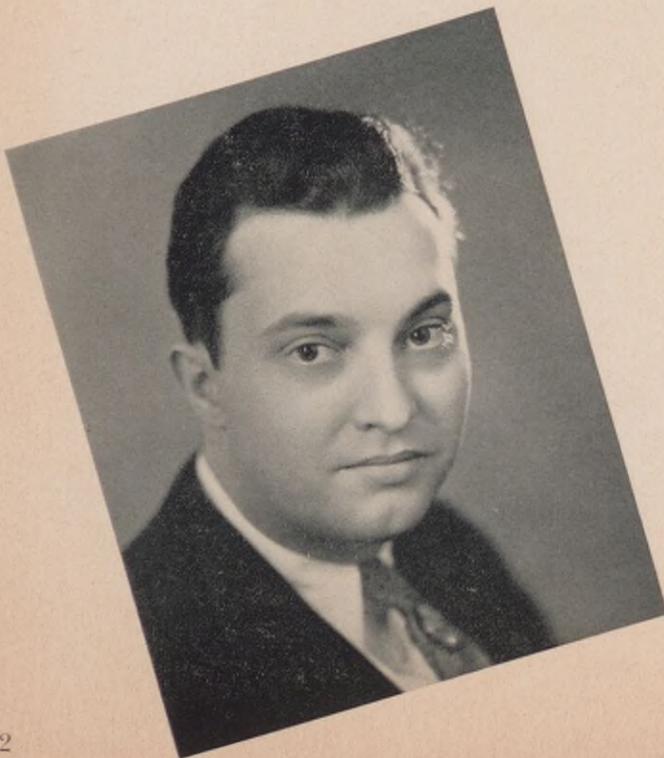
PEOPLE IN THE NEWS



MR. WILLIAM H. GARBADE has been appointed General Auditor for the Company (East of Rockies) effective December 1. Mr. Garbade is a native New Yorker and a graduate of New York University with degrees of B.S. and M.B.A. He brings to the position an extensive background in the field of petroleum economics as evidenced by his many articles on the subject which have appeared in leading newspapers and magazines in this country and abroad. Mr. Garbade's experience with Shell has been unusually broad, including assignments as Area Manager; Chief Statistician, Shipping and Supplies Department; Division Sales Manager and Assistant to Vice President, Marketing.



MR. J. H. O'HARE leaves Shell Oil Company after sixteen years of service to join Shell Pipe Line Corporation as Assistant Treasurer. A native of Illinois and an alumnus of Dubuque College, Mr. O'Hare came with Shell in 1926 as a stock clerk in Marketing-Accounting at Chicago. After a brief period as Assistant Chief Clerk at Kansas City, he moved to the St. Louis Office where he served in various capacities until his appointment as General Auditor in 1933. Upon consolidation of the New York and St. Louis Offices he came East in the same capacity.



MR. A. A. BUZZI moved from Wood River Refinery to become Assistant Manager—Auditing Department under Mr. Garbade. He began his service with Shell 18 years ago at the Arkansas City Refinery in the capacity of Billing Clerk. After working his way up through various positions he was appointed Office Manager at the East Chicago Refinery in 1933 and moved to Wood River in the same capacity a year later. Mr. Buzzi brings to his new position a wide experience in administrative and accounting procedure.



MR. E. L. HELM has been moved to Head Office Treasury Department in the capacity of Assistant Manager—Financial Tax. After graduating in Commerce and Finance from St. Louis University, Mr. Helm joined Shell in 1924 as a clerk in the St. Louis Head Office Accounting Department. Since then he has served in various capacities both in the Accounting and Marketing Departments. For the past year he has been Office Manager at Indianapolis.

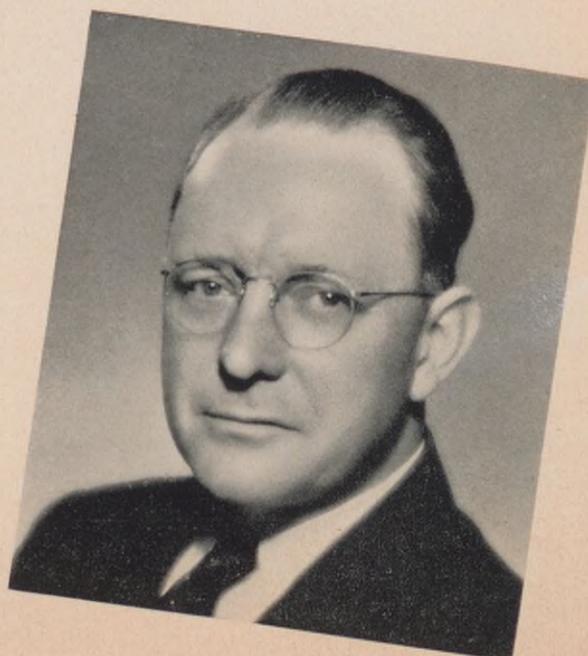


The elevation to new posts of two other "old-timers" in Shell was announced this month by E. D. Cumming, Vice President-Manufacturing. MR. P. E. HURLEY, who started with the Company 21 years ago as a gauger, has been appointed Senior Assistant Superintendent at the Houston Refinery. A native of Alton, Illinois, Mr. Hurley began his eventful career with Shell at the Wood Rivery Refinery in 1920. Since then he has gained a wealth of experience in all branches of refining and has seen service at various Shell refineries including Norco where, prior to his new appointment, he held the position of Superintendent. At a time when the huge Houston plant is going all out to meet unprecedented defense requirements Mr. Hurley's executive ability and knowledge of refining is expected to be of invaluable assistance to the Management.



MR. V. W. PARKER who, like Mr. Hurley, has 21 years of service with Shell, has been appointed Assistant Superintendent at the Norco Refinery. A St. Louisian by birth, he too started with Shell at Wood River. In four years he rose from Gauger to Assistant Head Stillman. He was transferred in 1927 to East Chicago as Head Stillman and, when that refinery was converted to a pipe line terminal, became Superintendent. In his new post, Mr. Parker will assist Mr. P. E. Foster, Manager of the Norco Refinery.

