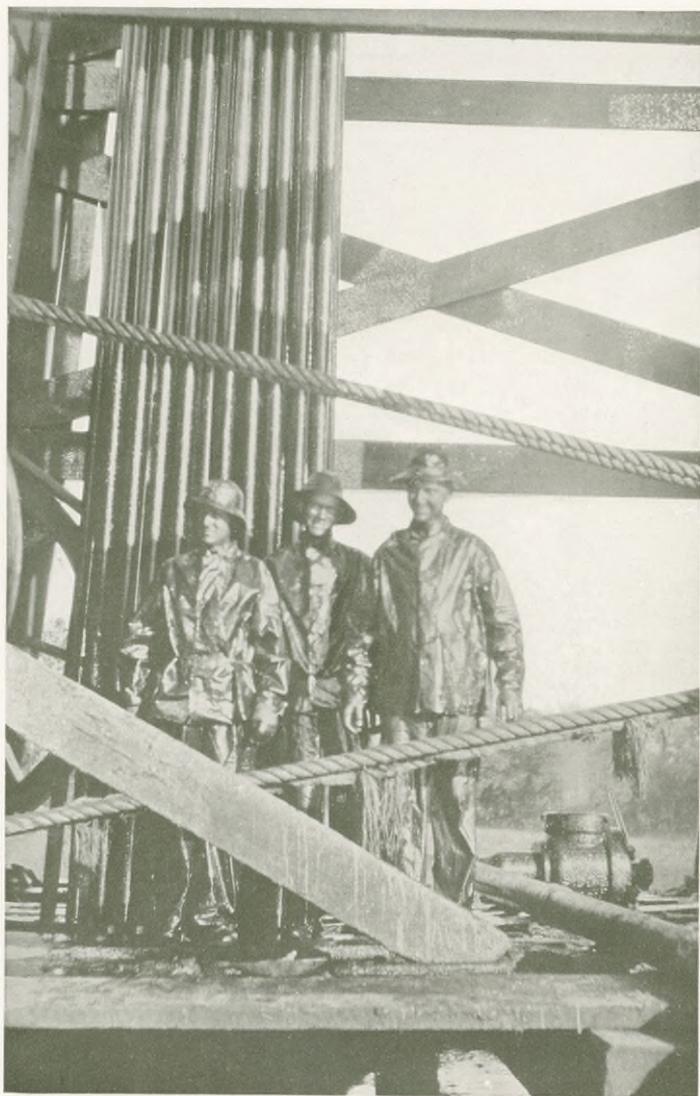


# *The* TEXACO STAR



*Oil-soaked Roustabouts after Pulling Tubing*



WISH to live without hate, whim, jealousy, envy, fear. I wish to be simple, honest, frank, natural, clean in mind and clean in body, unaffected—to say “I do not know,” if it be so, and to face any obstacle and meet every difficulty unabashed and unafraid.

I wish others to live their lives, too, up to their highest, fullest, and best. To that end I pray that I may never meddle, interfere, dictate, give advice that is not wanted, or assist when my services are not needed. If I can help people, I'll do it by giving them a chance to help themselves; and if I can uplift or inspire, let it be by example, inference, and suggestion, rather than by injunction and dictation.

—*Elbert Hubbard.*

# The TEXACO STAR

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## The Report of the Committee of Nine

By C. B. Ames

The Committee of Nine was appointed at the suggestion of the Secretary of the Interior to consider a legislative program for the conservation of our oil and gas reserves. It was composed of three representatives of the Government, three representatives of the American Bar Association, and three representatives of the oil and gas industry. Those representing the Government were Messrs. E. C. Finney, Abram F. Myers, and Walter F. Brown; those representing the American Bar Association were Messrs. Henry M. Bates, Jas. A. Veasey, and Warren Olney, Jr.; and those representing the industry, Messrs. Thomas A. O'Donnell, J. Edgar Pew, and W. S. Farish.

The Report of the Committee contains a careful study of the problem, and this, of course, was guaranteed in advance by its personnel. In addition to this study of the problem, the Report contains specific recommendations, including as an appendix a draft of an Act recommended for adoption by Congress.

