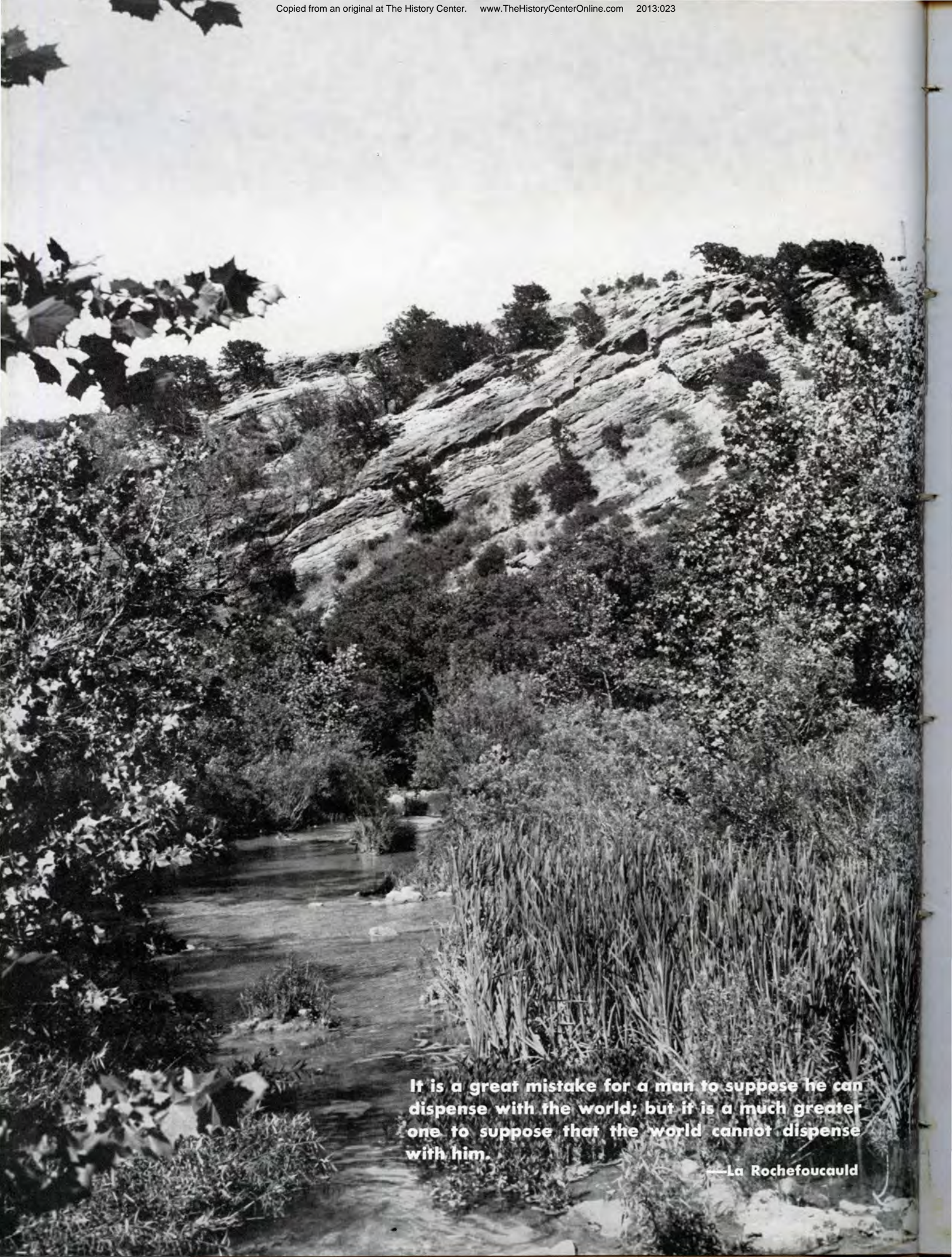


The Luffkin Line

VOLUME XXIV . . . NUMBER 2





It is a great mistake for a man to suppose he can dispense with the world; but it is a much greater one to suppose that the world cannot dispense with him.

—La Rochefoucauld

The Lufkin Line

Published to promote Friendship and Good Will with its customers and friends and to advance the interest of its products by the Lufkin Foundry & Machine Company, Lufkin, Texas.
 VIRGINIA R. ALLEN, Editor

Volume XXIV JUNE-JULY, 1949 Number 2

EXPORT DIVISION NUMBER

In This Issue

LUFKIN'S EXPORT DIVISION	4
Meet Our New York Office Personnel	
ACROSS THE BLUE CARIBBEAN	5
Alan T. Lockard	
A Sojourn in Romantic Latin America	
WORKSHOP FOR PEACE	8
R. K. Ford	
Construction is Booming on the Permanent Home for the United Nations	
NOMADS HONOR DE LANOY	9
Upon His Retirement, de Lanoy Received Tribute from Old Friends	
LUFKIN INSTALLATIONS	10-11
"BIG CITY"—SIGHTSEERS' PARADISE	13
From Primeval Forests to World Capitol in 300 Years Is the Biography of New York City	
SNAPSHOTS	14
Your Friends from Various Points on the Globe	
THE CARONIA—LUXURIOUS MAIDEN OF THE SEA	16
England's Latest Liner Sets Nautical Trails	
LET'S LAUGH	19

HAPPINESS

Happiness is a rebound from hard work. One of the follies of man is to assume that he can enjoy mere emotion. As well try to eat beauty. Happiness must be tricked. She loves to see men work. She loves sweat, weariness, self-sacrifice. She will not be found in the palaces, but lurking in cornfields and factories and hovering over littered desks. She crowns the unconscious head of the busy child.

—David Grayson

SALES and SERVICE Offices and Warehouses of the LUFKIN FOUNDRY & MACHINE COMPANY

- CASPER, WYOMING**
 P. O. Box 1849
 Phone 3438-W
 R. S. Miller
- CORPUS CHRISTI, TEXAS**
 433 Wilson Building
 Phone 3-8429
 Moulton B. Harrison
- DALLAS, TEXAS**
 1317 Magnolia Building
 Phone Central 5834
 A. E. Caraway
 R. C. Thompson
 Carl Wilkinson (Trailer)
 Wiley Poston
- EL DORADO, ARKANSAS**
 7 Melrose Street
 Phone 3-7606
 P. O. Box 748
 Charles Dyer
- GREAT BEND, KANSAS**
 935 Washington
 P. O. Box 82
 Phone 1044
 Byron Robbins
 J. D. Bradley
- HOUSTON, TEXAS**
 2106 Second Nat'l. Bank Bldg.
 Phone Capitol 0108
 Bill Miner
 Tom Bowers
 Val Gallia
 C. W. Alexander (Trailer)
- KILGORE, TEXAS**
 P. O. Box 871
 Phone 875
 W. T. Crowder, Jr.
 Vernon Glenn
- LOS ANGELES, CALIFORNIA**
 5959 South Alameda
 Phone Lafayette 1201
 V. J. Fawcett
 Al McConville
 Robert R. Spaulding
 Glenn E. Henderson
- NEW YORK, NEW YORK**
 149 Broadway
 Phone Barclay 7-0562
 A. V. Simonson
- ODESSA, TEXAS**
 P. O. Box 1632
 Phone 5662
 Elvin Read
 Edd Terrill, Jr.
- OKLAHOMA CITY, OKLAHOMA**
 537 Commerce Exchange Bldg.
 Phone 7-7480
 Cooper Richards
- SEMINOLE, OKLAHOMA**
 312 Eighth Street
 Phone 34
 Newell Lynch
- TULSA, OKLAHOMA**
 719 Thompson Bldg.
 Phone 3-0204
 D. A. Reid
- WICHITA FALLS, TEXAS**
 256 Allison-Duncan Bldg.
 P. O. Box 2465
 Phone 2-1967
 Jack Gissler
- EXECUTIVE OFFICES AND FACTORY**
 Lufkin, Texas



A. V. SIMONSON

Lufkin



A. T. LOCKARD

EXPORT DIVISION

FROM its headquarters in New York City, the Lufkin Export Division has served the petroleum industry throughout the world. This office opened its doors soon after Lufkin first began manufacturing oil field equipment.

A. V. "Si" Simonson, as Export Manager, has guided foreign sales for these many years and through him the name of LUFKIN has become known all over the globe. Si's earnest efforts and genial personality have won him a host of staunch friends and an enviable reputation in his field. His travels have carried him far and wide to strange places, which are but unfamiliar names to many of us.

