



THE OIL AND THE GLORY

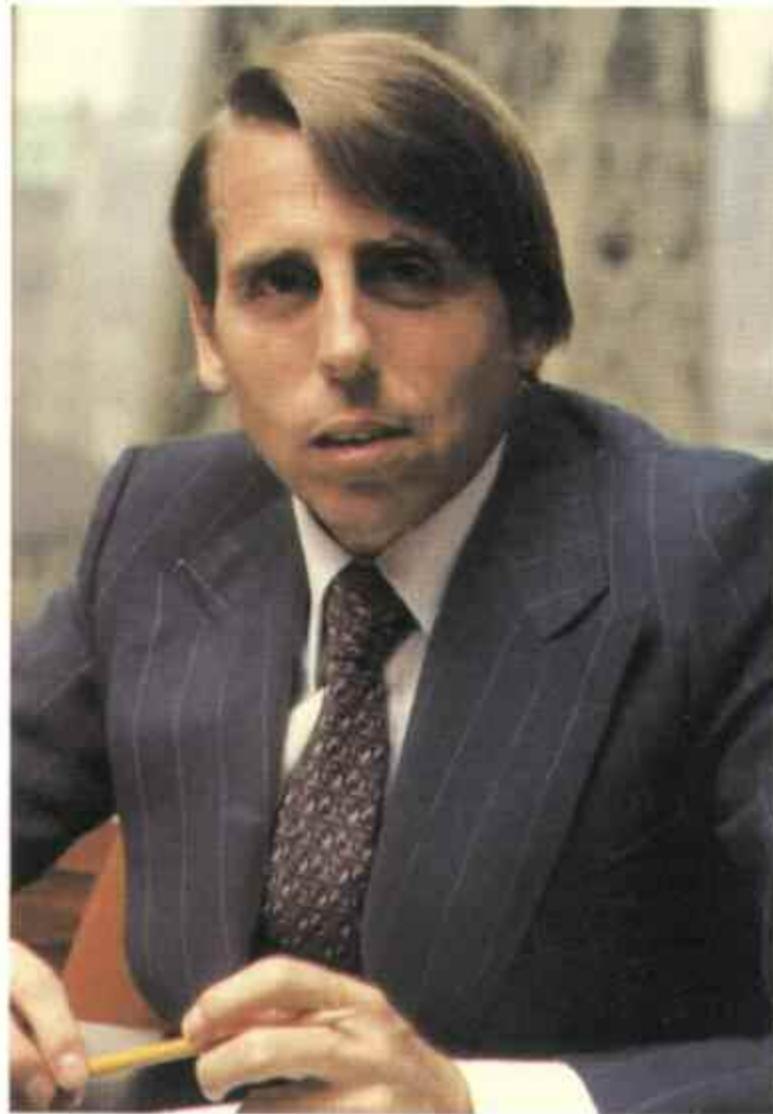
THE PURSUIT OF EMPIRE AND
FORTUNE ON THE CASPIAN SEA