The Report of the Committee may be grouped into four general subdivisions; (a)

public and Indian lands; (b) the waste of gas; (c) legislation relative to coöperative development; and (d) legislation permitting restricting of production.

### *Public and Indian Lands*

Under this heading the Committee recommends the passage by Congress of the legislation heretofore recommended by the Secretary of the Interior removing the existing mandate upon him to offer for lease annually, regardless of conditions, 100,000 acres of Osage Indian lands. This is in line with the recommendation submitted to the American Petroleum Institute at its last session by its Committee of Lawyers, and it is hard to conceive of any objection to this recommendation.

Under this heading the Committee also recommends legislation by Congress granting the Secretary of the Interior authority to join and to permit lessees from the Government to join in agreements for coöperative development of single pools. This legislation would be harmless, and the only objection to it is that it is unnecessary.

### *The Waste of Gas*

The Committee states that the waste of gas has been great, both in the failure to maintain the gas pressure for oil producing purposes, and in the failure to put the gas to the valuable economic uses of which it is capable, and agrees in general terms that the waste of gas should be forbidden by law. They, however, report that they are unable to determine the form that such legislation should take, and say that ill-advised legislation might do great injury. They very wisely recommend that no legislation be

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passed until the matter has received further consideration.

### *Legislation Relative to Cooperative Development*

After taking the position that there is at present little or no actual waste of oil, that our present scheme of fee simple title should not be disturbed, but that some plan should be devised for avoiding excessive drilling costs, the Report discusses cooperative development as follows:

"Meeting these conditions, one thing which immediately suggests itself is the cooperative development of any single field by its owners and operators. By single field we mean a single pool or deposit wherein the operations of one owner affect his neighbors. By such cooperative development, the most important result can be had of conserving the gas content and utilizing it to the fullest possible extent and for the benefit of the whole field. The doing of this should increase greatly the total actual recovery from the field. So far as preventing the present waste in failing to recover the full recoverable proportion of the oil content of the oil-bearing sands, we regard the method of cooperative development and production of single fields as the most effective remedy.

"The difficulty lies in bringing this about. Theoretically, it can be brought about either by voluntary agreement of all the owners or operators in the particular field or, disregarding possible constitutional difficulties, by the coercive power of the state. There are, however, very great practical difficulties in the way of the direct application of the state's coercive power, as for example, by the formation of state instrumentalities such as oil districts analogous to irrigation districts, on which would be conferred the power to impose a common plan of development and operation on a whole field. No two fields are alike, and the plan for common development and operation, which would be best for one field and most equitable as between those interested in it, might not and probably would not be applicable to another field. No uniform plan would be possible, and it would be exceedingly difficult to provide the machinery whereby through the power of the state a plan for common development and production should be imposed upon a field without the gravest danger of the plan miscarrying in its object and doing the greatest injustice to some of those upon whom it was imposed. For the present, at any rate, we do not believe that any such drastic and difficult expedient should be attempted as that of imposing on the owners and operators of a field, or even a small minority of them, some plan to which they do not all agree. The matter is one to be brought about by voluntary agreement, if possible. In bringing it about, the state should remove any unnecessary obstacles in the way and bring to bear what pressure it reasonably can. This brings us to our first recommendation.

"One great difficulty which has stood in the way of voluntary agreements for cooperative development and operation is the fear that such agreements may be held to be in violation of the so-called anti-trust laws, both federal and state. An almost necessary feature of any cooperative plan is the control of production, and because of this feature the fear has arisen. We do not believe the fear to be well founded. *It seems clear to us that any agreement for the cooperative development and operation of a single pool even though it involve the control or curtailment of production from that pool, is not a contract or agreement in violation of any anti-trust law, either state or federal.* Nevertheless, the fear exists and has been a serious deterrent to the making of cooperative agreements. It should be removed. We, therefore, recommend that both Congress and the legislatures of the oil producing states be asked to pass legislation which will unequivocally remove such agreements from the purview of laws forbidding restraints on commerce. We append hereto, as Appendix 'A,' a form of an act by Congress, the second section of which will, we believe, do this. The legislation to be passed by the states should be in the same form, with such possible variations in exact wording as may be appropriate because of the differences in the anti-trust laws of the different states."