MR. H. P. INGERSOLL has been named to succeed Mr. Parker as Superintendent of the East Chicago Terminal. Mr. Ingersoll joined Shell as a laborer during construction of the Arkansas City Refinery 18 years ago. Since 1927 he has been stationed at East Chicago and, when the refinery was converted to a pipe line terminal in 1940, he became Assistant Superintendent.



PENSIONERS OF '41



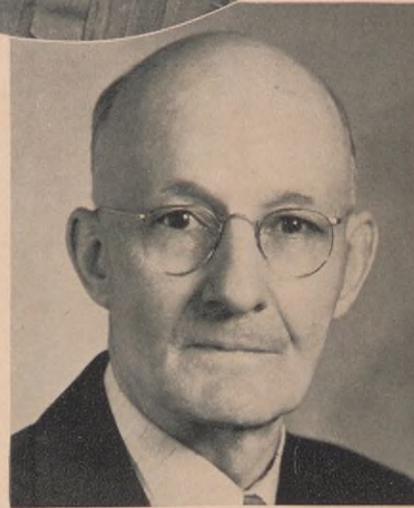
Exemplifying the well-earned leisure of a Shell pensioner is L. H. Hellrung who worked at Wood River Refinery before his retirement in February, 1941



J. W. NICHOLS
Shell Pipe Line Corporation
Retired May, 1941



A. G. LEMONS
Shell Pipe Line Corporation
Retired January, 1941



C. G. WINSLADE
Wood River Refinery
Retired June, 1941

SHELL NEWS' front cover this month shows Mr. & Mrs. A. M. Colyar standing at the front gate of their home in Roxana, Illinois. "Sparky," as Mr. Colyar is affectionately known to hundreds of employees at the Wood River Refinery, retired on pension last June after 18 years of service with Shell. Life with this couple goes on as well as ever since his retirement except that Mrs. Colyar has not been feeling well. A very lively person despite her 73 years, she bemoans the fact that her indisposition has curtailed her activities—quite by chance we discovered shelf upon shelf of preserves she had put up during what she described as "this lazy spell." They own their own home and the lot it stands on as well as the lot adjoining. This calls for double duty in the front yard for which "Sparky" was nominated quite some time ago. When a man lives in his own house he finds plenty of repair jobs to do

without looking for them so that idle time is not a problem with the Colyars.

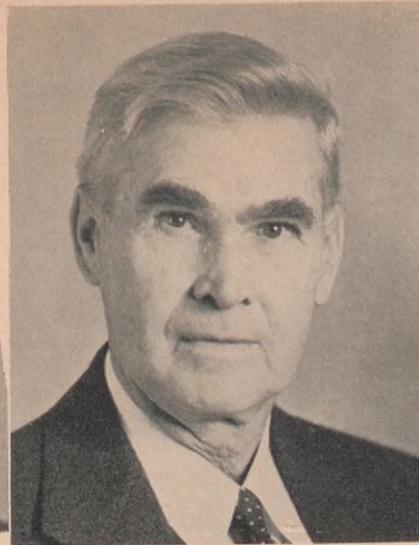
Equally ambitious in their retirement are other Shell pensioners here pictured who raise stock, hogs and chickens, and pursue various hobbies. Travel, gardening and fishing seem also to play an important part in their lives. One enterprising gentleman has taken over the sponsorship of his community play-ground, another has embraced the profession of bee-keeper, a third is an ardent floriculturalist who is a regular prize-winner at flower-shows the country over.

These men and women, without exception, find life easier because of the benefits they derive from the Pension Plan.

As of November, 1941, some 324 employees have been provided a retirement income. Total pension payments to these former employees amount to



B. F. MORGAN
Shell Pipe Line Corporation
Retired July, 1941



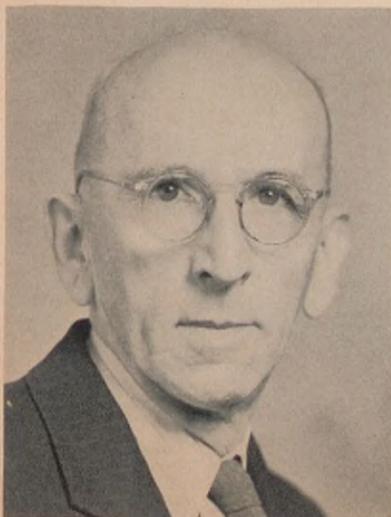
D. M. FITZGERALD
Wood River Refinery
Retired August, 1941



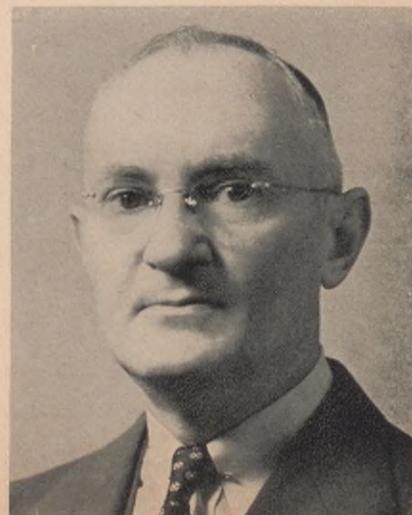
M. A. HARPER
Shell Pipe Line Corporation
Retired September, 1941



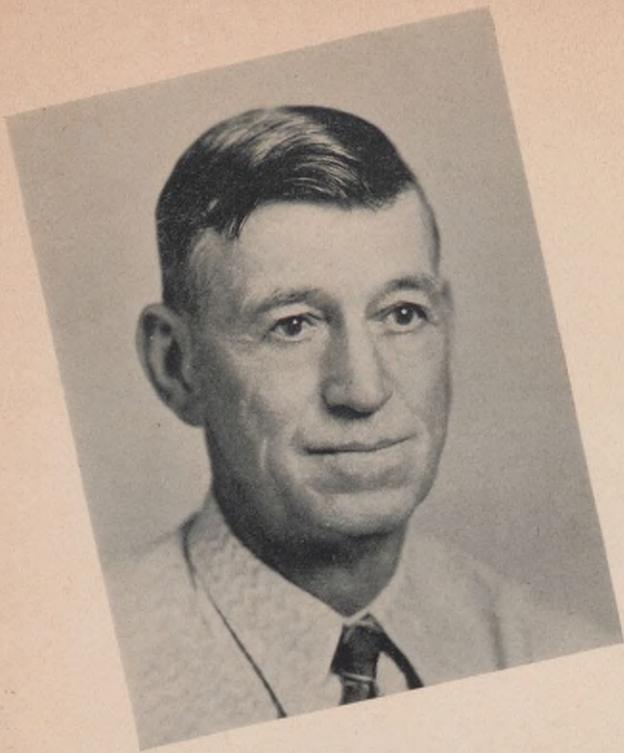
D. R. Bennett, retired January 1, 1941, is shown here with Mrs. Bennett and the fine flock of White Plymouth Rocks he is interested in raising. Mr. Bennett was employed at Wood River Refinery prior to his retirement.



