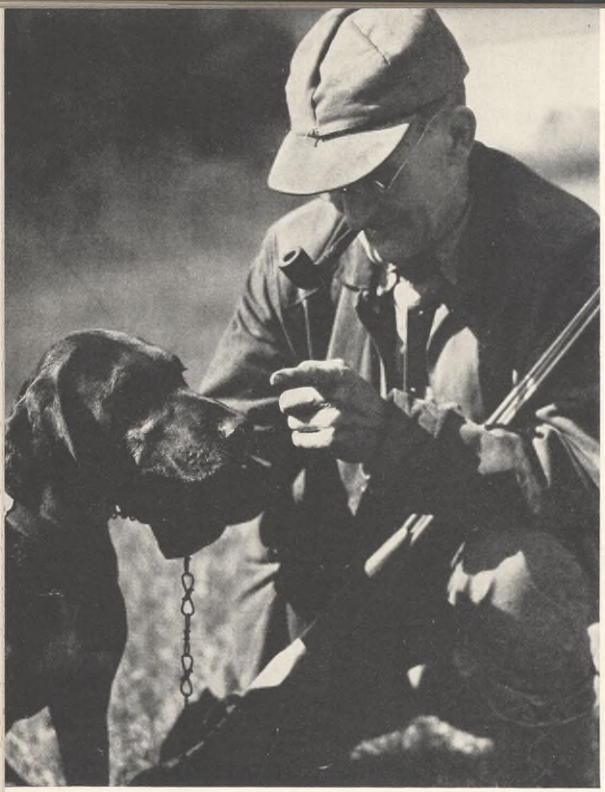
THE TEXACO STAR



R. I. NESMITH & ASSOC.

A brisk Autumn day, a well-caked briar, a good gun, and a favorite dog—what more could a man ask? And here's a tip to all huntsmen: There's nothing quite so good for keeping guns in trim as a can of Texaco Home Lubricant. This handy oil lubricates cleanly and efficiently and, what is more, protects metal parts against rusting

TEXACO

THE TEXACO STAR

September-October, 1935

VOLUME XXII NUMBER 3

Cover Illustration by John Kabel

A PUBLICATION OF THE TEXAS COMPANY

For distribution to employes and stockholders. To others interested, the subscription price is one dollar per year

DIRECT ALL COMMUNICATIONS TO THE EDITOR OF THE TEXACO STAR
135 EAST 42ND STREET, NEW YORK CITY

★ Eighty-eight per cent of the cost of collecting the gasoline tax is borne by the oil industry. In terms of dollars this amounts to about $22,500,000 annually.

★ In seventeenth century England, a popular remedy for baldness was to rub an onion on the head and stand in the sun.

★ Every year American motorists travel more than 200 billion miles.

Brief

AND TO THE POINT

★ More individuals are engaged in operating filling stations than in any other field of retail activity, except the grocery business.

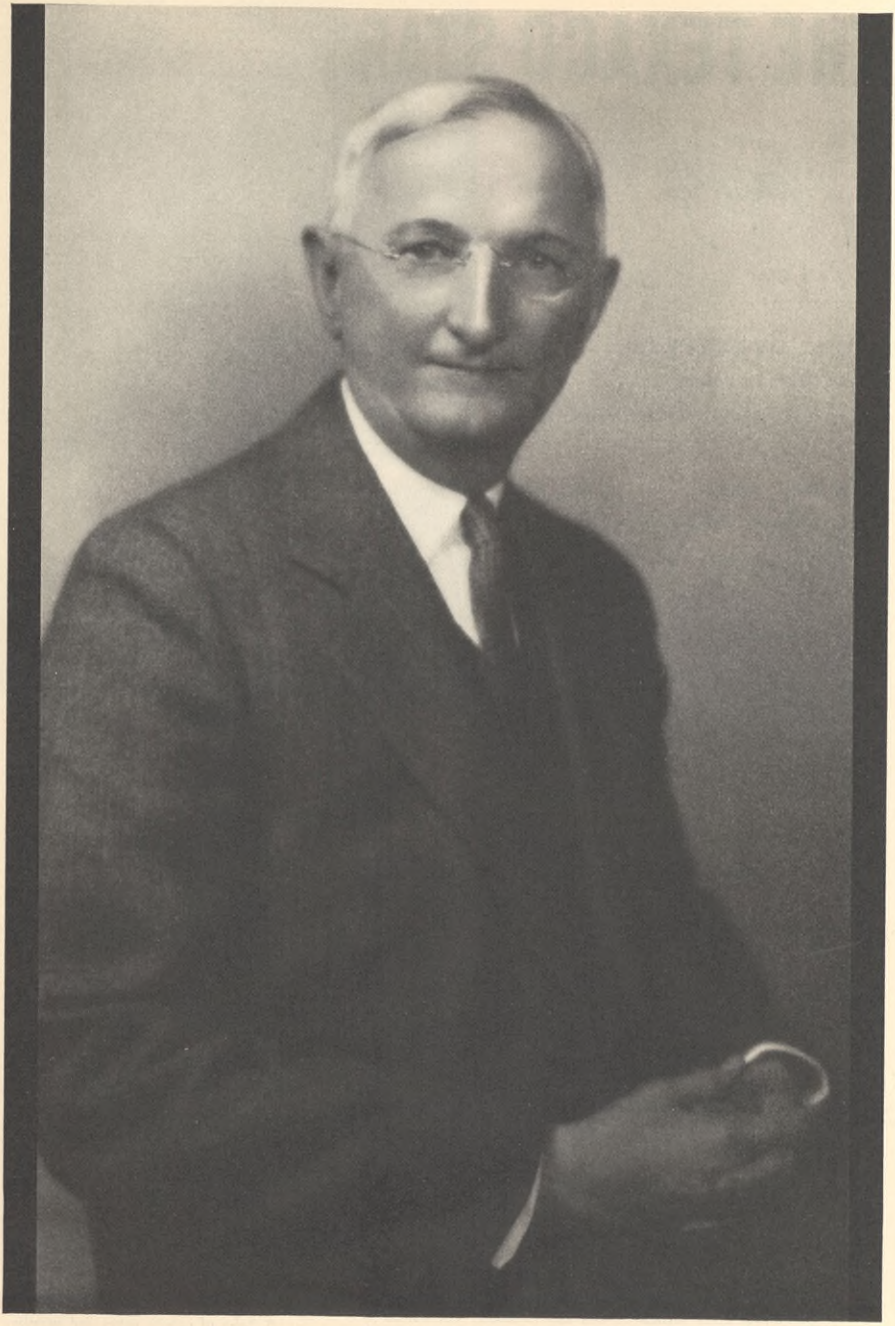
★ The whaling industry is, according to the number of whales caught, about three times greater than it was 10 years ago. The season just ending will show a production from the South and Antarctic Seas of about 2,400,000 barrels. Whale oil is used by the petroleum industry in making certain compounded lubricating oils and greases.

★ Bills proposing higher gasoline taxes were defeated in 20 of the 28 states in which they were proposed during this session of the state legislatures.

★ Prevention of disease and care of the sick is as much a part of Red Cross service as disaster relief. Every year Red Cross public health nurses make millions of visits to homes, giving trained care and often procuring medical aid for families unable to provide these necessities for themselves. Join the Red Cross during the Annual Roll Call, November 11 to 28.