The great majority of those in the industry will, of course, agree with the Committee that it is entirely impracticable to accomplish cooperative development by the coercive power of the state, and doubtless most lawyers will agree that in addition, such an attempt by the state would be in violation of the constitutional right of private ownership and control of one's property.

I think it is equally clear that the statement in italics in the above quotation states a clear principle of law, and that there is no legal obstacle in the way of an agreement for the cooperative development and operation of a single pool.

The Committee, however, while expressly stating that in their judgment it is clear that no legislation is necessary to permit agreements for the cooperative development and operation of single pools, nevertheless recommend such legislation by both Congress and the State Legislatures, and they make this recommendation because there are some timid souls who fear that such agreements would violate the law. In other words, the Committee proposes that the Administration, the American Petroleum Institute and the American Bar Association, all go to Congress with a statement that it is clearly unnecessary to pass this legislation, and yet, because there are some timid souls who

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disagree with us, we ask you, the greatest law making body in America, to do a wholly unnecessary thing in order to satisfy these timid souls.

Agreeing as I heartily do with the Committee's statement that such legislation is clearly unnecessary, I cannot refrain from disagreeing as to the propriety of requesting either the Congress or the State Legislatures to pass it.

By the term "coöperative development and operation," the Committee means, as shown by its definition in the appendix, "any agreed plan for the development and operation of a pool as above defined, in such manner as to avoid wasteful methods of development and production, and cause as efficient and complete recovery as practicable." It does not seem to me possible that any court in any state would hold an agreement to accomplish these objects as a violation of law. Avoiding waste or producing efficiency and accomplishing a complete recovery of the oil is not in restraint of trade, but in promotion of it, and any agreement having for its purpose the accomplishment of these ends should be, and doubtless will be, approved by every court in the land.

The difficulties in the way of coöperative development and operation are not to be found in the anti-trust laws, but in the conflicting interests of lessors, royalty owners, lessees, and the contractual obligations embodied in the leases. If these practical difficulties can be overcome, there is no need for legislation, and those who favor the unit method of operating a pool can safely devote their energies to harmonizing these conflicting interests instead of wasting time and energy in securing Congressional legislation on a subject relative to which Congress has no power under our Constitution.

### *Legislation Permitting Restricting of Production*

Passing from the unit pool subject, the Committee in discussing agreements to restrict production, say:

"There is another particular in which we would recommend legislation affecting the anti-trust laws. No measures short of drastic limitations on the production of oil, which would be distinctly against the public interest, can be relied upon to wholly prevent periods of over-production. The occurrence of such periods is inherent in the circumstances in which the oil is found, and under which it must be produced. Their injurious effect, however, can be much diminished by permitting at such times the curtailment of drilling and produc-

tion by voluntary agreements between the oil producers. At the present time such agreements, no matter what the necessity for them, would be in violation of the anti-trust laws of some, if not all, of the oil producing states, and under some circumstances in violation of the laws of Congress prohibiting restraints on interstate and foreign commerce. It is distinctly in the public interest that agreements between oil producers for the curtailment of drilling and production be permitted at times when serious over-production exists or is immediately threatened. It is a permission that should be confined to those times as an emergency expedient, so to speak, should end when the emergency ends, and should in general be carefully safeguarded. All this, we believe, can be accomplished by legislation providing, (a) that during a period of over-production or in immediate anticipation of one, agreements curtailing the development and production of oil shall not be in violation of the laws, state or federal, forbidding restraints on competition; (b) that a period of over-production permitting of such agreements be deemed to exist only when so declared by suitable governmental authority, and be deemed to end when that fact is similarly declared; (c) that all such agreements be subject to supervision by suitable governmental authority, be filed with it as a condition of their legality, and do not become effective until they are so filed; and (d) that the supervising authority has the right to abrogate any agreement filed which for any reason it judges not to be in the public interest. As the granting of permission for such agreements would be a conservation measure, and as, also, it might be a matter of distinct importance, it would seem not unfitting that the governmental authority which might declare when such agreements could be made and the period for which they should be effective and have supervision over them, should be the Federal Oil Conservation Board itself. The third section of the form of an act by Congress, appended hereto as Appendix 'A,' has been prepared by us for the accomplishment of this purpose. It should be followed by legislation by the oil producing states, granting as to their laws a similar permission when such permission is given by Federal law."