J. J. GROSSHEIM
Wood River Refinery
Retired April, 1941



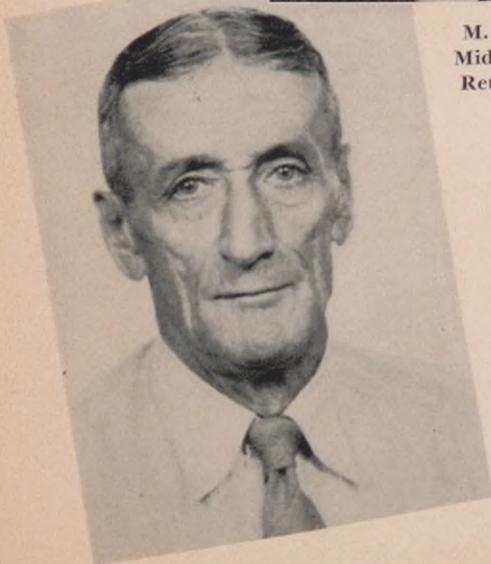
C. R. WELCH
Mid-Continent Area
Retired April, 1941



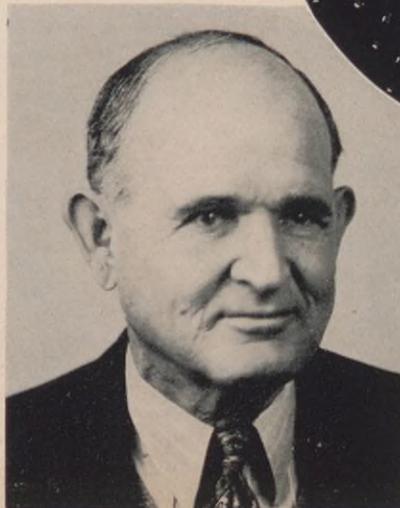
O. G. CRAIN
Mid-Continent Area
Retired July, 1941



M. C. WALKER
Mid-Continent Area
Retired May, 1941



M. B. ROBINSON
Texas Gulf Area
Retired January, 1941

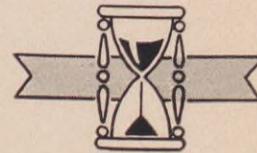


W. R. KINCAIDE
Eastern Area
Retired July, 1941

\$330,000. As time goes on the number of pensioners will naturally increase and the Company is building up a reserve to meet the needs of both present and future pensioners. This reserve now has almost reached \$11,000,000 and Shell is currently paying into the pension fund more than 5½ per cent of its payroll, or approximately three million dollars annually.

As in the case of any soundly financed, long-range program of social benefits, premiums are paid on the basis of the total number who will ultimately become eligible to retire—not on the basis of the number retiring. Each year an independent actuary employed by the Pension Trust reviews the operations of the plan and makes recommendations to the Trustees to insure its continuation on a sound and satisfactory basis.

Thus the fund becomes progressively stronger against the day when Father Time will beckon each of us in his turn.



LILLIAN DRISCOLL
Personnel, H.O.
Retired September, 1941



H. R. ICE
Shell Pipe Line Corporation
Retired September, 1941



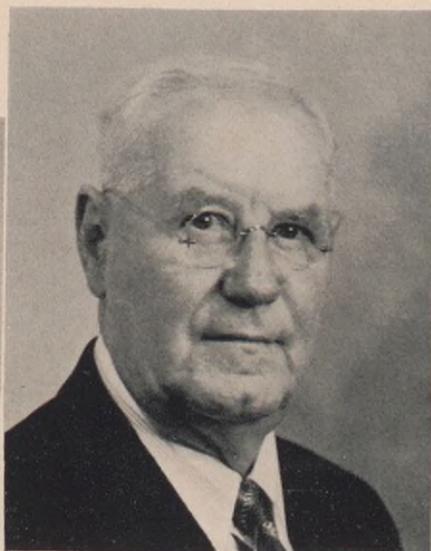
J. L. JONES
Mid-Continent Area
Retired April, 1941



D. G. COOMBS
Marketing, H.O.
Retired August, 1941



J. R. WILKERSON
Mid-Continent Area
Retired August, 1941



J. A. VAN HEMELLEN
Wood River Refinery
Retired September, 1941



W. E. HULL
St. Louis Division
Retired October, 1941



W. R. NIGHTINGALE
Tax-Claims, H. O.
Retired January, 1941



C. P. BRIGMON
Texas Gulf Area
Retired November, 1941



H. E. RHINARD
Detroit Division
Retired May, 1941

Also pensioned in 1941 were Olivia C. Marting who had been employed at St. Louis Division and Mrs. Helen H. Reeder of the Shell Building, St. Louis, Missouri, staff. The pictures of these ladies were not available.

HOUSEWIFE ARTIST

by
Rose Seifert

PATSY'S ears drooped as she sat and gazed at the snow man. She frankly didn't know what to make of it—a disturbing position for any self-respecting Irish setter to find herself in. Pumpkin the cat was similarly perturbed at the sight of this stranger—you could tell by the way his whiskers bristled. But the youngsters, Willard and Alden, had no such qualms. He was their creation and, as such, rated unqualified approval. The snow man himself sat stolidly in the yard and breathed an air of total indifference. All that remained to complete the tableau was an artist to catch the scene, and sure enough, there she was with her head sticking out of the kitchen window.