★ Annual sales of the average service station are slightly less than $9,000.

★ Sales of canary cages and supplies totalled $9,000,000 last year.



★

CHARLES BISMARK AMES

1870—1935

JUDGE AMES is dead. That brief message came as an almost overwhelming shock to his fellow workers in the Company he had so long and so faithfully served.

The judge disliked "flowery" language, but it is difficult to express the feeling of love and respect in which we held him without resorting to superlatives. As an officer of the Company, he will be sadly missed; as a wise, kindly friend to all with whom he came in personal contact, he is deeply mourned.

Charles Bismark Ames, Chairman of the Board of The Texas Corporation and The Texas Company, died July 21 from a heart attack at his Summer home in Meredith, New Hampshire. He was born 65 years ago in Macon, Mississippi, the son of Charles B. and Sarah Jane Longstreet Ames, and 20 years later received the degree of Bachelor of Science from Emory and Henry College. Later he obtained a law degree from the University of Mississippi, and in 1893 he established a law office in Macon. The following year he married Elizabeth P. Allen, who survives him.

In 1899, when Oklahoma Territory was seeking to be numbered among the United States, Judge Ames moved his family and his law books to Oklahoma City. A few years later, The Texas Company became one of his clients. Judge Ames had watched the development of the oil industry in the Southwest, and had gained experience which, with his legal training, made him increasingly valuable to the Company. In 1923, he was appointed its General Counsel. Five years later he was made a Vice President, Director, and member of the Executive Committee. In November, 1932, he resigned to become President of the American Petroleum Institute, but left that post in May, 1933, to return to The Texas Company as Chairman of the Board.

Mr. Ames' title of judge came to him by right of service as Presiding Judge of Division No. 1, Supreme Court Commission of Oklahoma, from 1911 to 1913. During the World War, he was a member of the Oklahoma State Council of Defense and Federal Food Administrator for Oklahoma. At the close of the war, he resumed his law practice, but was soon summoned to Washington as an Assistant Attorney General under A. Mitchell Palmer. He remained in this post only a year, but in that time gained a reputation as an exceptionally capable intermediary in labor disputes.

As an officer of The Texas Company, he was a strong advocate of conservation of the nation's oil and gas reserves, and wrote many articles and editorials on this subject for THE TEXACO STAR. He was a Director of the California Petro-

leum Corporation, Indian Refining Company, Seaboard Oil Company of Delaware, and of the American Petroleum Institute.

With Mr. Ames at the time of his death were his wife and his daughter, Mrs. J. L. Cleveland, Jr., of New York. Four sons also survive: Ben A. Ames and Fisher Ames of Oklahoma City; Longstreet Ames of Richmond, Virginia, and Charles V. Ames of Louisiana.

Although Judge Ames made his home in New York, he loved Oklahoma City, and it was there that his funeral was held. Burial was in Fairlawn Cemetery, Oklahoma City.

At a meeting of the Board of Directors of The Texas Corporation on August 9, the following memorial was adopted:

"Charles B. Ames, Chairman of the Board of Directors of The Texas Corporation at the time of his death, after a distinguished career departed this life on July 21, 1935, at Meredith, New Hampshire.

"Judge Ames was born at Macon, Mississippi, on August 1, 1870. He was educated at Emory and Henry College and the University of Mississippi and in 1899 moved to Oklahoma City where he played quite a conspicuous part in the evolution of that country from frontier to commonwealth. Having achieved considerable fame as a lawyer he was in 1911 appointed Presiding Judge of Division No. 1, Supreme Court Commission of Oklahoma. His keen interest in and devotion to public affairs during the World War brought him such appointments as Federal Food Administrator for Oklahoma, membership in the Oklahoma State Council of Defense, and Chairmanship of the Oklahoma City Liberty Loan Committee.

"In 1919 he was appointed assistant to the Attorney General of the United States.

"On March 15, 1923, he was appointed General Counsel of The Texas Company and in 1925 he returned to Oklahoma to resume the practice of law. On January 1, 1928, he was elected a Vice President and Director of this Corporation and a member of its Executive Committee. By his advocacy of sound principles of conservation and governmental relations, he became an outstanding figure in the oil industry, and, on November 22, 1932, was elected President of the American Petroleum Institute, in which capacity he rendered conspicuous service. He returned to this Company on May 5, 1933, as Chairman of its Board of Directors, and continued in that position until his death.

"Judge Ames had mental capacity of the highest order; a brilliant mind, well trained, with power to think logically, quickly, accurately. He could reason without prejudice and use his mind uninfluenced by emotion. In addition to his brilliant professional career he was a man of character, courage and fidelity and a most kindly sympathy with mankind in general. His ability and services have reflected credit on this Corporation.

"It is with deep sorrow, that the Board makes this record of their loss at his parting, and their sympathy for the members of his family, and direct that a copy hereof be sent to Mrs. Ames."

BLACKSTONE

Henry U. Harris of New York, newly elected to the Board of Directors

(Below) T. Rieber, Chairman of the Board of The Texas Corporation

CHIDNOFF

Harry T. Klein, who has been elected a member of the Executive Committee

T. RIEBER IS NEW BOARD CHAIRMAN

H. T. Klein Elected to Executive Committee
H. U. Harris Becomes Member of the Board

AT A meeting of the Board of Directors of The Texas Corporation on August 9, T. Rieber, Vice President in Charge of the Export and Marine Departments, was elected Chairman of the Board. At the same meeting Harry T. Klein, Vice President and General Counsel, was made a member of the Executive Committee, and Henry U. Harris was elected to the Board.

Except for a period of a few years, Mr. Rieber has been associated with The Texas Company since 1905, serving in various capacities in the Marine and Refining Departments. In October, 1927, he became Vice President in Charge of the Export Department. He will remain in charge of the Export and Marine Departments in addition to his new duties as Chairman of the Board of Directors. By personality and experience, Mr. Rieber possesses ample qualifications for his new post.

Colonel Klein, a native of Kentucky, entered the service of The Texas Company in 1921 as a member of its Legal Department. Later he became Assistant General Counsel and, in December, 1925, General Counsel. In 1933 he was made Vice President and General Counsel, and at the recent annual meeting of stockholders of The Texas Corporation he was elected to the Board of Directors.

Henry U. Harris is a son of John F. Harris, who also is a large stockholder and was an associate of the late John W. Gates, one of the founders of The Texas Company. The younger Mr. Harris is a graduate of St. Marks School, Southborough, Massachusetts, and of Harvard University. He became a partner of Harris, Winthrop & Company in 1925 and of the successor firm, Harris, Upham & Company in 1929. He is also a director of the American Steel Foundries.

(Above) Crews and commanding officers of the two lifeboats which went to the aid of the liner *Dixie*

(Left) Capt. Arne Pedersen whose handling of the *Reaper* during the hurricane was a marvel of navigation

SAMARITANS of the Storm

RADIO Operator W. V. Payne of the Texaco tankship *Reaper* knocked the ashes from his pipe and glanced at the clock. It was just after midnight. He yawned, rose from his chair, and prepared for bed.