Insofar as this recommendation affects state legislation, I am in accord with the recommendations of the Committee, although, in at least some of the oil producing states, no such legislation seems to be necessary. For example, in Oklahoma, the agreements between the operators in the Seminole District have been in effect for several months. These agreements have been made with the approval of the Corporation Commission of that State, and it is certain that they do not violate the anti-trust laws of Oklahoma. Similar agreements are now in effect in California with the approval of

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the public officers of that State. There can, however, be no objection to legislation by the oil producing states embodying the carefully thought-out recommendations of the Committee. Whether, however, the oil industry should ask Congress for similar legislation is an entirely different question. If Congress has any power over the subject at all, it grows out of the Commerce Clause. It is, of course, well settled that Congress has no power to enact such legislation under the Common Defense or General Welfare clauses of the Constitution. The decisions on this point are so clear that it cannot be doubted. It is also settled by frequent decisions of the Supreme Court that production and mining are not commerce, and therefore Congress has no power to regulate mining. An agreement by producers relative to the mining of oil is, therefore, not an agreement relating to interstate commerce, and Congress has no power over the subject.

If the legislation proposed by the Committee is necessary, then the Seminole agreements and the California agreements are in violation of the Federal anti-trust laws, and all the producers who conspired with each other and with the public officers of those states to make these agreements have violated the Sherman Act.

For my part, I have no doubt whatever on the subject, and am entirely convinced that the Seminole agreements restricting production do not violate any Federal legislation.

The industry should deliberate very carefully before accepting the recommendations of the Committee relative to Federal legislation. A request that Congress pass a law creating a Federal Oil Conservation Board; giving it power to consider the existence of an emergency; giving it power to declare the termination of an emergency; giving it power to disapprove agreements that the industry may make; and giving it power to prescribe rules and regulations governing these subjects, is a long step in the direction of Federal control of the petroleum industry. The petroleum industry is not the favorite of Congress. It has been subject to frequent and unjust attacks by that body, and Federal Bureaus set up at Washington have never been known to relinquish their power. The tendency, on the other hand, is always to expand it.

The present situation is an illustration of this tendency. So far as I know, there is at present no law creating a Federal Oil Conservation Board. This Board is a purely extra-legal body. It exists by sufferance and is the result

of a letter written by the President to the Secretary of the Interior a year or two ago. Last August the Secretary of the Interior, having participated in the organization of this Extra-legal Board, suggested to the American Bar Association the creation of this Committee of Nine for the purpose of studying necessary legislation relating to the industry. Now the Committee of Nine reports to this Extra-legal Board a recommendation that an Act of Congress be passed, giving legal existence to this Conservation Board, giving it the power to declare the existence of an emergency and the termination of the emergency, to approve or disapprove agreements relating to production in any State of the United States, and to make all necessary rules and regulations appertaining to the subject. If this legislation is enacted, we will then have set up in Washington a new Bureau with far reaching powers over the production of petroleum, a subject which, as I verily believe, is entirely beyond the power of Congress. The gentlemen who would at this time compose the Federal Oil Conservation Board are men in whom the industry of the country has great confidence, but they are all cabinet officers and are subject to change according to the exigencies of American politics, and it is impossible to forecast the personnel of this Board even for one more year.

The petroleum industry may, at this particular time, commit a grievous mistake. It should hesitate a long time and consider the future most carefully before it deliberately invites Congress to place the control of production in the hands of a Federal Bureau in Washington. It is quite a distance from California, or Texas, or Oklahoma to Washington. These are the three greatest oil producing states and the industry is well understood in those states. Whether it would be as well understood by a Bureau in the distant City of Washington is a question that the industry should ponder very seriously before it supports the recommendation of the Committee of Nine.

There are many people in the United States who, whenever anything goes wrong, at once hasten to the legislative body with the cry, "Let's pass a law." Is the petroleum industry ready to join this cry?

### Where Should This Be Stopped ?

So many persons are now supported by the government that for every ten in other than government work, there is one employed by the government for whose support the other ten must pay.