STEVE LEVINE

The Caucasus and Central Asia

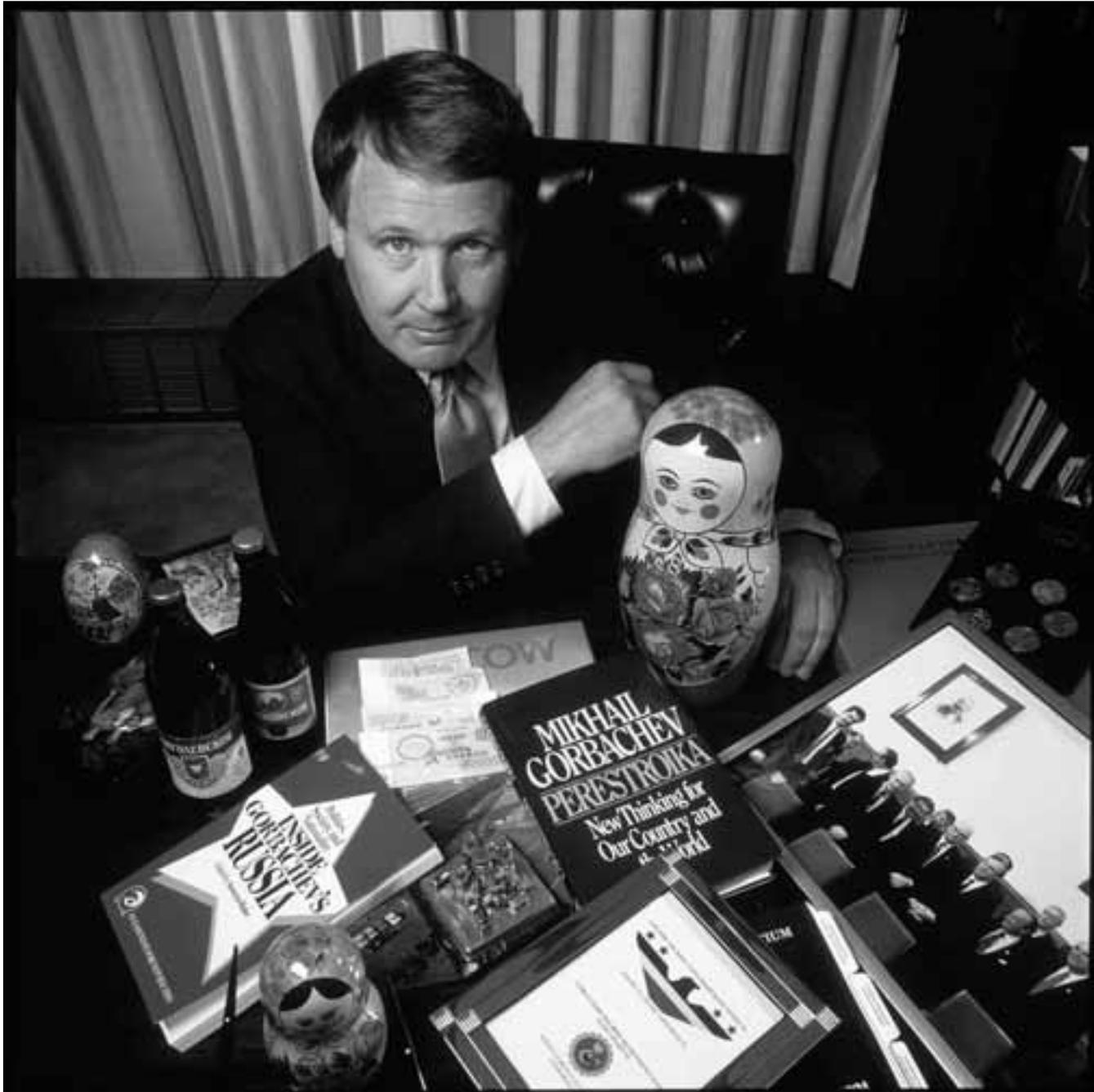


FROM THE EDITOR:



John Deuss





BTC

Length: 1,758km
Diameter: 42"/46"
Capacity: 1,000mbd
Capex: \$2.8bn

- 8 pump stations
- 4 metering stations
- Marine terminal with:
 - pressure reduction facilities
 - storage tanks
 - offshore loading facilities







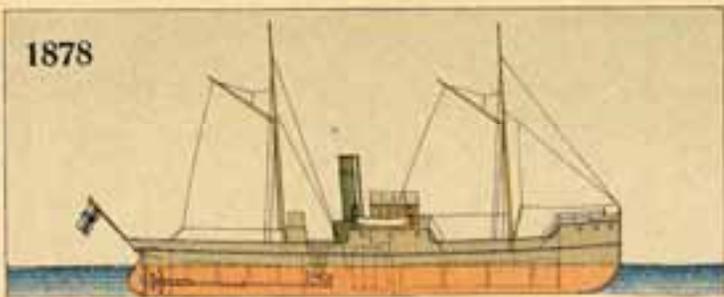


M. Anzeiger

BAD EMS

*Kaiser Alexander
vor dem Schützenhof*

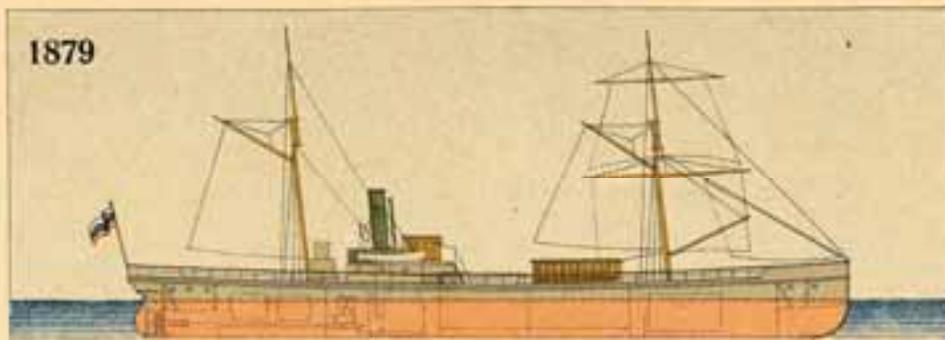
1878



Паровая шхуна «ЗОРОАСТРЪ».
Длина 136'6"; ширина 27'6".
Емкость—15,000 пудовъ.