As a matter of custom, Payne left his radio receiver tuned in, but in a few minutes he was sleeping peacefully in spite of rough seas which lashed the *Reaper's* decks as she headed into a storm.

Tanker life is a workaday affair. When one of the big oil ships clears for a voyage, no bands play, and no excited throngs wave as she heads for the open sea. Consequently, when the *Reaper* left Port Arthur, Texas, on August 30 last, no one aboard dreamed that high adventure awaited them.

By Monday the *Reaper* had struck bad weather. By nightfall the storm had assumed hurricane proportions. But tankermen have learned to take even hurricanes in their stride, which explains Operator Payne's calm preparations for bed as the *Reaper* plowed grimly through the storm, keeping well off the treacherous Florida reefs.

A few minutes later Payne woke suddenly. Was that just static on the radio or——? There it was again! Three dots, three dashes, three dots. He leaped from his bunk and grabbed his headphones:

"SOS Steamer *Dixie* aground on Carysford reef. 260 passengers and 115 crew. Need assistance."

He copied the message and ran to the pilot house. Captain Arne Pedersen read the brief message. By his calculations he was but 35 miles from the

stricken liner. He barked a terse command. The *Reaper's* prow swung around and headed for the coast.

All that night, through the worst of the hurricane, Captain Pedersen threaded the treacherous reefs searching for the *Dixie*.

Toward morning the *Reaper* sighted the *Dixie*, stranded on French reef. Within a few hours other vessels arrived and all were asked by the *Dixie's* master, Captain Einar Sundstrom, to stand by.

While the hurricane still whipped the coast, hurling mountainous waves over the *Dixie* and the darkness, it was deemed unsafe to take off more passengers.

Once aboard the *Reaper*, the new arrivals were given hot food—their first since the *Dixie's* galleys were washed out—and retired to the *Reaper's* officers' quarters. The tanker, released by Captain Sundstrom, resumed her voyage to Wilmington, North Carolina.

She arrived at Southport, North Carolina, late in the afternoon of September 6, and was met by A. K. Swann, Commercial Agent for the Southern Pacific Lines, and W. E. Curtis, Superintendent of

Rescuers and rescued: Front row, left to right: Hilda Weiss, Maurice Wynne, Mrs. W. H. Wynne, Captain Pedersen, Ann Anglin, Mrs. Adolph Elgutter, Mr. Elgutter. Second row: Third Officer Jacobson, Josephine Anglin, Sylvia Elgutter, Chief Officer Lusk, W. H. Wynne and Robert E. Welsh

(Below) Radio Operator Payne, who heard the stranded *Dixie's* SOS

other ships, the *Reaper* clung to her task. At last, shortly after noon on Wednesday, the *Dixie's* captain asked the ships to send over lifeboats.

The *Reaper* sent two boats over the side immediately. The first was commanded by Chief Officer Peter Lusk; the second by Third Officer B. Jacobson. The seas were still rough, and the passengers were transferred only with great difficulty. At 4:30 p. m., the *Reaper's* third officer returned to his ship with 10 passengers—six women, two men, and two boys. The chief officer's boat stood by for hours, but due to the rough seas, rain squalls and approaching

The Texas Company's Wilmington Terminal, who arranged for the passengers to be transferred to Coast Guard boats and taken to a Wilmington hotel.

On the day following their arrival in Wilmington, the passengers and officers of the *Reaper* attended a luncheon arranged by Superintendent Curtis. Louis T. Moore, Executive Secretary of the Wilmington Chamber of Commerce, was toastmaster, and Wilmington's Mayor Walter H. Blair welcomed the survivors. After bidding their rescuers farewell, the *Dixie* survivors, thoroughly sold on "Texaco service," left for their homes.—P. C. H.

NOTE: Miss Volpi, an employe of the Producing Department in The Texas Company's New York Offices, has written this thrilling account of her experiences aboard the ill-fated liner *Dixie* exclusively for THE TEXACO STAR. Her coöperation, and particularly her alertness in making the excellent photographs which accompany this article, are appreciated.

The lifeboats pull away from the stranded *Dixie*

Not So BON VOYAGE

By IRENE VOLPI

WHEN I left on my vacation this year, I was determined to get a good rest aboard some nice ship. The trip from New York to New Orleans was all that I expected, and when the *Dixie* drew away from the Canal Street wharf in New Orleans on the return voyage, I looked forward to another succession of lazy days in a deck chair as we steamed toward New York.

We had left New Orleans in the glow of a beautiful sunset, but the second day dawned gray and stormy. The sea was very choppy and flying spray made the deck-chair idea seem rather silly. The water grew constantly rougher, and by noon we had rather a hard time keeping our balance.

After lunch, walking on the deck became impossible, and as the afternoon wore on the waves began to rise higher and beat against the sides of the ship. Some of the passengers were feeling none too chipper and the calm that had reigned was fast disappearing.

It soon became too dangerous to venture outside, and we were ordered to remain indoors. Then came an order for us to take refuge in the music room on B Deck, and we knew things were beginning to look serious.

At 2 p. m., the storm seemed to be at its height. We were forced to hold on to the furniture, which was nailed to the floor, to keep from being tossed around like pills in a box. After a while the furniture came loose, and at one terrific heave of the ship my girl friend and I were thrown to the floor with a table and sofa on top of us. I received quite a blow on the head, but it proved not serious.

After an hour or so, the storm abated, and we went to our staterooms to see how our luggage had fared. Water had leaked into the rooms and everything below decks was just a big puddle. After packing our clothes, we returned to the music room, and in an hour the storm began with renewed fury. We clung to anything that was stationary—and nothing was. I held on to a door. Many people were seasick. We alternately prayed and sang. The storm got worse. Waves came over the boat and one monstrous wall of water shattered a window in the music room. Water poured in on us.

It was still light, and we could see the mad fury of the storm. Waves 60 to 90 feet high leaped over the ship. At one time the gale blew 135 miles an hour and the ship lifted at an angle of 43 degrees. We began to fear she would not hold out much longer. The engines didn't seem to be running properly and we were just floundering around. Then about half past eight came an awful thud and the realization that we had struck a reef.

For a few minutes no one seemed to know what to do, but our fate was soon decided when orders came for everyone to don a life preserver and stand in the passageway by his stateroom. Standing there

was nerve-wracking, so we ventured upstairs where there were some easy chairs still intact. We stayed there wondering whether the awful pounding the ship was getting would break it up, but the captain told us to try and rest and forget it, for no one could be taken off the ship that night because of the treacherous seas.

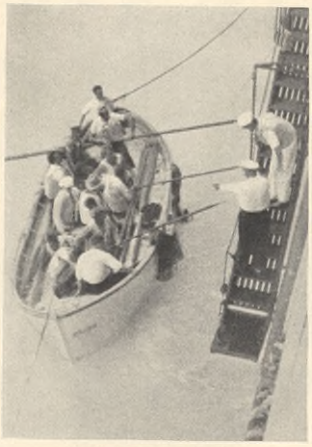
About midnight we heard that our SOS had been answered and that two coast-guard cutters, a United Fruit boat and a tanker (later I found it was the Texaco tankship *Reaper*) were coming to our aid. This made everyone feel better and broke the nervous tension that had prevailed. A celebration was in order which resulted in everyone's getting a cup of coffee.