ALAN LOCKARD joined the export staff following his separation from the Army. Al is a gradu-

ate of Norwich University, one of the few military colleges in the United States. His Army service as an officer in armored and cavalry units took him to the Asiatic Pacific Theatre during the war. As a member of the First Cavalry Division, he served in Leyte, Samar and Luzon in the Philippine Islands and also was sent to Japan for occupation duty. Since that time, Al has begun his foreign travels for Lufkin and has recently returned from a trip to the oil fields of Venezuela and Colombia.

THE remainder of the New York organization is composed of the capable secretarial staff, which includes Mildred Wendt, Irma Nehring, Alice Mann and Norma Castana.

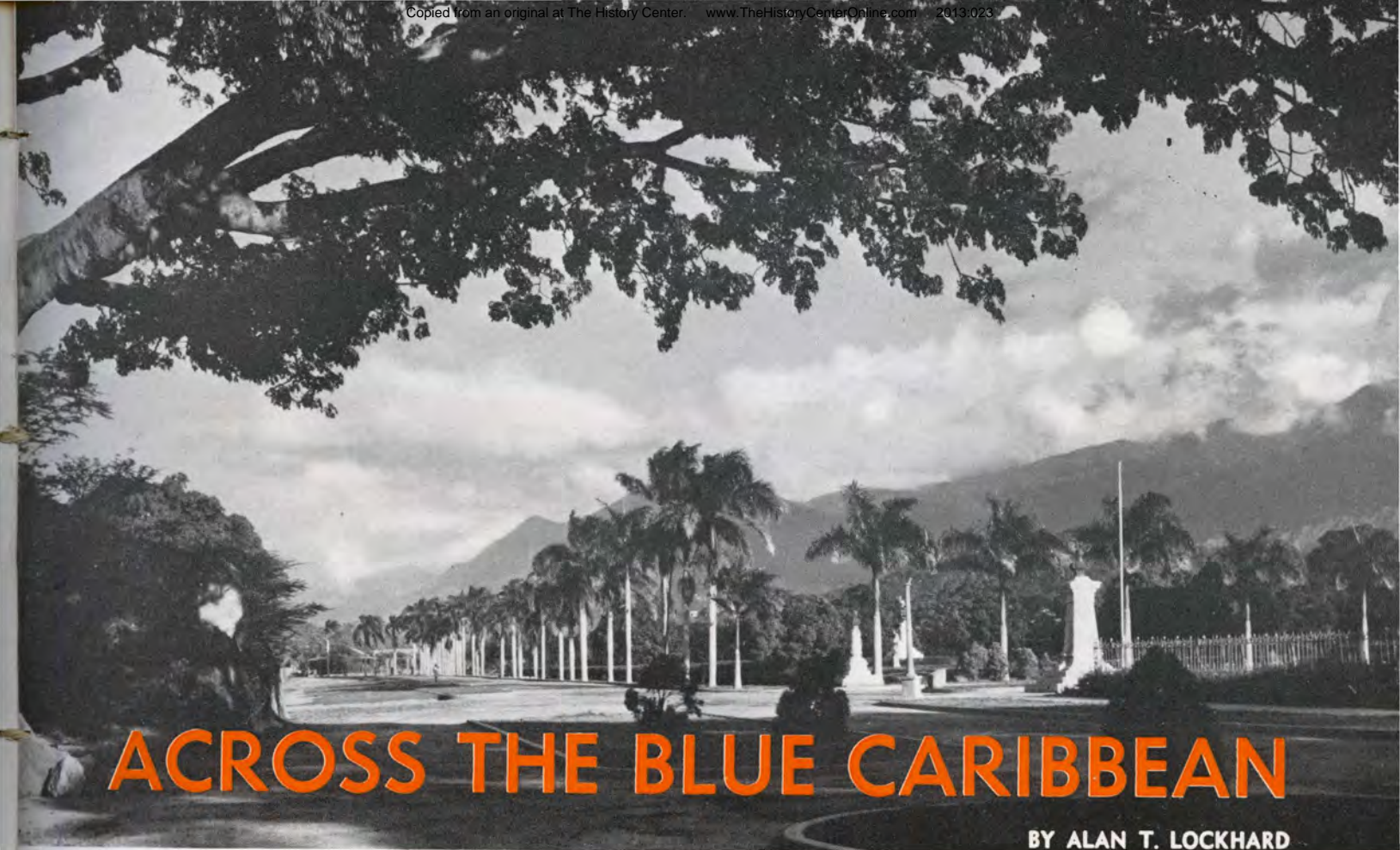
NORMA CASTANA

MILDRED WENDT

ALICE MANN

IRMA NEHRING





ACROSS THE BLUE CARIBBEAN

BY ALAN T. LOCKHARD

THIS PALM-STUDED avenue leads to the shrine and house where Simon Bolivar died in Santa Marta in the department of Magdalena.

TRAVEL, whether it be for personal pleasure or in the pursuit of business, results in an acquisition of experience that cannot be gained by any other means.

This proved very true for me during a recent trip that I made to the Republics of Venezuela and Colombia. Unfortunately, the purpose of my trip was not as a tourist with ample opportunities and time to gain an insight into the histories of Venezuela and Colombia. However, only to brush the surface and to see the everyday life in these Latin countries is in itself an experience worthwhile no matter how quickly done.

Flying over the blue Caribbean for a number of hours with only brief stops in Jamaica, Aruba and Curacao, makes one travel weary and more than content to set foot on land at the Caracas Airport at Maiquetia—there to view the tropical scenery and mingle with the people of this land.

The city of Caracas is located some four thousand feet above the sea, without benefit of a nearby airport. Thus, one arrives at Maiquetia on the shore of the Caribbean and drives the winding road to Caracas.

It was almost dusk when I began the hour-long trip up the mountains. But, until darkness obscured the many vistas, I was able to look back time and again to see the airport and the harbor at La Guaira and the rugged mountains that guard the coast at this point.

I FEAR that my initial impression of Caracas was not what the Chamber of Commerce would desire. From the time we entered the city, we crept slowly along through the narrow, crowded streets, with the driver vigorously blowing his horn at every intersection. This unimpressive arrival made me wonder in what manner of place I had landed.

Finally, we reached the hotel. It was beautifully situated above the city and it was then that I was able to enjoy all the comforts that any traveler could desire.

The following morning I was able to appreciate fully the beauty of the place in which I had terminated the first leg of my journey. After the long drive up the mountains, I thought that I had gone as high as possible, but this was certainly not so. As I took my first daylight look, I saw the Avila

THE LINE expresses thanks to the Standard Oil Co. of New Jersey for the use of the photographs illustrating this article.



CARACAS, the capital of Venezuela, is divided by a modern area and a medieval section. Here, a native vendor peddles his wares along one of the more modern avenues in the residential section.



IN THE FOOTHILLS of the Eastern Cordillera in Colombia, food stations are located from Puerto Salgar on the Magdalena to Bogota. Travellers pause to buy sustenance here.



ABOARD A BURRO, a Venezuelan boy takes a ride through an oil field in Eastern Venezuela.

Mountains rising high above the city, spread out over the plateau.

Caracas' location provides it with a perennial climate much like our spring. The warm days and cool nights are ideal and seldom can one complain of the weather. This climate sustains the growth of much temperate vegetation, as well as the vegetation peculiar to the tropics. Anyone would be impressed by the vivid, bright-colored spectacle of flowers, trees and shrubs found everywhere.

Soon after arriving in Caracas, I had the pleasure of making a complete tour of the new section of the city. Knowing that the city had a multitude of fashionable homes, modern public buildings and luxurious clubs, it was easier to accept the older part of the city. However, much of the business district which is served by narrow and crowded streets is composed of new, well designed office buildings, and every day sees another step forward in the progress of Caracas.

Other than being the political capital of Venezuela, Caracas is also the oil capital of this nation, which has risen to be second only to the United States in production of oil. With a daily production of some 1,400,000 barrels of oil, Venezuela and its people have turned to petroleum as their principal means of livelihood. The direct and indirect benefits of this industry are seen everywhere and as time passes, marked strides are being made to improve this nation in many ways.

On the other side of the ledger, there are certain aspects which dim this otherwise bright picture.

In turning to the oil fields, many Venezuelans have left their farms and other occupations which previously provided their daily bread. As a result, Venezuela must rely heavily on importation of products which might come from their own vast resources. This situation is being overcome by careful planning and the realization of the people that Venezuela cannot put all of its aspirations into oil. This promising Latin country is rapidly advancing in its development and its future is assured.

TRAVELING within Venezuela is as modern as can be found anywhere. The most common and convenient way is by air. A number of airlines serve the country and it is easy to reach most places at any time during the day. Flying at night, however, is prohibited by law. Almost all other travel is by car, since railroads are practically non-existent. Buses are available between certain points, but they are undesirable because they are slow and crowded.