41,7 m
245 t

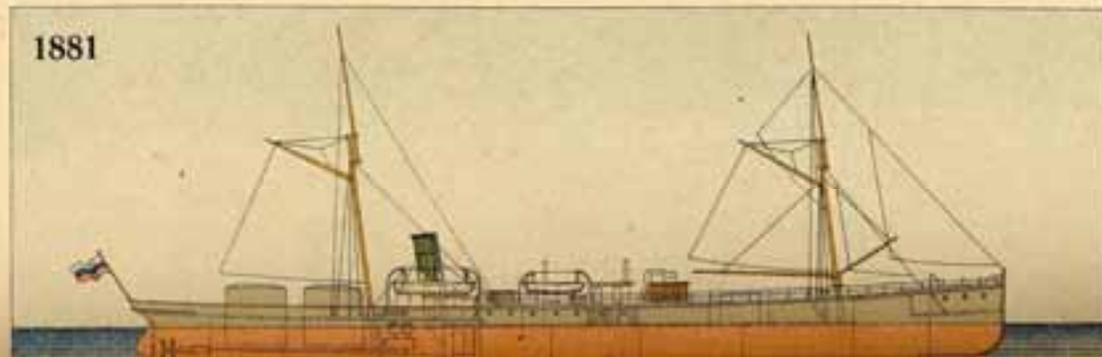
1879



Паровая шхуна «НОРДЕНШИЛЬДЪ».
Длина 195'6"; ширина 27'3".
Емкость—35,000 пудовъ.

59,6 m
574 t

1881



Паровая шхуна «МОИСЕЙ».
Длина 239'5"; ширина 27'8".
Емкость—44,000 пудовъ.

72,9 m
720 t

in the dining room of a Swiss hotel, scribbles a few words on the back of a menu and has the waiter take it to a table across the room, where sits Leonid Krassin, Soviet Minister for Foreign Trade.

Urquhart's Russian concession fell through—for the time being. The last few days he has come to the fore again with a great concession, one that harks back in analogy to the days of kings who farmed out tax rights. The Urquhart interests are reported to have secured rights to exploit the entire export and import trade of Turkey.

Urquhart, Chester, Mason Day, Vanderlip, Harry Sinclair—what manner of men are these rearranging the world—or trying to do so? Forests, ports, trade routes, the ore of the earth and the fish of the sea, the Bagdad railway; above all, oil—these are the stakes. The East, Near and Far; Central America, Central America and Africa, all come into the concession picture, from Abazia to Zambesi.

The concession market has all the simplicity of a plate of spaghetti. It has all the certainty of the old vaudeville trick of the lamp. The two comedians, down front, dispute the color of the lamp up-stage. When Weber looks, the lamp glows red; when Field looks, it is green. They bat and look together—and the light is white.

What sort are the men who at length reach for their fountain pens? All sorts. Men who can drive, but who also can wait. Urquhart is the product of European big business. Chester is an old sailor, with an eye and a memory for the things he sees. Vanderlip, a practical engineer who has scouted in the tropics and in the ice fields. Day, a New York import broker. Sinclair, a Kansas druggist, who in a few years has built up an oil business with \$20,000,000 assets, and has still found time to dabble in baseball and buy a racing horse now and then.

It looks as if Urquhart had the present advantage. The Turkish export and import deal bears the stamp of a Swiss

was that he announced he had the only foreign concession granted by the Soviet Government giving the privilege of free operation. The New York broker sold the Moscow commissaries his idea after the Russian defeat of Urquhart. The Englishman counted—and presumably still counts—on growth of a conservative spirit among the dominant Bolsheviks.

Urquhart's interests, with almost twenty years of Russian experience, have the technical skill and the potential organization which Urquhart believes Russia needs. Krassin was convinced that it would be a good thing to give Urquhart what he wanted, partly to increase English good-will toward Russia. But after Krassin said yes, the British Government made moves which Moscow felt indicated no increase of good-will, and so Lenin vetoed the Urquhart plan and Krassin was said to be so angry he thought of resigning.

The conservative New York judgment is just, nevertheless, to this extent: Day, archetype of salesman, is a promoter rather than an operator. Day is a knifeblade with a glitter to it. Admiral Chester is a cutlass with a well-worn handle but a still sharp blade.