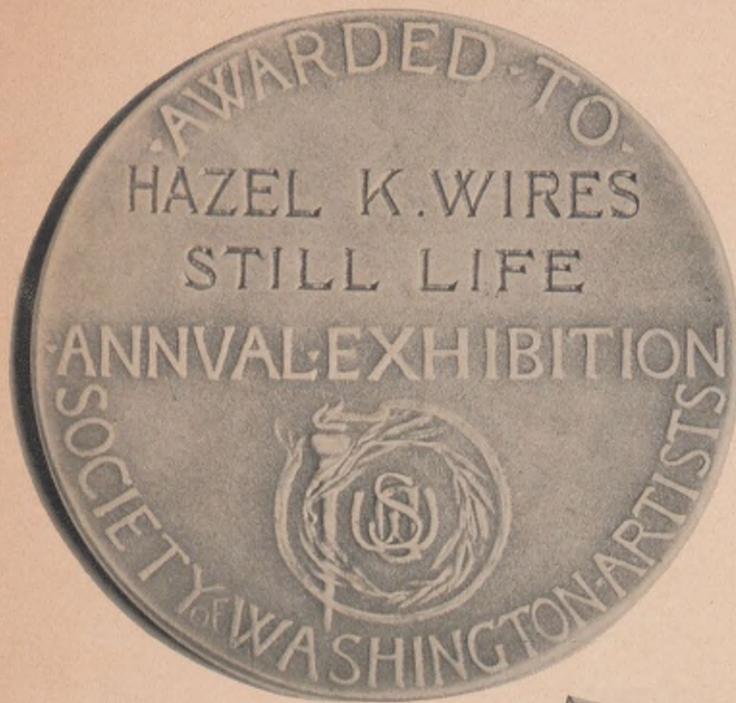
Now the ability to faithfully reproduce on paper a scene from life is not uncommon but to be able to do this while engaged in cooking a bang-up dinner is a rare talent indeed. The Christmas card reproduced on this page was sketched while the artist was commuting between the stove and window. An Irish setter, contrary to its name, does not sit still for very long, nor do healthy youngsters in a snow-filled yard, so the sketch had to be done right then if it were to be done at all. On the other hand it is axiomatic that a half-cooked dinner must go forward or to ruin. That is why artists who want to qualify as housewives must be ambidex-



Mrs. Wires' clever reproduction of the scene in her yard at Christmas time bears the season's greetings to the family's friends.

trous since nobody has yet developed the art of sketching with a soup ladle.

Mrs. Alden C. Wires, the artist who made the Christmas card, is a southpaw, or to put it more elegantly, paints with her left hand, but her work shows none of the erratic temperament so often associated with the southpaw fraternity. On the next page is a photograph of one of her still life paintings which won the gold medal award from the Society of Washington Artists. More than one shipping office has been brightened by her tanker paintings despite the fact that several of them were finished before she had even seen a tanker—she worked from photographs of ships at anchor and had to visualize them on the high seas or in the process of unloading. Mr. Wires, who works in Shell's Marine Transportation Department, and knows quite a good deal about the real thing, supplied this material. Her favorite subject, however, is landscape painting, some very good examples of which are now on display at the Kresge Art Galleries in Newark, New Jersey. Mrs. Wires paintings have been shown in company with those of renowned artists Harrison Cady (famous for his comic strip "Peter Rabbit"), Gifford Beal and others. She is an active member of the Ridgewood Art Association and the nationally known Ber-



Awarded to her in 1937, this gold medal is testimonial to Mrs. Wires' real talent.

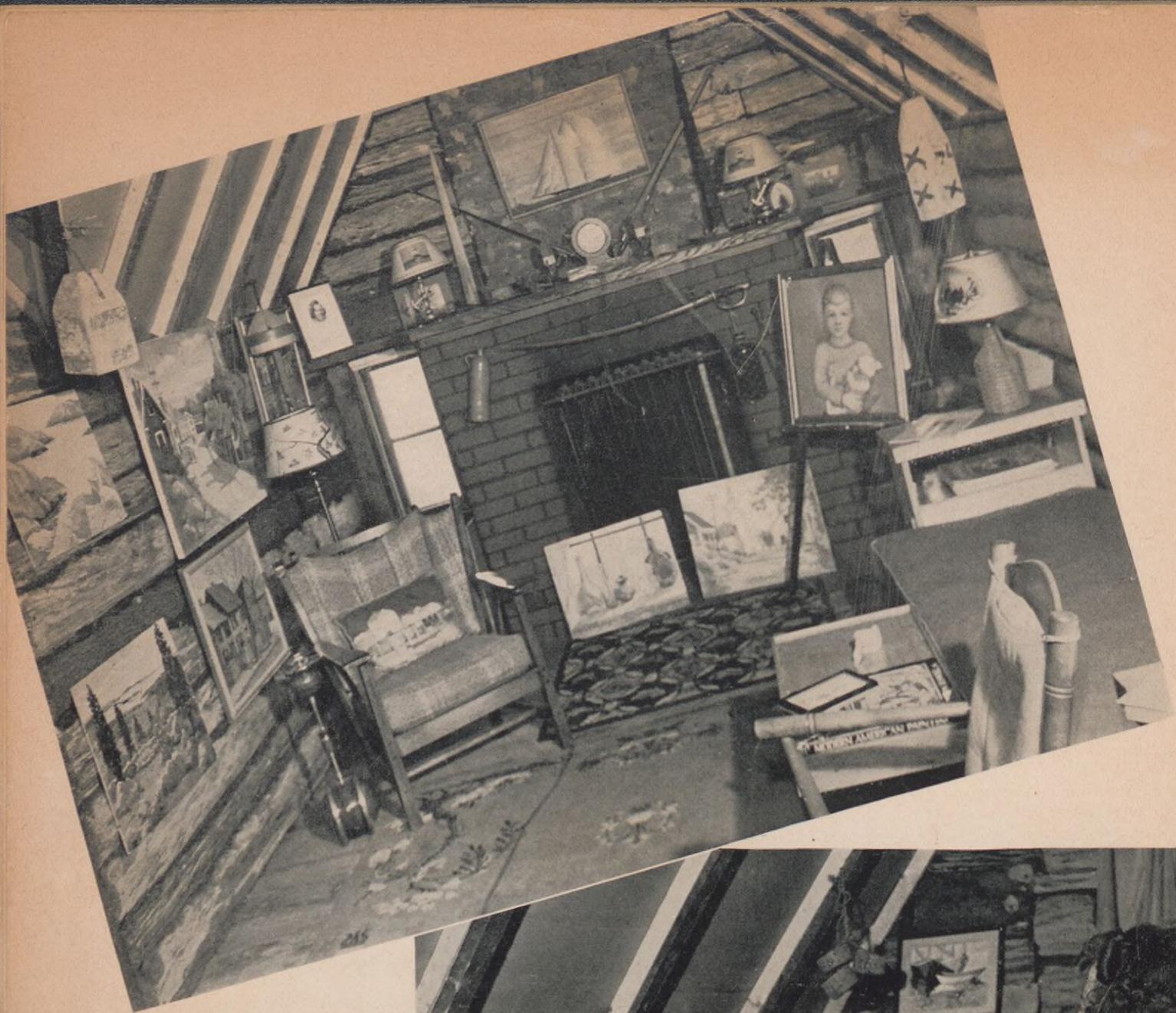
Award-winning still life is this painting for which she was honored by the Washington Society of Artists.