The oil companies have done much to improve the national roads. They have built roads for their own use and then opened them to the public. Many an oil man who has been arrested by the Venezuelan police for exceeding the low speed limits on roads that his company built wishes that these highways were private. Along these roads, new towns have sprung up and towns that were rather listless have become active and begun to prosper.

In my wanderings through eastern and western Venezuela, I noted a sharp contrast between the two sections, but the life of the people remains much the same except for the influences that the locality has on their crops. If one were to travel extensively throughout the country, he would note a great variety of terrain and climatic conditions. Mountains and plains, jungles and well cultivated



LAKE MARACAIBO—the wealth producing waters opening into the Caribbean. In and around the lake almost two-thirds of Venezuela's oil is produced.



ALONG A SIDE STREET in Caracas, there can be found the teeming market place, where bargains are offered, compromised, and exchanged each day.

WITH THE EXCEPTION of narrow streets, the downtown business area of Caracas is as modern as those in the United States.

CATTLE ARE DRIVEN by the natives to a fattening station along the winding, mountainous road Caracas Valencia.

valleys, snow-capped peaks and hot, humid cities all make up the numerous contrasting locales of Venezuela.

In the east, perhaps the fastest growing and most active city is Puerto de la Cruz. This port city resembles one of our own oil boom towns in many respects. Puerto de la Cruz has its supply house row; refineries are being built; and there are port facilities for handling incoming equipment and supplies, as well as outgoing petroleum products. The neighboring city of Barcelona, while larger, is not playing the important part that Puerto de la Cruz has assumed.

Western Venezuela is dominated by the City of Maracaibo, as it is the center of the oil play in the west, and as noted before, this industry is all important here. Maracaibo is located near the mouth of Lake Maracaibo where it opens into the Caribbean, and for this reason it is a port for the coastal ships and the shallow draft freighters and tankers which go to the islands of Aruba and Curacao. Approximately two-thirds of the oil produced in Venezuela comes from wells in and around Lake Maracaibo and this, in itself, is enough to make Maracaibo a busy city.

DEPARTING from Maracaibo, I traveled on to Colombia with my first stop at Barranquilla. Colombia was quite different from Venezuela, and I cannot help being partial to it in many respects. To begin with, this country is a great deal more diversified socially, economically and industrially. It is not as wealthy a country as Venezuela; however, it has many other points in its favor.

I found Barranquilla a modern and fast-growing city. Most of its development has taken place in the last quarter century and it now ranks high in importance in Colombian commercial and indus-

trial centers. Situated near the mouth of the Magdalena River, one of Colombia's main arteries, Barranquilla plays a vital role in handling produce from the Magdalena Valley and products coming into this section of the country.

The Magdalena River is worthy of special mention for its role in this nation's history. The bulk of Colombian freight travels this route and along its banks are found most of the products of importance in the national economy. The river is not always kind to its neighbors as it is constantly changing course over many of its miles, and numerous sand bars create continual hazards for the boats that ply its muddy waters. In days gone by, the Magdalena was traveled by Colombia's early explorers as it was the only line of communication with much of the interior.

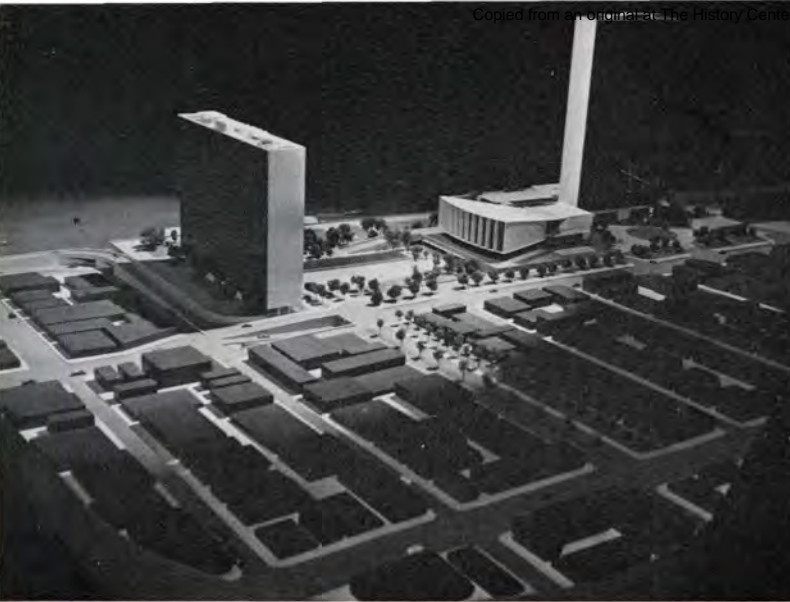
Colombia's capital, Bogota, stands high in the mountains more than eight thousand feet above the sea. I arrived there by plane, flying through clouds which ringed the expansive plateau where Bogota was built centuries ago. Breaking through the clouds was somewhat like entering a Shangri La. Suddenly I caught sight of the panorama of the fertile tableland of Cundinamarca stretching out below with its plains, farms and the city with its red rooftops, church spires and modern buildings. The city boasts many new skyscrapers, as well as Old Santa Fe, which clings to its spanish heritage.

At the time of my visit, Bogota still showed signs of the extensive destruction resulting from the

Continued on Page 18

THE MAGDALENA RIVER is referred to as the "lifeline of Colombia." Here, a passenger and express boat head for Barranquilla, which lies at the mouth of the river.





THESE MODELS of modern architecture represent the permanent home of the United Nations, which will be erected on the Manhattan East River site.



THIS BIRDSEYE view of the United Nations permanent home on the East River site shows it in relation to the central area of Manhattan.

WORKSHOP for Peace

By R. K. FORD

NEW YORK CITY was selected as the permanent headquarters for the United Nations by an overwhelming majority of the General Assembly on December 14, 1946.

The property which will become the "workshop for world peace" was presented to the United Nations by John D. Rockefeller, Jr., in the form of an \$8,500,000 gift.

From busy 42nd Street, this seventeen-acre development extends north six blocks to 48th Street. On the west, it is bounded by First Avenue and on the east by the East River. Under the terms of the original charter of the United Nations, the future and destiny of the world will be planned within this sector.

The six-month excavation job, which was the initial phase of this 65-million-dollar building project, was officially started September 14, 1948. At a brief and informal ceremony, Benjamin Cohn, acting U. N. secretary-general, reminded the world that this work marked a very important step in the life of the United Nations.

"We know now," he said, "that we are going to establish our roots on strong soil among the people of the great cosmopolitan city of New York, which in itself is a practical example of how people from all over the world can live in peace and friendliness."

IN ORDER to meet specific requirements of the organization, the project consists principally of

three mutually integrated elements or units: the Secretariat, the General Assembly, and the Conference area.

The Secretariat building has been designed as a skyscraper thirty-nine stories high to provide economical, efficient and well-lighted office accommodations for 4200 members of the Secretariat staff. The rectangular-shaped structure of steel, glass, and marble will be located at the southern end of the area.

It will be immediately accessible for the delegates from 42nd and 43rd Streets which are the main arteries for the commuting traffic from Manhattan. At an approximate cost of \$23,800,000, this magnificent study of modern architecture is expected to be ready for occupancy by late summer or early fall of 1950.

The General Assembly hall, occupying the center and most prominent part of the site, will be the first building to strike the eye of visitors entering from the main entrance on 47th Street. It will accommodate the plenary session of the General Assembly, seating the delegates and advisors of at least 70 member nations and about 2000 spectators.

The Conference building, lying low along the river, will house the three Council Chambers, three main conference rooms, and numerous smaller committee rooms. For reasons of efficient service and circulation, this structure will be connected with the Secretariat and Assembly buildings. In addition, considerable space has been allocated in the area for restaurants, lounges, galleries, and for the press.

An eight-story library, erected by the City of New York in 1947, has been acquired by the United Nations. It will, with appropriate altera-



B. A. MYERS was the first to receive the tribute of honorary membership in the New York Nomads. He was elected in 1945 when he was vice president and director of International Petroleum Co., Ltd. Bart recently retired as an officer of International Petroleum after 45 years of service with International and other Standard Oil subsidiaries.

A SILVER TRAY is being presented to J. A. de Lanoy (center) by Val R. Wittich, president of the New York Nomads. Left is A. V. "Si" Simonson, past president of the Nomads and now a regent.

J. A. CLARK, former vice president of Creole Petroleum Corporation and now coordinator of Standard Oil Co. (N. J.), was elected last year to honorary membership in the New York Nomads. The chapter has only two such memberships.