We tried to pass the night as best we could, but it seemed endless. Dawn seemed like something one reads about but never experiences, but it came at last. All day Tuesday was stormy, and although we knew ships were out there, it was too hazy and cloudy to see them. That night, however, it cleared a bit, and far off in the distance we could see the lights of the ships.

All during the storm we had no hot food because the galley was washed out, so we ate whole wheat bread without butter; fruit, and coffee. The bread gave out and we ate cheese and crackers. Then the water ran out and we were given pieces of ice. Later sea water was boiled and ice put into it. This tasted vile, but we couldn't be choosy.

By Wednesday, 16 boats were on the scene and we were told to be ready at seven o'clock Wednesday morning to be taken off. We had had our life belts on since Monday, and between the weight of them and our wet clothing we were very uncomfortable. Airplanes circled above us taking pictures, and we waited in vain nearly all day Wednesday as the rescue ships tried to reach us.

Our lifeboats had been damaged, but the captain picked out the best ones and asked for men volunteers to test them before letting the women disembark. At last some boats came alongside and we entered them by a Jacob's ladder hanging over the *Dixie's* side. I was in the third boat, and as we left the ship Captain Sundstrom spoke a word of cheer to each of us.



Another view of passengers taking to the boats

There were about 18 passengers in our boat, which was from the *Limon* and pulled by a motor boat from the *El Occidenta.*

It took us about 45 minutes to reach the *Occidenta,* as the water was still pretty rough. We boarded our rescue ship about six p. m. and reached Miami about 2.30 a. m. Thursday and were taken to the Everglades Hotel. Mr. Duce of The Texas Company had been told of our arrival, and was most kind. After a refreshing bath and some sleep, we boarded a train for New York Thursday night.

I didn't get my rest, but I am just as glad—the "rest" might very well have been a long one!

"I went on my vacation to get a nice long rest"

★ ★

"Eddy Duchin at the piano" during a Texaco radio broadcast

Part of the crowd attending the Atlantic City "Radio Open"

★ ★

Public to Vote in "RADIO OPEN"

EVERY Texaco service station becomes a "polling place" in October when radio listeners throughout the United States vote for winners of the two grand prizes in Texaco's "Radio Open." This program has been running through the Summer months. The two final broadcasts will be given October 8 and October 15.

During the past several weeks, thousands of amateur and professional radio singers have been heard at 16 auditions held in various parts of the country, as Eddy Duchin and his Fire-Chief orchestra toured the United States. Impartial local judges selected 16 men and 16 women as prize winners. Each received $100.

In addition, a national board of judges has selected from these 32 artists two men and two women to compete for the two grand prizes of $1,000 each. The two women finalists will be heard October 8 and the radio audience will be asked to vote its choice for the prize. Ballots will be distributed and received at Texaco service stations and forwarded to headquarters for counting. On October 15, the two men finalists will be heard and the same procedure will be followed.

To assure absolute fairness, the contestants' names will not be revealed; they will be known only as "Miss X" and "Miss Y," and "Mr. X" and "Mr. Y." This custom has been followed in the 16 local auditions. Judges listened to the contestants from a separate studio and the singers were identified only by number. Widespread comment as to the fairness of this method has been received, and many little-known but talented singers have been brought to the fore.

Steam VERSUS Streamline

THE STEAM locomotive's answer to the challenge of his streamlined, Diesel-powered brothers is the Chicago and North Western Railway's crack train, the *400*—"the fastest train on the American Continent." This train was recently put on an even faster schedule when 30 minutes were shaved from the original running time of seven hours between Chicago and St. Paul.

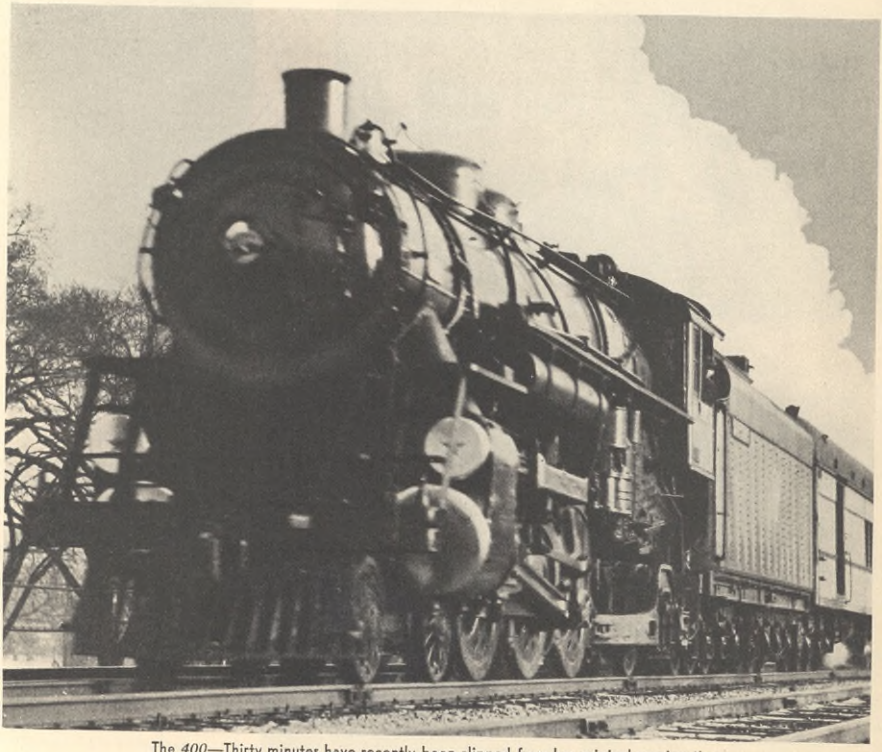
The *400*, composed of standard equipment (which means no streamlining, aluminum bodies or articulated cars), was inaugurated last January, running between Chicago and the Twin Cities by way of Milwaukee. For the first four months of operation the schedule was 409 miles in 420 minutes.

The record of almost constant on-time performance induced the North Western to reduce that running time by half an hour. Now the 85 miles between Chicago and Milwaukee are covered in 75 minutes, and the remainder of the trip in 315 minutes.

The *400*, completely air conditioned throughout, has deluxe coaches, parlor cars, dining car and club car. She leaves Chicago at 3.30 p. m., Central Standard Time, arrives in Milwaukee at 4.45, St. Paul at 10 o'clock, and Minneapolis at 10.30. Stops are made at Milwaukee, Adams, South Beaver Dam, and Eau Claire, Wisconsin. Southbound, the *400* leaves Minneapolis at 3 o'clock, St. Paul at 3.30, Milwaukee at 8.45, and arrives in Chicago at 10.

Texaco oils and greases are used on the *400* and play an important part in the smooth operation of this North Western train.

This is the thirteenth of a series of articles concerning famous American trains which are lubricated by Texaco—EDITOR.