When Chester brought home the concession that bears his name—a \$500,000,000 Turkish oil proposition with a 2,400-mile railroad among the incidentals—he had wound up a plan which first attracted his attention twenty-five years ago.

Colby Mitchell Chester, Rear Admiral, retired, graduate of Annapolis in the class of '63, and within a short time of that a sea veteran, is an American naval officer of the old school.

When France was protesting that she had prior rights in the territory covered by the Chester grant and the world was being told that the Kaiser had blocked Chester's concession idea back in 1913, the Admiral said: "I've fought the biggest powers in Europe to get this concession. I've won. I have them licked



HENRY MASON DAY (Above)
W. B. VANDERLIP (at Right)

Photo by Keystone View Co.

at a standstill until the United States should recognize Russia.

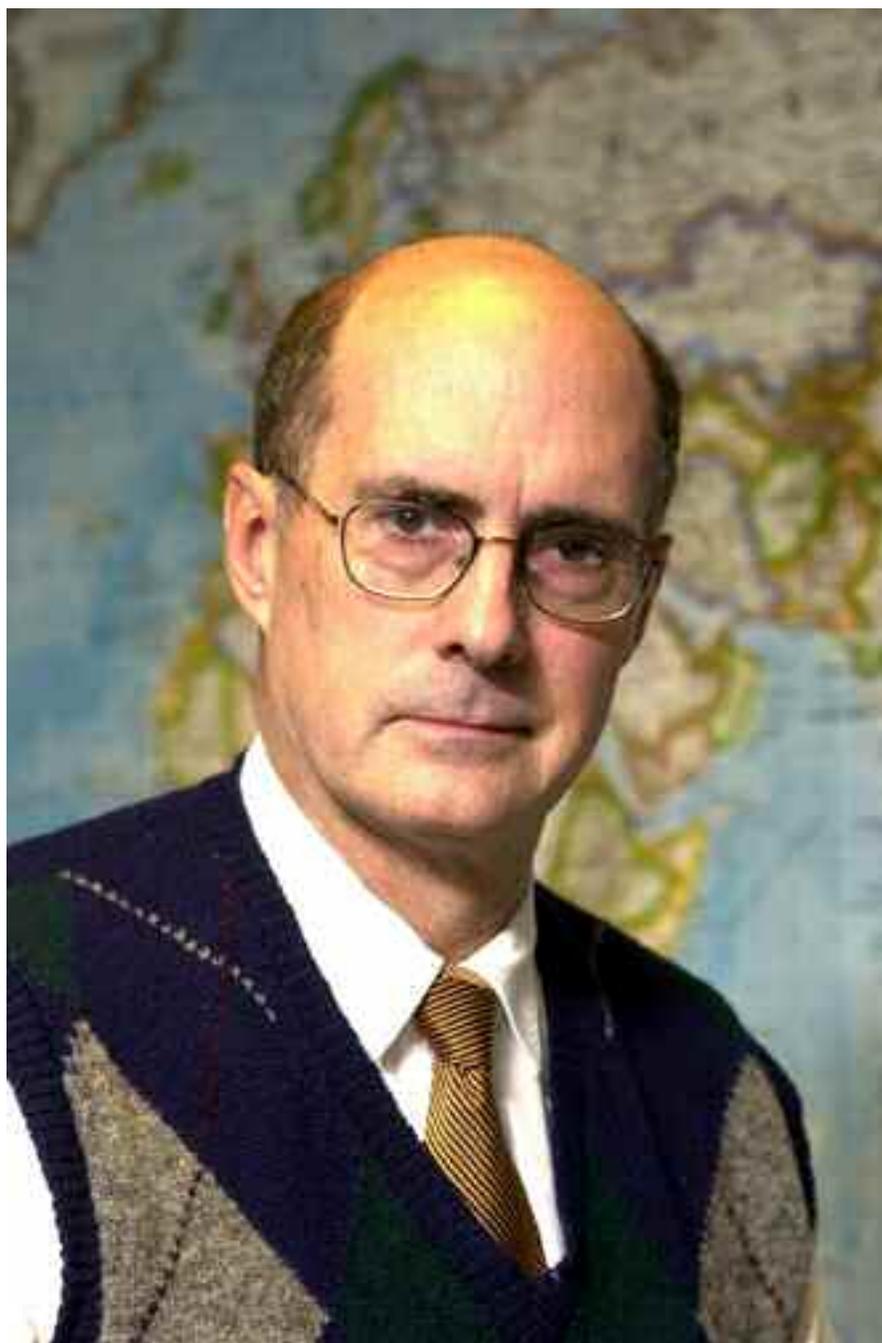
A year later he announced a second concession, for paper-making timber.