NOMADS Honor de Lanoy

THE NEW YORK chapter of the Nomads honored their old friend, J. A. de Lanoy, vice president and director of Asiatic Petroleum Corporation, upon his retirement after more than thirty years of service with Bataafsche Petroleum Maatschappij and Asiatic Petroleum Corporation. A luncheon was held at Sherry's in his honor which was attended by Mr. de Lanoy's associates in the Asiatic Petroleum Corporation and many of his old friends in the New York chapter of the Nomads.

Mr. de Lanoy joined Bataafsche Petroleum Maatschappij at the beginning of the first World War and was located in their office in The Hague, Holland, and also served in England. In January, 1920, he was transferred to the old firm of Richard Airey, which at that time represented the Bataafsche Petroleum Maatschappij in New York as buying agents. This was before Asiatic Petroleum Corporation opened their office in New York.

Some of the old timers can remember the little office at 94 Fulton Street where they met Mr. de Lanoy for the first time. He succeeded J. A. Schenck, who returned to The Hague, Holland, as Director of Purchases of Bataafsche Petroleum Maatschappij.

Mr. de Lanoy has been very prominent in civic affairs for his native country, The Netherlands. He served as president of the Netherlands Club of New York in 1928, and has contributed much to the success of that club since its inception. He was also director of the Netherlands Benevolent Society of New York.

FOR the work he has done, Mr. de Lanoy was paid a great honor by the Netherlands Government on October 30, 1936, when Her Majesty, Queen Wilhelmina, conferred upon Mr. de Lanoy a Knighthood in the Order of the Orange Nassau. In June, 1947, he was made an officer in this same great Order. These honors were conferred in recognition of Mr. de Lanoy's influence in the furthering of the cooperative spirit between Holland and the United States.

In December, 1943, Mr. de Lanoy was elected vice president and a director of his company and conducted it through the major part of World War II.

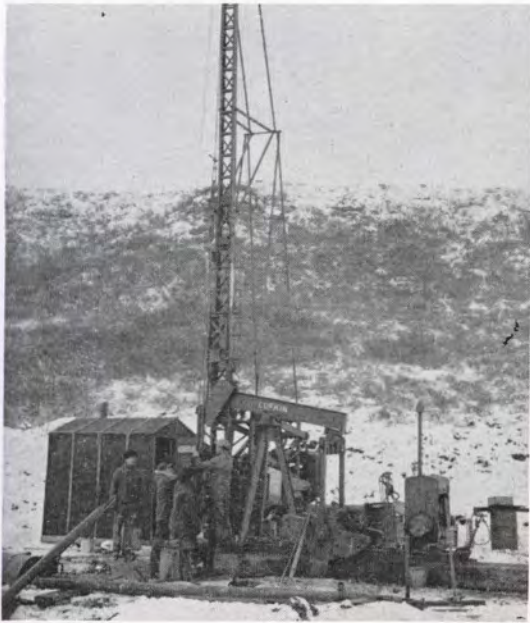
Mr. de Lanoy is very well liked and admired by his associates and his many friends. Although he advanced to a high position, he always had time to see his old friends and was striving ever to do the best job he could for his company.

S. J. Veenstra, director of purchases in charge

Continued on Page 18

THIS GROUP OF oilmen attended the dinner honoring J. A. de Lanoy. First row, left to right: C. F. Lunghard, J. Schneider, C. E. Staines, B. I. Joyce, L. J. van Dijk, J. Marciano, J. Thielen, and E. F. Carney. Standing, left to right: J. C. Poulton, R. W. Parkinson, S. J. Veenstra, W. P. O'Malley, J. A. de Lanoy, T. G. Schad, W. J. Byrne, H. Hotchkiss, and A. Nilsson.





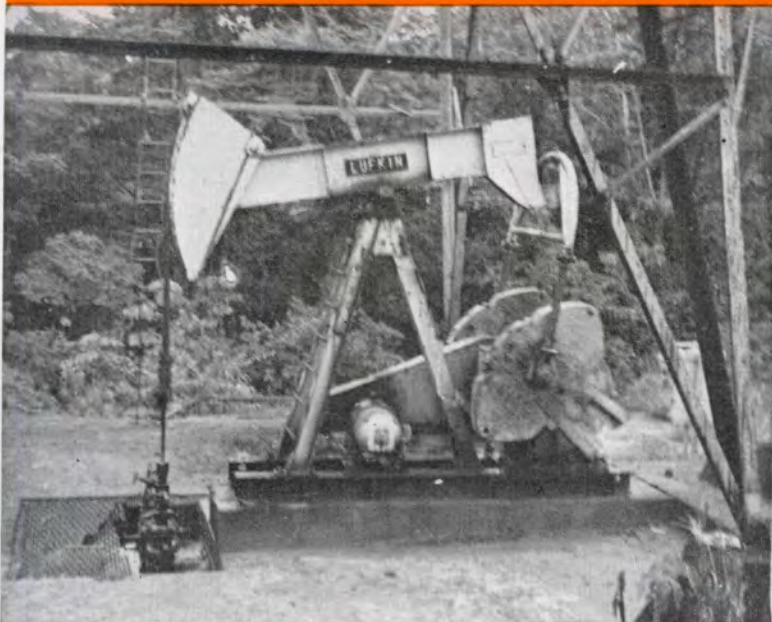
Umiat Core Test No. 1; Lufkin T7-3A;
NAVY PETROLEUM RESERVE No. 4;
Umiat, Alaska.



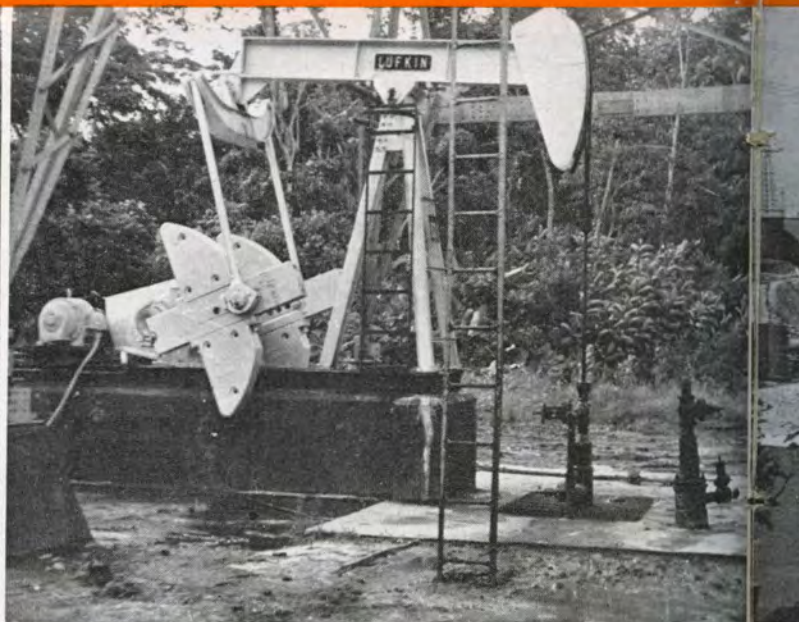
Imperial Well No. 24; Lufkin TC-44-15A; IMPERIAL OIL LIMITED; Leduc
Field, Alberta, Canada.

LUFKIN INSTALLA

Well Q-25; Lufkin TC-HB-4 1/2; CREOLE PETROLEUM COR-
PORATION; Quiriquire Field, Venezuela, South America.



Well Q-62; Lufkin TC-44-15; CREOLE PETROLEUM COR-
PORATION; Quiriquire Field, Venezuela, South America.





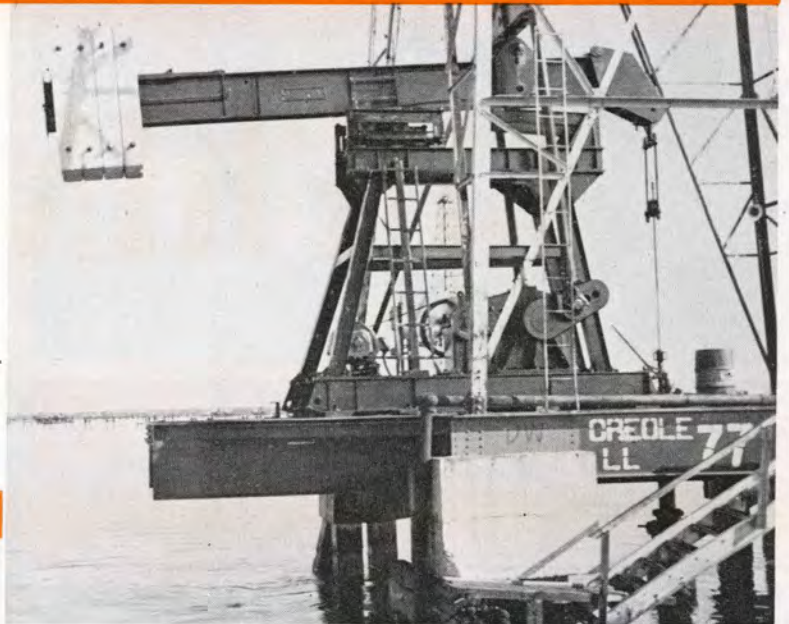
Imperial Well No. 95; Lufkin TC-44A-15A; IMPERIAL OIL LIMITED; Leduc Field, Alberta, Canada.