gen County Artists Guild in whose exhibits her work is currently appearing. Besides all this, she conducts art classes in her home to help other housewives who want to develop their talents as a means of self-expression.

Mrs. Wires attributes her interest in painting to her grandmother, who was an artist of no small talent. This ability has passed on down through Mrs. Wires' father, who is a woodwork craftsman. The dining-room table seen in another photo on page 21 was designed, built and polished by him. And even little Willard and Alden are beginning to prove their valuable heritage. Samples of their work which show decided promise hang on the walls of their room. Since the time she was eight years old, Mrs. Wires confesses, her playthings have been paint-brush and box rather than dolls and other toys. This continued interest in painting reveals itself now in her way of living. The family's favorite pastime is picnicking at spots where Mrs. Wires can profitably set up her collapsible easel. When the children ran through the usual bout of mumps and whooping-cough Mother was in constant demand for her amusing drawings of them, of herself, and of Father.

The Wires home, as might be expected, is tastefully



In this typical artist's atmosphere Mrs. Wires conducts art classes and completes her paintings.



Paintbrush in mouth, Mrs. Wires is intent on her work in the studio. Not shown here are the paintings she has made of tankers on the high seas, which have received wide acclamation.



"Christmas greeting in the making" aptly captions this picture. Mrs. Wires is "digging" at the linoleum block which became the good-looking card shown elsewhere in this article.

decorated with furniture of mellowed New England pine, hand-braided rugs which Mrs. Wires makes, tinted glassware picked up here and there at auctions, petit point seat covers and her paintings which occupy places of honor in the living-room.

But the pride and joy of the family is the attic studio where Mrs. Wires does most of her painting. A large studio-window at one end, a red brick fireplace at the other, easels set up in the best corners, and rough-hewn rafters overhead provide an authentic background for the painter. Although this is where the actual painting is done most of the initial creative work is done elsewhere.

An artist does not draw his subjects from the imagination but from real life. Hence, Mrs. Wires finds most of her pictures while walking, riding or working about the house as in the case of the Christmas card scene spied from the kitchen window. Now here is the rub. The memory cannot be relied upon when completing a picture in the studio and the preliminary sketches give no clue to color, shading, etc., which are among the most important features of any picture, especially if it is a landscape. So Mrs. Wires must return to her scene before the weather or season changes if she is to get a true picture. And, of course, in portraying a child or an animal, she must quickly execute the mood of the scene lest her subjects become tired or bored, which explains the combining of household chores with painting. Such a combination, in the opinion of Mrs. Wires, presents ample opportunity for real self-expression and personality fulfillment to the busy housewife with a flair for art.



Alden, Jr., at left, and Willard watch the progress of a hand-braided rug.

WITH THE COLORS UT VIRI VOLENT

by Lt. James E. Peck

KELLY FIELD, Texas. This aviation base has been, and is today, a most vital cog in the business of Army flying. From 1922 to 1940 inclusive, 3,945 flyers were graduated from here, and in 1941, due to the expanded program of the Army Air Corps, more than 2,000 young Americans will receive their wings and 2nd Lieutenant's commissions.

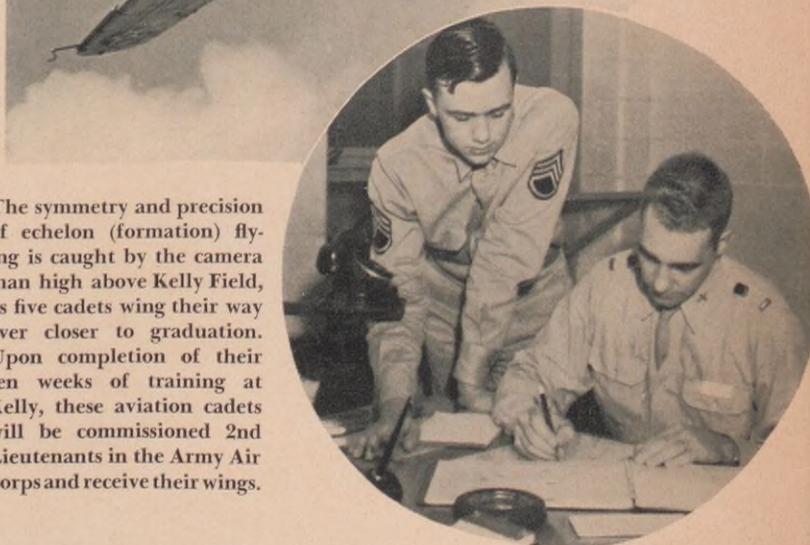
It is this supreme importance of Kelly Field, its traditions, color, personnel, and sometimes even drama, that stamps its insignia into all the men who have been here in the service. It has been the Alma Mater to so many flyers, officers and enlisted men, that the name has been surrounded with the same awe that a university strikes in the heart of its graduates.