The *400*—Thirty minutes have recently been clipped from her original running time

Maoris, natives of New Zealand, build their roofs with a heavy grass thatch inside and a covering of bark

★

(Below) These beehive-shaped houses with the stone roofs are found in the town of Alberobello, Italy

An American home, sh
ments by Texaco Sl
Shing

THE ROO
THEIR

★

(Left) In Japan they generally build from the top down, using a tile roofing such as that shown here

PHOTOS FROM EW

The British Isles are famous for their lovely thatched roofs—Rethatching an old farmhouse near Salisbury

★

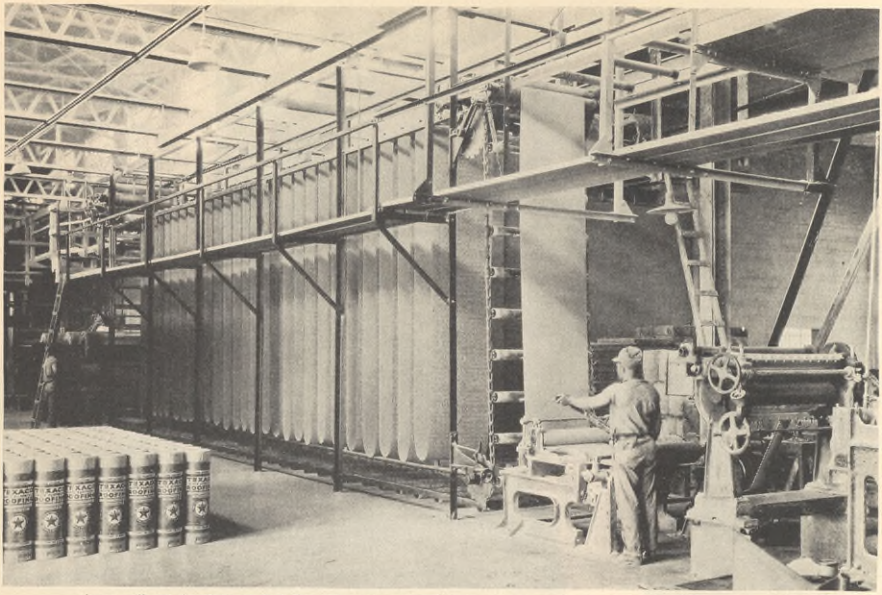
(Below) In Norway the house roofs are sodded as an additional protection against the terribly cold Winters

ltered from the ele-
e-Covered Asphalt
es

FS OVER
HEADS

(Right) Mud and the sun form both walls and roof of houses built in the Egyptian desert

G CALLOWAY



Long rolls of dry felt are fed through an immense looping system and given a bath of Texaco Asphalt

"TAR PAPER" Grows Up

Texaco Operates One of the World's Largest Roofing Plants

"SURE," said our friend, the casual reader, "I know The Texas Company makes roofing. You mean that tar-paper stuff they put on chicken coops."

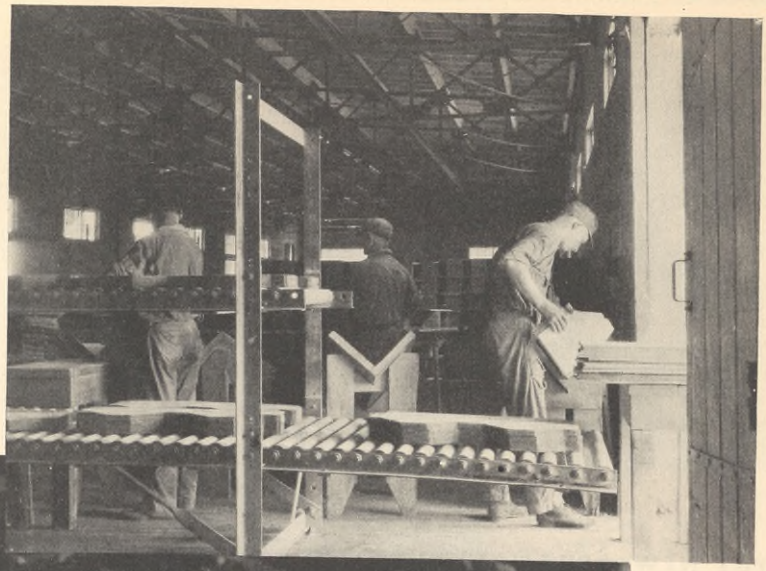
Perhaps you know more about modern roofing materials than this gentleman did, but are you aware that your Company operates one of the largest and most complete roofing plants in the world?

Today's trim, sturdy, and decorative slate-covered asphalt shingles are a far cry from the "tar-paper" of a few years ago. The type of roofing manufactured at Texaco's big plant in Port Neches, Texas, will outwear roofing of other types by many years, and it will look better than ordinary roofing every day of its life.

Asphalt roofing materials have been made by The Texas Company for more than a quarter of a century. A small plant that in 1907 boasted a production of 25,000 squares of roofing a year has now become a modern factory with a yearly output of 1,600,000 squares of 59 different types of roofing, shingles, and saturated felt. These products enjoy a world-wide sale.

Modern roofing consists essentially of a tough felt body which has been thoroughly impregnated and covered with petroleum asphalt and coated with talc or crushed slate. In the manufacture of all varieties of Texaco roofing, the early process is the same. Long rolls of dry felt are fed through an immense looping system which builds up a supply of the felt in the form of great loops. It is thus possible to splice on a new roll of felt without stopping the machines. The felt first passes through a bath of hot asphalt—not ordinary asphalt, but the correct grade of Texaco asphalt, made from crude oils having the necessary basic characteristics.

This hot bath impregnates the felt thoroughly,



(Right) Slate-surfaced shingles are made in many colors

(Left) Texaco shingles are easily applied and long-lived

and the roll is passed through "calendar" or "squeeze" rollers to remove the surplus asphalt. The black, steaming strip now runs over a series of cooling drums and later it receives an outer coating of a harder grade of asphalt.

To make talc-surfaced or smooth-surfaced roofing, the saturated felt is fed through a machine which coats it with powdered talc on both sides. If slate-covered shingles or roofing are to be made, a heavier coating of asphalt is applied, and the material receives a layer of crushed slate granules on its upper side and powdered talc on the lower side.

The strip has now become roofing, but it must pass again over cooling drums and then to a scale which continually checks the weight of the product to assure uniformity.

If roll roofing is to be made, a winding machine measures off the length of a roll, which is then cut, removed, wrapped and sent to the warehouse where

nails and cement (called "fixtures") are inserted in the core of the roll. Cloth "headers" are applied to the ends of the roll, a label is pasted on, and the roofing is ready for shipment.

When shingles are to be made, the coated strip goes to a different machine. Here the long strip is cut into individual shingles, which are automatically counted and stacked. The bundles are ready for shipment after the top and bottom have been protected by shingle board and bound with wire.

Slate-surfaced roofing is made in red, green, blue-black, tile red, and jade green, as well as in pre-assorted or mixed colors. Shingles come in the same five solid colors and in a diversified line of pre-assorted blends.

Naturally the roofing plant is up to date in every respect; its buildings are especially suited to the purpose and the machinery and equipment is of the most modern design. About 2,400 tons of felt can be stored in the felt warehouse, and concrete silos, each holding about 500 tons, contain surfacing materials, such as talc and crushed slate, which are carried to the machines by conveyors. The asphalt comes from converters at the asphalt plant through a pipe line directly to the roofing plant. A testing and research laboratory maintains a constant check on all raw materials.