El Centro Field; TROPICAL OIL COMPANY; Colombia, South America.

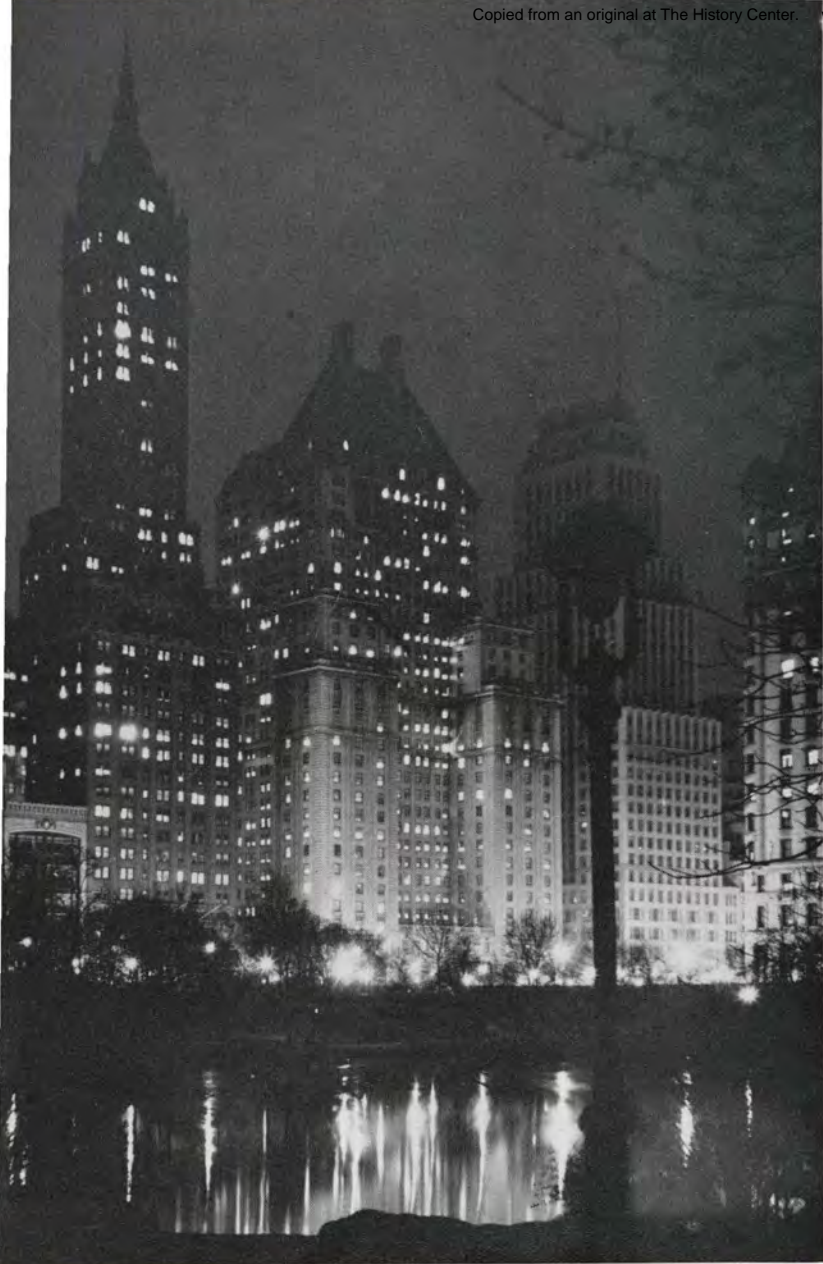
ATIONS

Lufkin TC-44-15; VENEZUELAN OIL CONCESSIONS; Lagunillas Field, Venezuela, South America.



Above: Well No. 77; Lufkin LS-41; CREOLE PETROLEUM CORPORATION; Lagunillas Field in Lake Maracaibo, Venezuela, South America. This Lufkin Unit is a departure from the usual type unit in that it was built especially for use in Lake Maracaibo, where a long stroke unit with a comparatively short overall length base is required.





IN THE HEART of the "Big City" lies Central Park, a refuge from brick and steel and cement. Across the lake from Central Park, lies Fifth Avenue in all its splendor and majesty.
—Black Star

THERE are two general comments made by people who see the fabulous City of New York for the first time and they run something like this: "I think New York is the most wonderful place in the world!" Or, "I can't see how anyone can live in New York."

Regardless of opinion, thousands upon thousands of people visit the city annually, and as the number of tourists increases every year, the Wonder City of New York always seems to remain a spectacular place to visit.

In the remarkable story of the growth of America, the amazingly rapid development of New York City from wilderness to world capital in a little over 300 years stands as a modern miracle. When London, Paris and Rome were centuries old, New York was a land of forests and fields whose only inhabitants were American Indians and wild animals.

From the day in 1626 when Manhattan was purchased by the Dutch from the Indians for twenty-four dollars worth of trinkets and knives, it has steadily expanded to its present world prominence. To give some idea of New York City as it is today, here are some interesting facts:

New York City has a greater population than 41 of the 75 nations in the world. There are 4,000 miles of streets within the city limits, and 740 miles of subway tracks. Two hundred newspapers are published in foreign languages. Manufactured goods valued at over four billion dollars are produced annually. There are approximately 1,000

"BIG CITY"... SIGHTSEER'S PARADISE



BOATING ON CENTRAL PARK lake in downtown Manhattan is a common pastime. With an impressive skyline as a backdrop, those seeking relief from heat and noise row their boats along the lake. —Black Star

A FAMILIAR SCENE along the streets of Greenwich Village is that of an artist displaying her wares, or sketching a portrait. Famous for the artists that reside there, the Village is a "must" on any vacationer's list. —Black Star

nightclubs in Manhattan. The Port of New York contains 650 miles of waterfront, and docks for 400 deep-sea ships.

Some of the water consumed in New York comes from as far away as 150 miles. Thirty-four million, five hundred thousand pounds of food are consumed by the New York populace each day. New York's 43,000 elevators carry over 19,000,000 passengers daily.

In 1929, a seat on the N. Y. Stock Exchange cost \$625,000; at the depth of the depression the price was \$17,000. Today, a seat costs about \$55,000. Each day 18,250,000 telephone calls are made, of which 125,000 are wrong numbers. There are over 20,000 restaurants, 11,375 taxis and 33,000 school teachers. Approximately 300,000,000 passengers are carried in and out of the city each year by railroads and ferries. Libraries in the city available to the general public contain about 16,500,000 volumes.

THE five boroughs of New York, like the five fingers of a hand, are entities which perform individually, but unite and work together in the major operations of municipal life. Originally, each of the boroughs was a separate city, community, or series of communities. But by 1898, finding that the economic and political life of all could best be served by consolidation, Manhattan, the Bronx, Brooklyn, Queens and Richmond incorporated as the City of Greater New York.

Until 1898, Manhattan was New York. As the

center of all activity—commercial, financial and political—Manhattan Island was, and continues to be, the heart and brains of the metropolis. Only 12½ miles long and 2½ miles at its widest point, Manhattan has a resident population of approximately 1,954,000. Other hundreds of thousands come to Manhattan daily to work or play. Here are the theatres, famous nightclubs and restaurants; here too, the Stock Exchange, huge department stores, smart hotels, the two cathedrals, the heart of the printing, publishing, advertising and garment trades.