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### The American Oil Industry

From Annual Address by E. W. CLARK, President American Petroleum Institute

*What It Has Not Done* The American oil industry has not profiteered. The index of prices of other commodities shows an average increase of over fifty per cent from pre-war levels, while gasoline and fuel oil are today at practically the same price as in 1913.

The oil industry has not been wasteful of its own products and every energy and every effort within the industry has been directed toward a steady reduction in losses of oil in all operations and a steady increase in the recovery of higher grade essential products and toward a more efficient utilization of these products.

The measured losses in the oil industry through all operations, from well to consumer, amounts to less than three and one-half per cent of the total volume of petroleum produced, a remarkable achievement in view of the character of product handled.

The oil industry has not been able to keep its production of raw material in exact pace with demand and periods of over-production have resulted in financial loss to operating units and in partial demoralization of the industry.

The American oil industry has not developed along economical lines due largely to conditions of land ownership outside the control of the industry. It has not been able to overcome the evils of excessive competition, and unnecessary capital has been expended in duplication of operation not only in drilling of closely spaced wells, but in parallel pipe lines, neighboring refineries, and in an extravagant multiplication of service stations.

This is a burden that the industry has created largely by its own activity, but the public has had the advantage of complete and convenient service and of low prices.

*What It Is Doing* The American oil industry is now engaged in a coöperative effort to solve its own problems and to further improve all methods of operation.

The American Petroleum Institute affords a medium for free exchange of ideas and information between executives and departments of all oil companies.

Technical research problems are being studied under careful guidance and control.

Committees are at active work in an effort to find means for more intelligent and economical development of oil lands and in a study of possible legislation which would afford greater freedom in coöperative control of production and distribution.

The membership of the American Petroleum Institute and the body of the entire industry stand pledged to coöperation with the Federal Oil Conservation Board in furtherance of President Coolidge's policy.

The American oil industry developed under private control by American initiative, energy, and capital has had such rapid growth that the use of the product of petroleum for power and for lubrication has made possible the use of machinery in industries and in agriculture, while the rapid and economical transportation of passengers and freight by oil driven engines on land, on water, and in the air, is the outstanding economic achievement of this century.

This is an achievement for which the American oil industry is responsible and of which both the men engaged in the industry and the entire American public may be proud.

We have had three years of debate, three years of agitation, three years of generalization. They have been constructive years. Every oil organization in America has benefited from the work that has been done. As perplexing and as baffling as the problems have been, the industry is moving forward in its practices. We are further along not merely in discussion, but in the art of producing oil, than we were three years ago, or even one year ago. To those who take counsel of their fears that something revolutionary—that some vague "control" or regulation may be imposed upon us if we don't watch out—my counsel is that they forget their fears and join us in an effort to do everything which it is humanly practicable to do. Nothing could be more fatal for us, under present circumstances, than to take a purely negative position. Our attitude must continue to be that which was so wisely expressed by Mr. Charles Evans Hughes when he appeared in our behalf before the Federal Oil Conservation Board:

"In a general sense, it may be said that the purpose of this inquiry is to direct attention to the need and methods of conserving our oil resources. No one will question the vast importance of these resources. No one, I am sure, would dispute the desirability of con-

*Continued on page seventeen*

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**Eugene M. Stevens**

On January 17, 1928, Eugene M. Stevens, President of the Illinois Merchants Trust Company, of Chicago, was elected a director in The Texas Corporation.

Mr. Stevens was born in Preston, Minnesota, in 1871. His first employment was with a wagon manufacturing establishment. After five years with that company he resigned to accept a position with F. H. Peavy & Company who were engaged in the grain handling business, where he remained for ten years, during which time he held various positions and finally that of General Auditor.

Following his resignation from F. H. Peavy & Company, Mr. Stevens established a company under his own name, dealing in commercial paper and bonds. After sixteen years he gave up his business to become Vice President of the Illinois Trust and Savings Company of Chicago.

Within a few years this bank merged with two others to form the present Illinois Merchants Trust Company, which is now one of the largest banking institutions in the country. Mr. Stevens, who handled most of the details of the merger, was made Executive Vice President of the new institution and on February 4, 1927, became its President.