The finished roofing is tested by "manufactured weather" in a device called an accelerated weathering machine. Roofing placed in this contrivance undergoes a continual barrage of streams of water, ultra-violet light, and low temperatures. A bit of roofing that has spent a month in this machine may have undergone the equivalent of years of weathering at the hands of Mother Nature. Of course Texaco Roofing has also been tested for many years on buildings throughout the world, as well as on Texaco warehouses and employe cottages.

THE NEW ARRANGEMENT FOR TANK CARS

THE TEXAS COMPANY has entered into an arrangement with Pennsylvania-Conley Tank Car Company which should result in very considerable economy in tank car costs. As a basis for this arrangement, The Texas Company has sold to Pennsylvania-Conley Tank Car Company, for cash, all cars owned by The Texas Company, and has entered into a definite lease for a period of 10 years, with option for additional years, under which Pennsylvania-Conley Tank Car Company is obligated to furnish The Texas Company's requirements of tank cars.

Through this arrangement, The Texas Company will have the use of all the cars of the Pennsylvania-Conley Tank Car Company system, as and when it requires such cars, without the necessity of maintaining these cars throughout the year. Heretofore, requirements of The Texas Company for tank cars over and above the cars owned by it were had by lease which necessitated rentals over the period of the lease, although the cars were needed only during the peak season of the year.

In addition to the economy in the maintenance and operation of cars, there will also be very considerable economies in the administrative work in operating so large a fleet of tank cars.

The arrangement covers the requirements of The Texas Company (Delaware) and all subsidiary, affiliated and associated companies, throughout the duration of the lease.

★ On August 1, 1935, The Texas Corporation retired all the outstanding bonds of its subsidiary, California Petroleum Corporation (Virginia), amounting to $10,500,000 par value at the call price of 101. These obligations were retired out of current cash without recourse to bank borrowing, and without interfering in any manner with present and contemplated investment and expense expenditures. After the payment of the above obligation the only funded debt of The Texas Corporation outstanding is represented by its five per cent convertible debentures due in 1944, of which there are $89,933,000 in the hands of the public.

★ Today your dollar buys twice as much gasoline and other petroleum products as it did in 1926.

★ About 2,200 Iowa workers were dropped from the payrolls of major oil companies in that state with the passage of the chain store tax. The measure, applicable to multiple-unit service stations, placed a prohibitive levy on oil companies. The severity of the tax defeated one of the aims of the measure—to secure additional revenue—because many of the stations were permanently abandoned, and others were leased to independent dealers.

★ The average of cumulative Federal, state, and local gasoline tax rates on June 1 last was 5.28 cents per gallon—representing an average retail sales tax of about 40 per cent.

W. H. Borie, Manager, South American Division

(Below) H. M. Herron, General Manager, Export Dept.

C. M. Claeys, Manager of the European Division

H. M. HERRON HEADS EXPORT DEPARTMENT

FOLLOWING the election to the Chairmanship of the Board of Directors of T. Rieber, formerly Vice President in Charge of the Export and Marine Departments, H. M. Herron, previously Assistant Manager of the Export Department, was appointed General Manager of that department. W. H. Borie becomes Manager of the South American Division; C. M. Claeys, Manager of the European Division, and A. E. Thayer, Assistant Manager of the department.

All four men have served the Company for many years.

Mr. Herron, a native of Olean, New York, received his early education in the public schools of Olean and at Westbrook Academy. Later he took a special course in business management and economics at Rochester University, Rochester, New York.

A. E. Thayer, Assistant Manager

His service with The Texas Company dates from November 3, 1910, when he began work as a stenographer at the Port Arthur Terminal. He became Superintendent of that Terminal in August, 1916, and subsequently served in various capacities in the Refining Department and Terminal Division until January, 1928, when he was assigned to the Export Department as Assistant Manager.

During the past eight years, Mr. Herron has made several trips around the world, visiting all the principal cities of Europe, South and East Africa, China, Japan, the Philippines, India, Australia, and New Zealand.

W. H. Borie was born in Laramie, Wyoming, and, as a

young man, worked for various western railroads in the early stages of their development. When the Mexican oil fields were brought in, Mr. Borie went to Mexico and spent several years in the service of oil companies there. He became associated with The Texas Company on June 1, 1915, in the South American Division of the New York Office.

In March, 1922, he was appointed Assistant Manager of the Export Department.

During the years he has been connected with The Texas Company, Mr. Borie has spent much of his time in South American countries, and the Argentine in particular, from which he has just returned following a two-year stay.

Charles M. Claeys was born in New York City and graduated from Dartmouth College in 1914. He entered the service of The Texas Company January 1, 1916, and after a period of training was assigned as representative for the Island of Mauritius. Later his travels in the interests of the Company took him to New Zealand, India, and many European countries. On January 1, 1928, he was appointed Managing Director of The Texas Company, S. A. F., (France), in which position he has served until his appointment as Manager of the European Division.

A. E. Thayer was also born in New York City, and was educated in the public and business schools of that city. From 1908 to 1917 he was employed by a firm of patent attorneys in New York as clerk, court stenographer, secretary and office manager. In 1917 he joined the New York Naval Militia and, after serving several months with the Atlantic Fleet, was assigned to the officers training school at Princeton University, from which he was graduated with an Ensign's commission.

Upon his discharge from the Navy in 1919, Mr. Thayer entered the service of The Texas Company as a stenographer in the office of the late W. A. Thompson, Jr., Vice President. In 1923, he was transferred to the Export Department as Secretary to the Manager, in which department he has continued in various capacities to the present time. In 1928, he was appointed Assistant to Mr. Rieber, who was then Vice President in Charge of the Export and Marine Departments.

The good wishes of the entire organization go with these men as they take up their new duties in the interests of the Company.

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Thames House, where the London offices of The Texas Oil Company Ltd. are located

PHOTOS COURTESY NEW SOUTH WALES GOVERNMENT PRINTER

Parliament house at Canberra, New South Wales, Federal capital city of Australia

With the Texaco Globe-Trotter in **NEW SOUTH WALES**

NOTE: This is the sixth of a series of articles on Australia prepared by The Texas Company (Australasia) Limited, and published as a supplement to the regular "Globe-Trotting with Texaco" articles on Australia which appeared some time ago.—EDITOR

ALTHOUGH territorially not the largest state of the Commonwealth, New South Wales has the largest population. Its area is 309,432 square miles, or about one-tenth of the total area of Australia. Its population is approximately 2,400,000, of which about 1,100,000 persons live in Sydney, the capital city.

New South Wales fronts the eastern coastline of Australia and is joined by Queensland on the north, and Victoria on the south. Like the other states of the Commonwealth, settlement is greatest along the seaboard. New South Wales is noted principally for its pastoral and farming production and its fast-growing and important manufacturing industries.