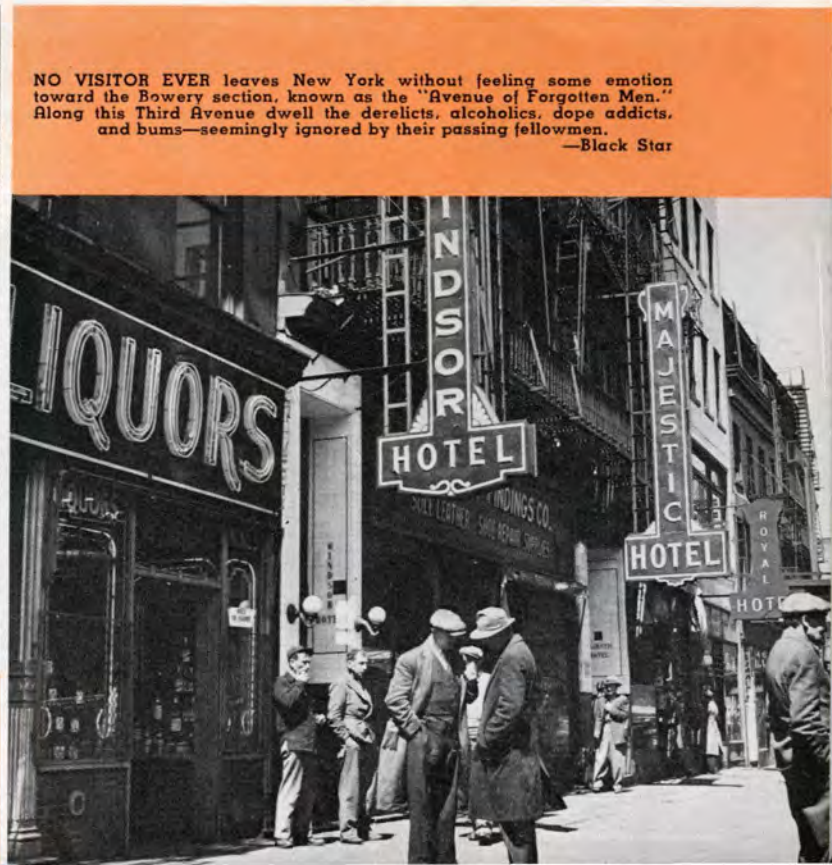
WE STRESS the borough of Manhattan because for many, it alone is New York. But let not the other boroughs be slighted in their importance. Brooklyn, known as the "City of Homes" and the "City of Churches," is the fifth ranking industrial center of the nation. Queens, covering 121 square miles, is almost wholly residential and houses a population of 1,484,000. Within its boundaries are the world famous La Guardia Airport and the new Idlewild Airport (N. Y. International). The Yankee Stadium, New York and Fordham Universities are in the Borough of the Bronx, along with a million-and-a-half people who dwell in its apartments. Staten Island, or the Borough of Richmond, is the most suburban section of New York and is reached by the longest five cent ferry ride in the world.

THOSE who call New York their home, take it

Continued on Page 18



ALONG THE WELL-KNOWN Riverside Drive that winds its way beside the Hudson River, are the rows upon rows of apartment buildings. These apartments house some of Manhattan's almost two million population. —Black Star



NO VISITOR EVER leaves New York without feeling some emotion toward the Bowery section, known as the "Avenue of Forgotten Men." Along this Third Avenue dwell the derelicts, alcoholics, dope addicts, and bums—seemingly ignored by their passing fellowmen. —Black Star

S N A P S H O T S . . .



Lufkin's A. V. Simonson entertained some of the New York Nomads with a Christmas party last December. Reading clockwise from left foreground: H. J. Dilday, Esso Standard Oil Co.; Mrs. W. H. Farrand; Oscar Wolfe, The Texas Co.; Mrs. H. J. Dilday; B. A. Warren, Esso Standard Oil Co.; Mrs. Oscar Wolfe; A. V. Simonson, Lufkin's export manager; Mrs. B. A. Warren; W. H. Farrand, The Texas Co.; and Mrs. A. V. Simonson.



William Clark, The Texas Company, and F. G. Shlemmer, The Texas Company, New York.



W. R. Leard, Socony-Vacuum Oil Co., New York.



E. W. Berlin, Standard-Vacuum Oil Co., New York.



M. J. Clitherow, Asiatic Petroleum Corp., New York.



G. R. Weeks, The Texas Company, New York.



N. M. Hotz, Asiatic Petroleum Corp. (left); R. E. Irby, Socony-Vacuum Oil Co. (center) and J. W. Plastow, Asiatic Petroleum Corp., all of New York.



L. A. Little, Lufkin Foundry; Rica Georgescu, former president of Romano-Americana Oil Co.; and B. F. Zwick, Huskey Oil & Refining Co., Calgary, Canada.



Miller and Charles Williams of Williams Brothers, and J. P. Lockard, Standard Oil Co. (N. J.), New York.

WITH THE *Lufkin* CAMERAMAN



Seated, left to right: Jean P. Lecroix, Regie Autonome des Petroles, Paris, France; S. L. Slaughter, Tropical Oil Co., Bogota, Colombia; and A. F. Driskill, Iraq Petroleum Corp., Kirkuk, Iraq. Standing: A. C. Bush and H. E. Johnson, of the Drilling and Exploration Co.; and F. R. Wilmer, Venezuelan Oil Concessions, Maracaibo, Venezuela.

Seated, left to right: G. K. Mounteney, Trinidad Petroleum Development Co.; M. D. Freeland, Bahrein Petroleum Co., Ltd.; C. D. Hendershott, Bahrein Petroleum Co., Ltd.; and M. H. Jackson, Brown Drilling Co. Standing: T. A. Conner, Iraq Petroleum Co.; E. G. Dobson, Texas Petroleum Co.; Charles M. White, Iraq Petroleum Co.; H. D. Nunez, Socony-Vacuum Oil Co.; and C. H. Strickland, Iraq Petroleum Co.



Milton Smith, Arabian American Oil Company.

J. M. Sittler, director of purchases, Esso Standard Oil Co. (N. Y.).

C. J. Kurst, Gulf Oil Company, New York.

R. E. Wesling, Gulf Oil Co., New York.

A. I. Carney, Corporacion de Fomento de la Produccion (Chili), New York; and R. R. Helburn, Gulf Oil Company, New York.



Tom Wall, Socony-Vacuum Oil Co., New York, and Jim Harvie, Royalite Oil Co., Ltd., Alberta, Canada.

Campbell Aird and Morris Paulson, Imperial Oil Co., Ltd., Alberta, Canada.

W. E. and Mrs. W. E. Gilbert, Bataafsche Petroleum Mij, Holland.

J. A. and Mrs. J. A. Wirtensohn, Caribbean Petroleum Co., Maracaibo, Venezuela.



The Caronia...

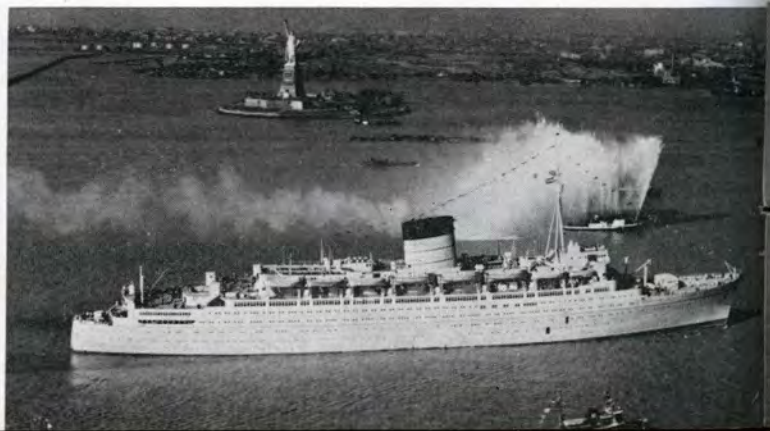
LUXURIOUS MAIDEN OF THE SEA

THE RMS CARONIA enters the Hudson River with the skyscrapers of lower Manhattan seen in the background.

IN THIS HANDSOMELY appointed main lounge, first class passengers easily pass the time of day with friends or new acquaintances.

THIS LUXURIOUSLY furnished smoking lounge is for use by first class passengers. Other similar, comfortable smokers are available for cabin class passengers.

AS THE CARONIA passed the Statue of Liberty on her initial voyage from England to New York, she was given a hearty salute by fire boats.



THE CARONIA, largest luxury liner built since the end of the war, made her maiden voyage from Southampton, England, to New York in January of this year. The Caronia's New York debut provided a colorful finale to three years of labor at the same shipyard which turned out the famous Queen Mary and Queen Elizabeth. The keel for the new liner was laid down at Clydebank, Scotland, in February, 1946, and she was launched on October 30, 1947, by Her Royal Highness Princess Elizabeth.

The Cunard Line's newest followed her maiden voyage to New York with a return trip to England. The Caronia then was placed in Caribbean Cruise Service between New York and the West Indies and South America, with visits to La Guaira, Curacao, Panama, Kingston and Havana. Near the end of April, the Caronia resumed Trans-Atlantic sailings between New York and Southampton, via Cherbourg.