Some seven miles from San Antonio, Texas, the base was established during the World War and is named after 2nd Lt. George Kelly, who was the first army pilot and the second officer to lose his life in military aviation. By December, 1917, there were 1,100 officers and 31,000 enlisted men at Kelly, and the first cadets began to arrive in January, 1918. After World War I, such activities as primary and basic flying were discontinued or transferred to other centers and, at present, Kelly specializes only in advanced flying. It is today the oldest advanced flying school in the United States, older than the Air Corps itself.

The aviation cadet passes through three stages of training. First, he spends ten weeks at one of the Army's numerous primary schools where he learns to fly small ships. Next, he moves on to a basic training school such as Randolph Field. When he finally arrives at Kelly for the third or advanced stage of his training, he has already about 135 flying hours to his credit, and has done all the aerial acrobatic maneuvers and supplementary ground work including air navigation, radio code, the mechanics of aircraft and engine, military discipline, the customs of the service and a little instrument and night flying.

At Kelly the cadet undergoes ten more weeks of training before he finally receives his wings and 2nd Lieutenant's commission. During this time he makes cross-country flights, both day and night, becomes more proficient in echelon flying and, in general, progresses from the stage of novice to that of finished flyer. On leaving Kelly, the cadet, now a 2nd Lieutenant, is assigned to a tactical bombardment group or is retained as an instructor.

"Ut viri volent," "That men may fly," is indeed a fitting insignia for Kelly Field—the Alma Mater of the Air Corps.



The symmetry and precision of echelon (formation) flying is caught by the camera man high above Kelly Field, as five cadets wing their way ever closer to graduation. Upon completion of their ten weeks of training at Kelly, these aviation cadets will be commissioned 2nd Lieutenants in the Army Air Corps and receive their wings.

Every squadron at Kelly Field must keep accurate accounts of its expenditures and receipts, so Staff Sergeant Marks (standing) of the 61st School Squadron, Kelly Field, throws open his squadron's accounts for Lieutenant Peck.

MILITARY SERVICE December, 1941

Name	Date Entered Military Service	Rank	Place of Employment
Adams, W. I.	Oct. 1941	Private	New York Division
Buerrosse, R. A.	Nov. 1941	Seaman 1st Class	Head Office, Transportation & Supplies
Ehricht, J. T.	Oct. 1941	Private	Texas Gulf Area
Esterak, J.	Oct. 1941	Private	Houston Refinery
Fitzgerald, L. F.	Sept. 1941	Private	Wood River Refinery
Gibson, L. R.	Sept. 1941	Private	Wood River Refinery
Guidry, L. J.	June 1941	Private	Norco Refinery
Harris, R. S.	Oct. 1941	1st Lieut.	Mid-Continent Area
Hartung, W. E.	Sept. 1941	Private	Wood River Refinery
Henry, R. W.	Nov. 1941	2nd Lieut.	Wood River Refinery
Jun, B. E.	Oct. 1941	Private	Wood River Refinery
Koehler, M. L.	Oct. 1941	Private	Texas Gulf Area
Kruse, N. I.	May 1941	Private	Houston Refinery
Mastroianni, J.	Nov. 1941	Private	St. Louis, Missouri
Matson, G. F.	Oct. 1941	Private	Minneapolis Division
McKeon, E. J.	Nov. 1941	Captain	Head Office, Marketing
Nestor, J. B.	Oct. 1941	Private	Cleveland Division
Pearson, R. G.	Nov. 1941	Ensign	Head Office, Sales Service-Advertising
Phillips, E. R.	Aug. 1941	Ensign	New York Division
Poole, A. H.	Oct. 1941	Fireman— U. S. Coast Guard Reserves	Houston Refinery
Savula, J.	Sept. 1941	Private	Wood River Refinery
Schoeneberg, J. C.	Dec. 1940	Electrician's Mate, 2d Cl.	Wood River Refinery
Tolliver, E. M.	Oct. 1941	2nd Lieut.	Mid-Continent Area
Towle, B. L.	Sept. 1941	Private	Texas Gulf Area
Walatka, A. L.	Oct. 1941	Private	Minneapolis Division
White, C. R.	Nov. 1941	2nd Lieut.	Wood River Refinery
Wilton, R. St. J.	Dec. 1940	1st Lieut.	Mid-Continent Area
Wing, R. B.	Oct. 1941	1st Lieut.	Mid-Continent Area



A hunter's dream comes true as thousands of gunners take to the marshes for the migratory waterfowl season.

Photo by
Press Association

OPEN SEASON

by *A. P. Ruether*

JUST before dawn on the day of the first cold snap of the year when the skies are overcast and a slight flurry of snow adds to the mysterious beauty of nature's domain, a myriad of mighty Nimrods descend upon America's fields and forests. The tall grass in the fields sways before the early morning breeze, the wind whispers through tall leafless trees in the forests, and with exciting expectancy, the hunter on that First Day, watches and waits. At last, his study of the nature and habits of his game, his knowledge of its places of feeding and drinking and haunts at different times of the day is rewarded. He knows that on a cloudy, blustering, blowy day, ducks and geese come inland for protection and that early in the morning or late in the afternoon are the preferred feeding times and since federal laws forbid hunting of waterfowl too late in the day, he is in the right place at the right time. With his decoys judiciously placed on the water, himself behind a carefully deceptive blind of rushes and marsh grass, he sends a reasonably good imitation of the bird's call to the dripping heavens . . . and three big geese stealing low over the corn or the majestic ducks slowly floating high

over the water succumb to his persuasive summons.

Or, if the hunter's game be pheasants, quail or grouse, he knows that early in the morning when the dew is on the ground his dogs can the better pick up scent. His birds are gathered to feed in the birch and alder thickets or grainfields when the heat of the day is not upon them and there he can kick them up and shoot his fill.

As for the migratory habits of the birds, he is aware that few American wildfowl make complete migrations if any at all. In temperate zones such as ours snipe and woodcock follow a straight line down through Maine, New Hampshire, Vermont and New York to the deep South to seek suitable climate. Birds like the duck and goose who gain their living from waters and mud which freeze, will seek warmer regions in the same way, traveling southward from Canada. But for the most part, American wildfowl find food all year round where they are and move only with adverse weather conditions.