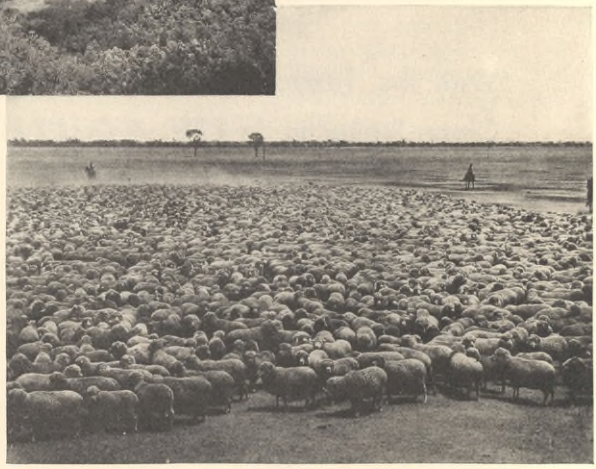
Between the Coast and the Dividing Range, primary production takes the form of dairying, fruit growing, and the cultivation of maize, lucerne, and the like. On the western side of the mountains the country opens up into gently undulating or vast level plains. For a breadth of about 200 miles, wheat growing and sheep and cattle raising are the prevailing land industries. Rainfall is heaviest on the coast and declines more and more inland. Rapid strides in manufacturing are being made, and every year sees a larger proportion of raw material being converted into secondary products.

The fact that Captain James Cook, in his early discovery of Australia, first landed at Botany Bay, a few miles south of Sydney Harbor, in 1770, and that the first British settlers arrived there 18 years later, gives New South Wales the distinction of being the earliest British-settled portion of Australia.

Botany Bay was found unsuitable, even as a temporary headquarters for the early settlers, and Captain Phillip, R. N., leader of the 1788 expedition, sailed north to examine another inlet which Cook in 1770 had noticed but not entered. This inlet was visible through a narrow opening in precipitous cliffs, and when Phillip sailed through, there spread out before him one of the most beautiful harbors in the world—the present Sydney Harbor. The settlement was moved at once to this location, the British flag was unfurled and a new nation began its existence.

Sydney is the largest city in Australia, and is the fifth port and fifth city of the British Empire. It has

(Left) Kangaroo Valley on the South Coast. (Below) Sheep raising is one of the principal industries of New South Wales



great natural advantages in its beautiful harbor, the arms of which radiate into many parts of the city. The depth of the water permits the largest ocean liners to enter and dock at the city wharves. Suburban homes on the upper and lower reaches of the harbor are very beautiful. Many of the residents travel to and fro on ferry boats. At night the lights on the shores and on the ferries flitting about the harbor present a scene quite like fairyland. Sydney abounds with theaters, hotels, surf beaches, and everything for the amusement and pleasure of its inhabitants.

The magnitude of the engineering works being carried out in Australia is often unsuspected by the visitor. One comes prepared, perhaps, for huge wheat farms, sheep and cattle ranches, but hardly for such a gigantic project as the Sydney Harbor Bridge, for example.

The problem for many years had been to construct a bridge sufficiently high not to interfere with shipping, and yet of a type and size to provide for pedestrian, vehicular, and railway traffic. The project was undertaken by the New South Wales Public Works Department. Tenders were let to a British firm for an arch-type bridge at a cost of $20,500,000. The central span of the bridge is 1,650 feet long. The 160-foot roadway is suspended from the arch and is 172 feet above the water at high tide. All steel for the bridge was manufactured in New South Wales; granite for the approaches and abutments was quarried in the state, and the cement was made locally.

The Newcastle District of New South Wales is the center of Australia's rich coal supply. It is estimated that the coal fields of New South Wales contain at least 120 billion tons, of which the actual reserves of good coal may be estimated at 20 billion tons.

Newcastle is situated on the Hunter River, about 70 air miles from Sydney. This is the sea entrance for the Hunter River, making accessible a large and fertile area known as the Hunter Valley District. This area is developed extensively, and produces large quantities of general farm products. It is also the best horse-breeding center in New South Wales; some of the largest blood-stock farms are situated here. Dairying is also carried out on a large scale in this district.

The earliest authentic record of the locality of Newcastle is an entry in the log of the *Endeavour*,

written by Captain Cook, and dated May 10, 1770. Cook records sighting "a small clump of trees on an island," which is identical with the Nobby's Head of our time, the southernmost head of Newcastle Harbor. Here is situated a unique lighthouse and signal station which furnishes, by means of a system of lights and flags, information as to the exact condition of the tides and depths of water at the "bar" and in the channel.

The official discovery of the estuary by Lieutenant John Shortland, R. N. of H. M. S. *Reliance* was made when he entered the port through the passage reef on September 9, 1797. Shortland took the first sample of coal from Newcastle to Sydney. The first coal was exported in 1799 when the *Hunter* conveyed coal from Sydney to Bengal. In 1801 an exploration of the harbor and river was made by the government brig *Lady Nelson.* An experienced miner, with a gang of workmen, was aboard, having been instructed by Governor King to report on the prospects of establishing coal mining in Newcastle. At that time the Hunter became generally known as the Coal River.

In 1847 Newcastle was first served as a port, and in that year the town was made the destination of vessels engaged in the coal trade. In 1856 the first parliamentary election was held in Newcastle, and in 1857 the Great Northern Railway was opened for traffic. This marked the beginning of considerable development. Discoveries of more valuable coal fields aided the progress. Newcastle had been steadily linking itself with the agricultural and wool-producing areas of the north and northwest, and at the same time steel works and subsidiary industries had been established.

Some years ago, the Broken Hill Pty. Company acquired large deposits of iron ore in South Australia in connection with smelting operations at Port Pirie. About 20 years ago, the company began to consider the question of making fuller use of their iron ore deposits, and it was decided to start a steel works. The land occupied was originally a swamp, and the whole works is carried on about 25,000 piles, the land being 12 to 14 feet above the tidal level by dredging.

In addition to the works at Newcastle, the company has large iron ore quarries at Iron Knob, and crushing and loading stations in South Australia; a limestone quarry at Devonport, Tasmania, and a number of coal and limestone mines. They also own their own fleet of five steamers.

Other important industries in and around Newcastle include the Walsh Island Dockyard and Engineering Works; the Sulphide Corporation, Ltd.; Rylands Brothers (Australia) Ltd.; The Australian Wire Rope Works, Ltd.; Vickers Commonwealth Steel Products, Ltd.; A. Goninan & Company, Ltd.; Australian General Electric Co., Ltd.; British General Electric Co., Ltd.; and Morison & Bearby, Ltd.

Sydney Harbor bridge, completed since this photo was made

WHAT TO DO UNTIL

—But it never will if you use this free Texaco Service

The football season is in full swing. Ask us for the best routes to the big games

R. I. NESMITH

WE ARE a nation of travelers. By rail, air, and water we are constantly on the move, but thanks to improved roads and better cars, we are coming more and more to use the automobile as a means of going places quickly, comfortably, and economically.

When we travel by train, boat, or airplane, we let someone else do the navigating, but in our own cars we are pilot, passenger, and crew. Thus it becomes necessary to have accurate, up-to-the-minute information about the roads over which we are to pass.

There are scores of touring bureaus and road-information booths, but there is only one *national* road reports organization. That is Texaco National Road Reports, a service of The Texas Company which is now in its sixth successful year.

Most local road-information bodies have no means of knowing highway conditions at places other than their own communities. Chambers of Commerce and Automobile Club touring departments secure construction bulletins of their own and, frequently, adjacent states, but most of them have no means of securing accurate information where there is no construction work actually in progress. They assume that where no work is reported the roads are in good shape. As a matter of fact the contrary is likely to be the case.