The Caronia proudly boasts features which are the result of years of research and planning, but most striking to many is its color. Painted in four graduated shades of pale green and topped by the traditional Cunard White Star Line red and black funnel, it is a sharp departure from customary ship color schemes. The ship was designed with an eye to cruising in tropical waters and its light colors will add to its coolness. The science of color dynamics is playing an increasing part in providing comfort and capturing the imagination, and in the painting of the new Caronia, a striking result of this modern science has been achieved. The Caronia's green has caused its crew to dub her the "Green Goddess."

Notwithstanding the fact that the Caronia is a 34,000-ton liner, she nevertheless gives the appearance of a gigantic yacht. Her clipper bow, rakish hull and sweeping superstructure, single tripod mast and single funnel all serve to provide her with the grace and beauty of a yacht. Donald W.

Sorrell, the Caronia's Captain, described his ship as "A fine sea boat that looks like a yacht and handles better than a yacht."

Within her overall length of 715 feet and a breadth of 91 feet, the Caronia has ten decks, offering travelers such features as thirteen air-conditioned public rooms and two restaurants, beauty parlors, hairdressing salons, a motion picture theater two decks high, seating 300 persons, and a fully equipped gymnasium.

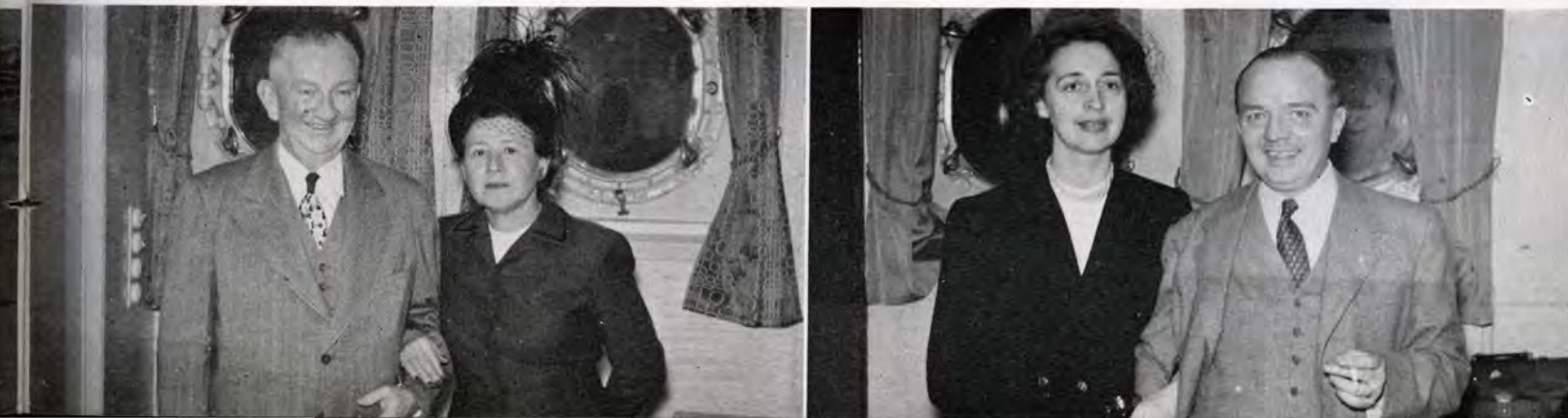
She has one of the largest seagoing laundries in the world. Her broad-terraced teakwood decks include an outdoor tiled swimming pool, open air lido and sports areas. The Caronia also carries six special diesel launches, designed to carry passengers ashore quickly and comfortably while the ship is at anchor off cruise ports.

THE CARONIA has a capacity of 581 first class passengers, and 351 cabin class. Regardless of class, all passengers enjoy a liner which was designed and built for luxurious living. The Caronia's staterooms are as smart and modern as tomorrow and have been created for space and simplicity. All the staterooms are equipped with mechanical ventilation and electric heating, controllable by the passenger. Each room has a telephone, offering service to any part of the world, and a silent electric clock which is automatically corrected to the split second.

It would be easy to continue to list facts both interesting and amazing, because the Caronia is a statistical maze. But suffice it to say that this ship with all its wonders, conveniences and luxuries is a welcome newcomer to the ships that sail the Seven Seas. It is particularly fitting that the R.M.S. Caronia should fly the British Flag as it is a product of a nation which has long led the countries of the world over nautical trails.

THE LINE expresses thanks to the Cunard White Star Lines for use of these photographs to illustrate the article.

Two well-known oil men sailed on the Caronia's return maiden voyage, and are shown here with their wives aboard the liner, who came to wish them "bon voyage." Left, Mr. and Mrs. H. E. Slater; and right, Mr. and Mrs. L. J. van Dijk.





SMALL RIVER TOWNS dot the banks along the Magdalena River. These towns produce a great deal of the many products which are shipped down the river.



EXCAVATION of the 17-acre site began September 15, 1948, and was completed within six months. Total cost of the project will approximate \$65,000,000.

Blue Caribbean

Continued from Page 7

April, 1948, revolt. Repair of this damage and new construction are both proceeding at a rapid pace. One of the highlights here is the development of Ciudad Universitaria, which is the consolidation of the city's higher educational institutions. The progress and importance of this project is a tribute to the scholarly inclination of this city.

The most important of Colombia's products are its coffee, oil and emeralds, but also produced in mentionable quantities are gold, platinum, bananas, salt and coal. The coffee industry here employs almost a third of the population. In the petroleum industry, Colombia ranks next to Venezuela for production in South America. Exploration for additional oil fields is constantly being undertaken in Colombia, but this is hampered both by local laws and the dense jungles which cover much of the country. Probably the most romantic product of the nation is its emeralds, and in this market Colombia virtually controls the world's supply. The demand for the green gem is kept constant by careful regulation, which closes the mines much of the time.

For a nation which has been able to develop only a third of its total area, Colombia has utilized its resources extremely advantageously. The country is ever trying to broaden its national economy and make itself more self-sufficient.

Big City

Continued from Page 13

pretty much for granted; but they are quick to praise its many opportunities and advantages when given a chance.

And visitors seldom leave the teeming, bustling streets of New York disappointed with what they found during their sojourn to the Big City.

Workshop for Peace

Continued from Page 8)

tions, be integrated into the composition of the new group. It is capable of housing a library of 325,000 volumes.

The northern part of the site is left open for future building as required. This may include office buildings for the National Delegations and International Specialized Agencies.

New York City has, at its own expense, undertaken an improvement program in the vicinity which will necessitate an expenditure of at least thirty million dollars. This will involve condemnation of property, movement of utilities, construction of tunnels, widening streets and extensive landscaping.

Barring unforeseen difficulties, the three main units will be complete and in use some time during 1951. New York's Mayor William O'Dwyer expressed the feeling of many when he said, "We all welcome this project because we believe that in these buildings there is to be established a plan so that the children of today will never again know another war."

Nomads Honor de Lanoy

Continued from Page 9

of Asiatic Petroleum Corporation in New York, has succeeded Mr. de Lanoy. His many friends in the industry know he is deserving of this position and all wish him a great success in this new endeavor.

Mr. de Lanoy has retired to his estate in northern New Jersey, named by him as "Holland Hill," after his native land. His many friends throughout the world wish for Mrs. de Lanoy and him, many healthy and happy years in his retirement at "Holland Hill."

Let's Laugh

A buxom soprano in the opera fainted and it took four men to carry her off the stage—two abreast.

Did you hear about the old maid who was dying and was very, very happy over it, because she realized that at last she was going to be laid in her coffin?

Sign seen in a St. Louis store window: "Ladies, these shoes positively make street walking a pleasure."

He: "What would you say if I stole a kiss?"

She: "What would you say to a guy who had a chance to steal an automobile but only took the windshield wiper?"

"Grandma, where are you going?" asked the youngster as she watched her grandmother apply make-up and a dab of "Make-'em-Melt" perfume behind each ear.

"Child, I'm stepping out. And I'm going to glow like the flame of youth."

"But, grandma," the girl exclaimed, "your 'glowing' days are over. And—er—uh—your flame of youth is—well, it's—"

"Hush your chatter, child," the old lady winked. "Never think that just because the light is out, the current is off!"

An Indian girl left her parents' tepee and went to an adjoining village. After a sojourn of eight months, she returned to her old home.

As she entered the tepee, she raised her hand and said: "How!"

"Ugh," replied her father, "me know how. Who?"

Some women may get a school girl complexion down at the corner drug-store, but they can't get the giggle and wiggle.