Vanderlip is a mining engineer, and when he went forth to locate something good in Russia he went like any desert prospector—grub staked. One of those who grub staked him—put up the expenses of the trip, gambling on the outcome, and not bothering greatly to learn

the precise plan of Doheny, the oil men were Los Angeles ers, manufacturers, and a life insurer the Standard Oil of quarter interest in Vanderlip, born son of a first cousin derlip, is a rule of the generation of e



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The Caucasus and Central Asia

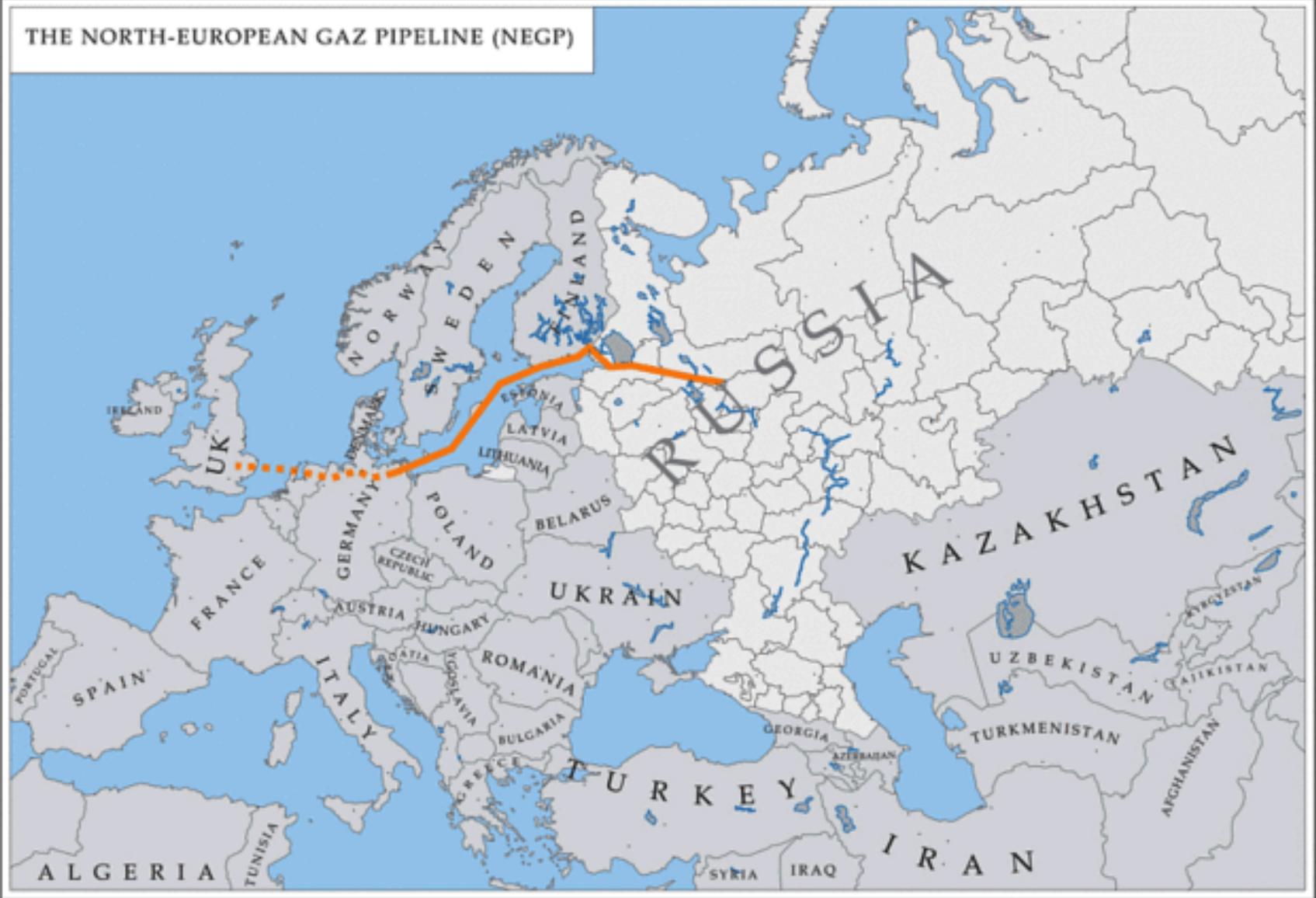


Caspian Region Oil Pipelines (U)





THE NORTH-EUROPEAN GAZ PIPELINE (NEGP)





TRASCASPIAN PIPELINE





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