If he is lucky, the hunter may see a lone wild turkey silhouetted black against the flaming new sun on this day and bag his game but most often he has



Nimrods A. Weis, R. W. Smith, the farmer on whose property the hunt was held, E. W. Sandker, Carl Johnson, E. F. Melody, and R. T. Mefford of Minneapolis Division beam at the photographer as they pose with their imposing day's catch.



The fruits of the hunt are temptingly displayed by Mrs. Sanders, wife of W. B. Sanders, Division Superintendent at Austin, Texas, for Shell Pipe Line Corporation.

Ozarks from Missouri and Arkansas; or hunting the wildest and swiftest of wildfowl, the ruffed grouse and quail in the Southland, in Virginia or off the coast of the Carolinas.

And thrilling it must be when the ever-mounting numbers of hunters in the United States influence state agencies to spend millions of dollars in stocking artificially raised pheasants, quail and other game birds. The Ohio Division of Conservation released 1800 'coons last year, the largest stocking ever made in the state. There is extensive restocking being carried on in deer, the most popular big game animal east of the Rockies (one million licensed hunters set forth annually in search of it); the State of Virginia is restocking in turkeys, rabbits and raccoons; Tennessee and North Carolina are emphasizing the opportunity for hunting Russian wild boar within its boundaries; Pennsylvania is proud of its 709,000 licensed hunters and 10,000 ton of game for a normal year's kill; and Minnesota boasts of its good crop of partridge this year.

But with all its popularity, the dangers of the sport are still rampant. Wounds caused by explosions of gunpowder may result in tetanus if a doctor is not

called in time; carelessness in handling a gun causes more fatalities each year. It is not only a matter of safety but one of courtesy for every hunter to always handle his gun as if it were loaded, to never point it at anything unless he wants to shoot, to never shoot unless he knows what he is shooting at and to always unload his gun when he leaves the shooting-grounds. This the hunter owes to himself and his companions. Snakebite, too, proves fatal in 51½% of the more than 2,000 cases annually recorded in the United States, and calls for strictest precaution. It is most important to avoid violent exercise in such a contingency since the venom can be rapidly spread. Eye protection in the form of optically ground and fitted shooting glasses will help to eliminate harmful rays of light and keep the small amount of gas released by a punctured primer or split shell, or even freak shots boomeranging back, from injuring the eyes.

A seasoned hunter is one who has survived the hazards of a perilously exciting sport. The novice can grow to that exalted state only by a scrupulously healthy respect for his firearms and an equally careful observation of the common-sense rules for safe and therefore happy hunting.



Six deer and two wild turkeys are reason enough for the smiling Shell men posed in front of their catch, left: Tom Edrington, Geophysical; H. W. Fritts, Exploration; J. W. "Red" Selby, Chief Scout, all Houston; G. S. Lambert, Geophysical Mid-Continent, B. B. Crisp, Geophysical Houston, and a friend.

AFTER HOURS



Feted by his Head Office friends at New York's Hotel Astor was W.P. Gage, newly-appointed Vice-President of Shell Chemical Company.



Winners of the season's golf trophies at Minneapolis Division are, front row, left: A. W. Hammond, C. B. Schulz, R. T. Mefford, R. L. Buckles, back row: J. B. Crogen, E. F. Daly, S. M. Burkleo. Mefford was the winner of the finals, Schulz the runner up.



Girl keglers in action. Marjorie Hoag and Dorothy Hughes comptometer operators at Albany Division.



Members of the staff of Indianapolis Division gave a farewell party in honor of J. L. Wadlow transferred to Atlanta where he will be Division Manager.



Farewell party for H. M. Bailey prior to his leaving Boston to take over the Division Managership at Baltimore.



New York City's Four-Forty Club was the scene of the birthday party tendered George Hoffman, Asphalt Salesman of New York Division. Entertainers were Ole Olsen and other members of the popular Broadway show "Hellzapoppin'."

Two hundred fifty of J. G. Sinclair's friends of Chicago Division met at dinner at the Congress Hotel in Chicago to wish him good luck in his transfer to Indianapolis as Division Manager.

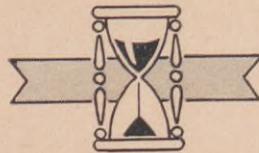


SERVICE BIRTHDAYS

TWENTY-FIVE YEARS



A. WAHLICHT
25 years—December, 1941
Marketing
St. Louis, Missouri.



C. BARKER
25 years—December, 1941
Tax-Claims, H.O.
New York, New York.

TWENTY YEARS



J. J. HUBBERSTEY
20 years—December, 1941
Production
McPherson, Kansas.



MAE L. KRAPP
20 years—December, 1941
Marketing
New Orleans, Louisiana.