Some civic bodies are loath to publicize bad local road conditions. It is difficult to convince them that motorists who have business in their communities will drive there in spite of bad roads and will be less likely to criticize if they are told the true state of affairs before they arrive.

Texaco National Road Reports not only receives every construction bulletin published in each state, but coöperates with more than 2,000 responsible agencies throughout the Union. We also have the advantage of regular reports from the entire Texaco organization, operating in all the 48 states and Canada.

THE DETOUR COMES—

By STUART C. HAWLEY
Director, Texaco National Road Reports

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(Left) When people toured in spite of rather than because of the roads. This advertisement appeared in a national magazine twenty-two years ago. Even in those days Texaco encouraged people to go places and see things

This coöperation enables us to plan future routings with remarkable accuracy. Perhaps some of the readers of THE TEXACO STAR have received one of our "future" tourings. If so, you will remember that we sent you a Trip Map upon which your entire itinerary was carefully outlined, and all construction work, as of the date of your departure, was marked. Included with this Trip Map was a note to the effect that since your departure was some time ahead, additional information would reach you about a week before you left home. In the interim you would have received descriptive literature from the Chambers of Commerce of the cities through which you would pass. They would have sent hotel and tourist-camp folders outlining the scenic, historic, and business features of each town. Then, a few days before you were ready to start, you would receive from us a postcard upon which was noted any new byroads made necessary by construction work, floods or landslides. Most frequently such cards bear the single line, "*No changes necessary.*"

Texaco National Road Reports is proud of the fact that most of the cards carry only this line—conclusive proof of the exhaustive nature of our information.

The writer visits all state highway departments periodically. He has been able to interest them in the fact that Texaco National Road Reports is a clearing house between their departments and the motoring public. In addition, a large number of newspapers depend upon Texaco National Road Reports for accurate road-condition information.

Because of the confidence the state highway departments place in us, still another benefit results to the motorist. Three times, during as many years, all highways in several states have been re-numbered. In each instance we were informed, and due to our policy of issuing Texaco Road Maps several times a year, we were able to distribute accurate road maps well in advance of other road-information agencies.

For several years we considered overcoming the handicap of distance between the Rocky-Mountain and Pacific-Coast states and New York City. Our plans were consummated last month by the establishment of a Denver Bureau of Texaco National Road Reports (that is the only address needed). Our friends who live west of the Mississippi River are urged to send their inquiries to the Denver Bureau. You will receive the same careful, individual, prompt and accurate service to which you have been accustomed.

R. I. NESMITH & ASSOC.

Prepare now for easy starts on zero mornings

Weather or Not, YOU DRIVE

OLD MAN WINTER is a sneak. You think he is at a safe distance, then you go out to the garage to start the car one morning, and there he is. The starter growls and grumbles, the shift lever feels as though someone were holding the other end, and once under way the car feels sluggish.

Some drivers believe these inconveniences are a necessary accompaniment to Winter driving. As a matter of fact, your car can run smoothly on the coldest Winter day provided it has been properly serviced for cold weather.

Especially necessary to assure trouble-free and economical operation this Winter is a change to one of the lighter-grade motor oils.

Lighter oils not only permit quicker starting on cold days; they cause less drain on the battery. They minimize engine wear and so lower repair bills. Because they lessen the "drag" on the engine, they give you greater mileage per gallon of motor fuel.

With a car of fairly recent model, you can safely change to Winter-grade motor oil long before the first cold snap; automotive engineers declare these oils are perfectly safe, even for Summer.

Many motorists take pains to put anti-freeze solutions in their radiators, yet expect their cars to perform with Summer-grade lubricants in the transmission and differential. Winter lubricants in these parts are as important as lighter oils in the crankcase. They, too, save gasoline mileage by causing less drag, make for easier gear shifting, a smooth getaway, and quicker acceleration, in addition to making the vital parts of your car last longer.

It's safer to change now than to wait and phone the garage on the first cold morning. Your local Texaco dealer knows the proper grade of Texaco Winter lubricants for your car.

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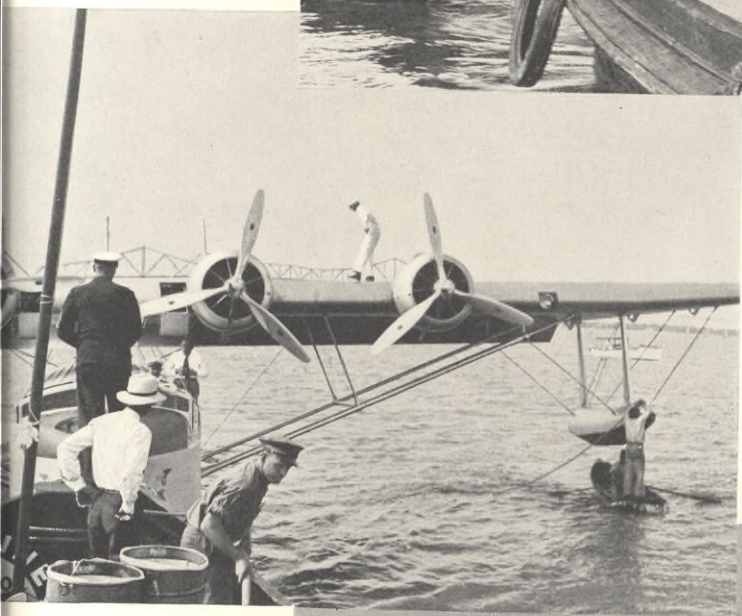
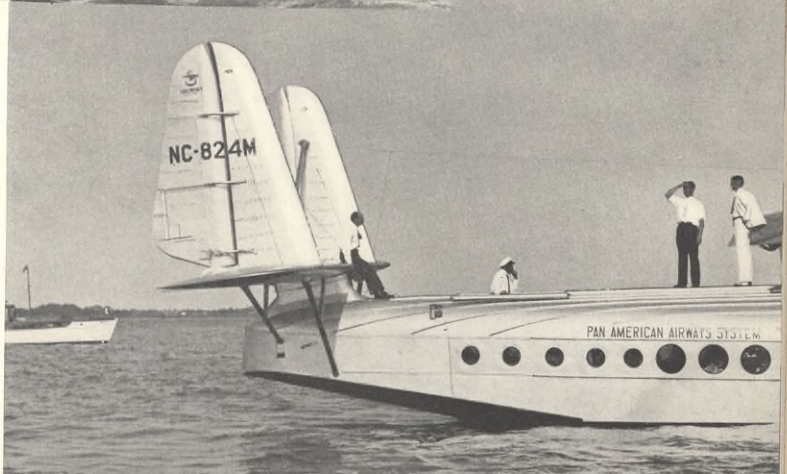
A giant seaplane of Pan American Airways takes on a load of Texaco Aviation Gasoline in the Cooper River, Charleston, South Carolina



(Above) Pumping fuel aboard the big ship through two loading lines. (Left) Tying the multi-motored air giant to the refueling barge

(Right) Igor Sikorsky (seated), designer and builder of the plane, with some of the members of the staff of Pan American Airways



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Opened only for you.
A quart for a quarter.

W. F. CLANCY
EXECUTIVE DEPARTMENT.

AT TEXACO STATIONS AND DEALERS EVERYWHE