A pretty young girl came to a dinner party wearing a tiny silver airplane on a chain around her neck. It was a charming ornament and

she was not only proud of it but was quite conscious of it. She found her handsome dinner partner eyeing in the direction of the silver trinket, so she smiled and asked:

"Do you like my little airplane?"

"Yes," replied the gallant young man by her side, "I do, but I was mainly admiring the landing field."

An old goose waddled onto a crowded street car at the peak of the rush of office workers to get home.

The car was so crowded that the goose was peopled three times in the first block.

The husband who knows where his wife keeps her nickels has nothing on the husband who knows where the maid's quarters are.

A gentleman was dining at an exclusive restaurant. It seems his veal chops were rather tough, so he called the waiter over to complain.

"Waiter, these veal chops are much too tough to be veal."

Waiter: "Oh, I assure you, sir, that they are veal. I was a butcher once and I can tell that not more than three months ago that meat was on the hoof, following a cow around."

Diner: "Probably so—but not for milk!"

"What I can't understand," observed the bailiff, "is how a jury composed of six young women and six young men can be locked up in a jury room for 12 hours and come out and say, 'Not guilty'."

The cannibal king looked at the beautiful young woman and at a big cooking kettle under which a fire was being made ready. He turned to one of his tribe and said: "You know, I believe I'll have breakfast in bed."

A girl got a job with an advertising agency to distribute little boxes of candy free to the public. She had finished her day's work when she met

an old friend whom she hadn't seen for a long time.

"Oh, Joan," said the friend, "I've just heard that you're going to be married."

"Yes, I am," replied Joan. "We're going to be married next month."

"How wonderful," said the interested friend. "What are you doing now?"

"Nothing much," was the reply. "Just giving away free samples."

Just before World War II, several British warships were steaming majestically into home port. The admiral in command—a most fastidious gentleman—ordered a message sent to the port commander to have his special laundress ready to take charge of the soiled linen that had accumulated during the voyage.

Soon signal flags fluttered from the flagship, and not long after, a chuckle rolled through the entire fleet. For the message, for all to see, read: "Please tell Admiral's woman to be ready moment we heave-to."

When the effect of the message became apparent, the admiral turned on the unfortunate signalman. "I said washerwoman, not woman! Correct it!" he exploded.

Up fluttered more flags, as the fleet watched. "Correction. Insert washer between admiral and woman."

A woman was appearing before the court for a divorce. The judge inquired on what grounds she was asking for the divorce, and she told him.

She was granted the decree and given the custody of three minor children when she informed the judge that her husband had spoken to her only three times in ten years.

Pablo had recently been married and a friend asked how things were going.

Pablo said, "O.K., I guess. But I theenk maybe I married my seester."

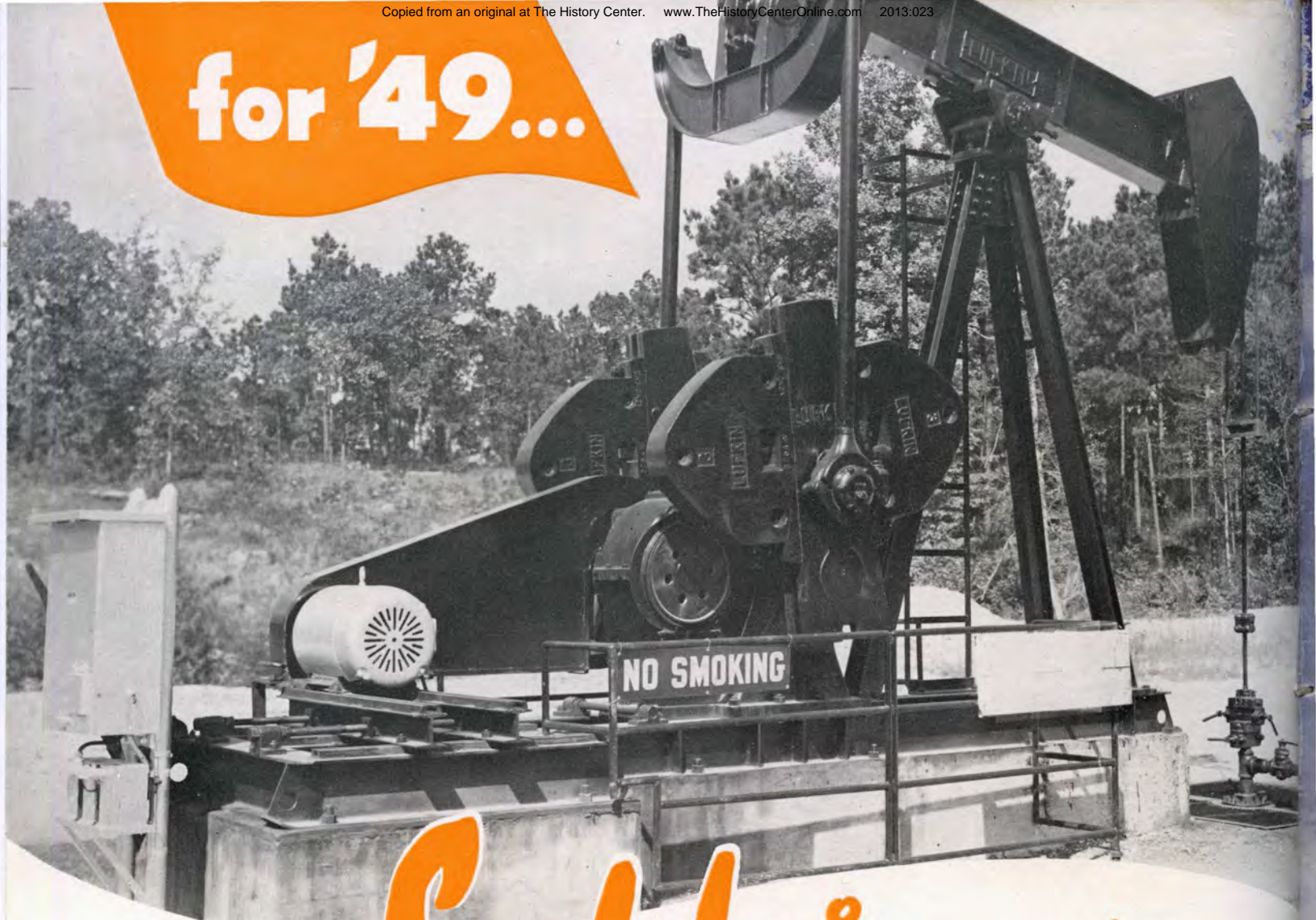
"What makes you think that?" inquired his friend.

"Well," Pablo answered, "alla time she look at me and geegele and say to me, 'Oh, brother!'"

"I've been married four times. Do you think I'm a loose woman?"

"No, dearie; you're just a busy body."

for '49...



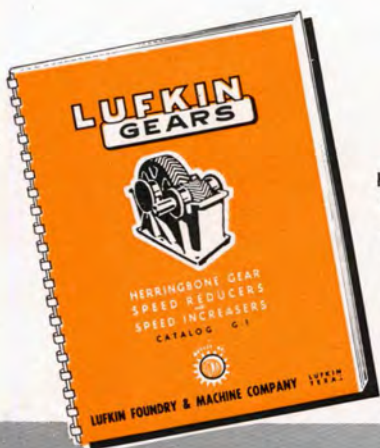
IT'S THE

Lufkin Line

For '49—and all the time—it's the Lufkin Line, say oil producers everywhere. A complete range of unit sizes to meet all field conditions places LUFKIN in position to serve world markets. Wherever oil is produced, there will you find the Lufkin Line.

Expertly trained Lufkin field service men will be found in principal oil centers to render installation and maintenance service.

Call our nearest office for any desired information without obligation.



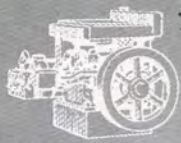
Herringbone gear speed reducers and speed increasers have been manufactured in our Lufkin plant for more than a quarter century. Write today for Catalog G-1—a complete specification catalog of commercial gearing.

LUFKIN FOUNDRY & MACHINE COMPANY LUFKIN, TEXAS

Branch sales and service Houston, Dallas, New York, Tulsa, Los Angeles, Seminole, Oklahoma City, Corpus Christi, Odessa, Kilgore, Wichita Falls, Casper, Wyoming; Great Bend, Kansas.



LUFKIN PUMPING UNITS



LUFKIN-COOPER-BESSEMER ENGINES



LUFKIN OIL FIELD AND INDUSTRIAL TRUCK TRAILERS



INDUSTRIAL SPEED REDUCERS AND INCREASERS



DIVISION LUFKIN FOUNDRY & MACHINE COMPANY INDUSTRIAL, MILL AND AUTOMOTIVE SUPPLIES