H. C. STOKES
20 years—December, 1941
Production
Cushing, Oklahoma.



G. L. MINOR
20 years—December, 1941
Production
McPherson, Kansas.



F. W. J. HAAS
20 years—December, 1941
Geological
Houston, Texas.



D. B. JUSTICE
20 years—December, 1941
Production
Great Bend, Kansas.



C. DILLING
20 years—December, 1941
Engineering Field
Wood River Refinery.



L. J. ROPER
20 years—December, 1941
Control Laboratory
Wood River Refinery.

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

L. F. BANSE	EAST CHICAGO, INDIANA	M. A. McLAUGHLIN	TULSA, OKLAHOMA
Products Pipe Line, Transportation and Supplies		Accounting	
I. F. BEADEN	McCAMEY, TEXAS	C. E. McTAGGART	DU QUOIN, ILLINOIS
Production		Marketing	
T. W. BEEMAN	McPHERSON, KANSAS	J. B. MOLDOVAN	EAST CHICAGO, INDIANA
Production		Products Pipe Line, Transportation and Supplies	
J. E. BROOKMAN	WICHITA FALLS, TEXAS	D. A. NORTON	ORLANDO, OKLAHOMA
Production		Production	
E. GILES	McPHERSON, KANSAS	F. OVERTON	INDIANAPOLIS, INDIANA
Production		Marketing	
J. R. HELDENBRAND	McPHERSON, KANSAS	C. J. RALPH	EAST CHICAGO, INDIANA
Production		Products Pipe Line, Transportation and Supplies	
C. B. HENSON	WOOD RIVER REFINERY	W. R. RASCHERT	ZIONSVILLE, INDIANA
Engineering Field		Marketing	
O. W. HOMANN	WOOD RIVER REFINERY	C. F. REAMS	WIRT, OKLAHOMA
Automotive		Production	
M. C. HOOVER	HOUSTON, TEXAS	J. W. REEVES	VANDALIA, ILLINOIS
Exploration		Products Pipe Line, Transportation and Supplies	
J. W. HULL	EAST CHICAGO, INDIANA	F. C. RICHARDSON	KILGORE, TEXAS
Products Pipe Line, Transportation and Supplies		Production	
J. W. JEWETT	CUSHING, OKLAHOMA	G. D. RILEY	HOMINY, OKLAHOMA
Production		Production	
C. V. KENNEDY	LUCIEN, OKLAHOMA	J. E. SLATE, SR.	WIRT, OKLAHOMA
Gasoline Plant		Production	
J. N. KENNEDY	TONKAWA, OKLAHOMA	G. H. SMITH	BUFFALO, MISSOURI
Gasoline Plant		Production	
C. P. KESSINGER	WOOD RIVER REFINERY	F. J. VAN SCHAIK	EAST CHICAGO, INDIANA
Industrial Relations		Products Pipe Line, Transportation and Supplies	
R. A. LONG	TONKAWA, OKLAHOMA	T. V. VENATOR	IOWA, LOUISIANA
Production		Production	
G. W. McAFEE	WIRT, OKLAHOMA	G. WEYHMUELLER	EAST CHICAGO, INDIANA
Production		Products Pipe Line, Transportation and Supplies	
R. A. McCORD	TONKAWA, OKLAHOMA	A. R. WOOLERY	AVANT, OKLAHOMA
Production		Production	
J. J. McKINLEY	FORT WAYNE, INDIANA		
Marketing			

T E N Y E A R S

C. A. ANDERSON	BOSTON, MASSACHUSETTS	ANNA C. MOONEY	ALBANY, NEW YORK
Marketing		Marketing	
W. L. BIVENS	KILGORE, TEXAS	L. E. OGDEN	KILGORE, TEXAS
Production		Production	
J. W. BOSWELL	HOUSTON, TEXAS	E. M. OKERTICH	ST. LOUIS, MISSOURI
Geophysical		Marketing	
W. J. BUKOWSKI	HOUSTON, TEXAS	C. C. PARKER	WINK, TEXAS
Marketing		Production	
G. BUTLER	HOUSTON REFINERY	H. A. PATTERSON	WALTHAM, MASSACHUSETTS
Cracking		Marketing	
L. V. COLLINS	BROOKLYN, NEW YORK	M. V. PETERS	CHICAGO, ILLINOIS
Marketing		Marketing	
O. C. CORN	JEFFERSON, TEXAS	F. A. PORTER	BATON ROUGE, LOUISIANA
Production		Land	
J. T. COX	OKENAH, OKLAHOMA	C. J. RALLS	TULSA, OKLAHOMA
Production		Office	
P. F. DINSMORE	CAMBRIDGE, MASSACHUSETTS	W. L. REED	NEW YORK, NEW YORK
Marketing		Treasury, H. O.	
J. E. HOLGATE	FALL RIVER, MASSACHUSETTS	L. C. RIGGS	WICHITA, KANSAS
Marketing		Land	
H. J. KOBUSCH	INDIANAPOLIS, INDIANA	A. RING	LUCIEN, OKLAHOMA
Marketing		Production	
S. F. LIFFLER	WOOD RIVER REFINERY	L. T. RITZEL	MINNEAPOLIS, MINNESOTA
Loading		Marketing	
J. M. LINDER	WOOD RIVER REFINERY	J. P. SCHMITT	BROOKLYN, NEW YORK
Topping		Marketing	
J. F. MANN	JACKSON HEIGHTS, NEW YORK	S. J. VIGNEAUX	NEW ORLEANS, LOUISIANA
Marketing		Marketing	
C. V. McMULLEN	CENTRALIA, ILLINOIS	J. R. WALKER	WOOD RIVER REFINERY
Exploration		Control Laboratory	
C. R. MERRIS	WOOD RIVER REFINERY	J. R. WATSON	WOOD RIVER REFINERY
Engineering Field		Control Laboratory	
H. MILLER	NEW YORK, NEW YORK	F. W. WITT	BROOKLYN, NEW YORK
Transportation and Supplies, H. O.		Marketing	

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 Secretary.....A. E. GROFF
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 Chief Accountant.....W. H. MEYER
 Cashier.....J. L. SUMMERS
 Personnel Representative.....L. C. GEILER

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ENGINEERING

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 Asst. Chief Engineer..O. W. HEYDEN

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Purchasing Agent...J. B. THOMPSON

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 Asst. Area Supt.....W. N. LESUEUR
 Area Engineer.....E. A. DIERDORFF

WEST TEXAS AREA—COLORADO CITY, TEXAS
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 Area Engineer.....J. K. ALFRED

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 Healdton Division..G. G. BILLINGS
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 McCamey Division...E. M. OWEN

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 CHICAGO.....G. M. PRICE
 CLEVELAND.....T. W. EYSENBACH
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SPEAKING OF MUSIC

A well intoxicated gent started home in his automobile one night after losing all sense of caution and equilibrium. He approached a turn at sixty miles an hour and, of course, didn't see the turn. He crashed off the road, down through a gully, up into a field, through a fence and ended up crash-bang against a telephone pole which stopped him—with a dull thud.

His automobile was smashed and he was too. He lost consciousness and the world became a blank. In due time, he came back to life—with the luck of the drunk—but it was dark and he hadn't the slightest idea in the world where he was or how he got there. All he remembered was that he had been riding home in his automobile. Finally, he reached out in the pitchy darkness and felt a myriad of wires that had fallen down with the pole on top of his car. As he finally returned to consciousness, he heaved a big sigh of relief.

"Thank Heaven," he said. "It's a harp!"

Nature's laws still cannot be changed. Alcohol, gasoline, a human being, and a steering wheel cannot be reduced to a safe common denominator. Why gamble? You may not have the luck of the inebriate referred to above. You might discover yourself holding a fireman's shovel or watching an oil burner.



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