At the present time, in addition to our Cor-

poration, Mr. Stevens holds directorates in the following companies: Illinois Merchants Trust Company, Guaranty Trust Company of New York, Wilson and Company, Inc., The Diamond Match Company, Marshall Field and Company, and the Illinois Trust Safety Deposit Company.



**C. B. Ames**

Judge C. B. Ames, recently elected a director, member of the Executive Committee, and Vice President in charge of the Legal Department of this Company, was General Counsel, Director and member of the Executive Committee of The Texas Company (a Texas corporation) from March 26, 1923, until his resignation December 26, 1925. For many years Judge Ames was a distinguished member of the bars of the State of Oklahoma and of the Supreme Court of the United States. He was Presiding Judge of the Oklahoma Supreme Court Commission from 1911 until his resignation in 1912. In 1916 he was president of the Oklahoma State Bar Association; in 1918 he was Federal Food Administrator for Oklahoma; and he was Assistant to the Attorney General of the United States in 1919 until he resigned in 1920.

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T. Rieber

T. Rieber came with The Texas Company in 1905 and served in various capacities in the Marine and Refining Departments until January 1919, when he joined the J. S. Cullinan interests with whom he remained until October 1927.

In October 1927 Mr. Rieber severed his connection as Vice President of the American Republics Corporation to become Vice President of The Texas Company in charge of the Export Department.

### Arthur Lefevre

Born June 4, 1863—Died March 4, 1928

On the evening before his fatal illness developed he said to me: "I know myself to be a sinful man, but the wise God is a gentleman and He will understand and will have compassion for me."

Every man who knew the gentle spirit of Arthur Lefevre will recognize it in this expression of humble trust in his Creator.

Gifted by nature with a clear analytical mind which leaped to the fundamental core of things, possessing the power of concentrated

thought, together with a whimsical tolerance of all tolerable things, he understood the desires and the needs of mankind and of man-made things. He loved nature and true art. He hated and despised sloth and hypocrisy.

Eminently fitted to enjoy all the good things of this life, he suffered many years of sorrow and physical discomfort and pain. None of this was shown in his daily walks among men, and his writings were always on the highest intellectual plane and carried a message of confident hope, of good citizenship, and of decent living.

Holding the office of State Superintendent of Public Instruction in Texas during the years when the schools of this State were in the formative stage, he was called upon to make many important decisions relating to the entire system. He was never reversed in any of his decisions and much that is admirable in our present school system is due to his careful judgment and foresight. His book, "Organiza-



Arthur Lefevre

tion and Administration of Institutions of Higher Education," in addition to its technical value, is a profound analysis of government and its basic principles. It should be understood and its teachings followed by all liberty

*Continued on page thirteen*

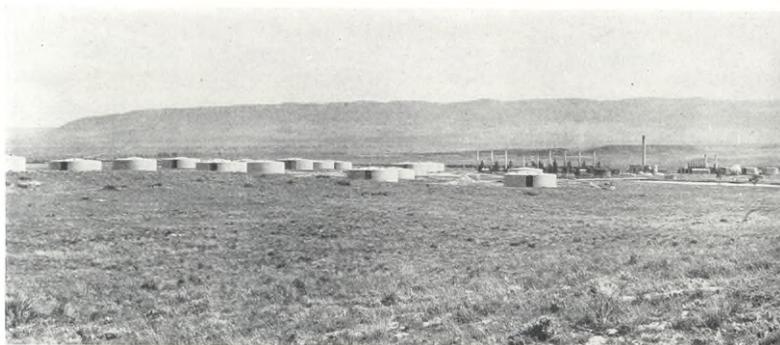
*The* TEXACO STAR



**New House Flag and Smokestack Markings of The Texas Company**

A new house flag and new smokestack and other markings have superseded the old designs on all vessels of The Texas Company. The new flag is simply an exact reproduction in its form and colors of the Company's trade-mark already well and favorably known on the Seven Seas.

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Casper Works

Primeval sage brush in foreground; Platte River in middle distance; then Casper Works; and in background Casper Mountain snow-capped eight months of the year.

## The Great Parade

MACK F. THOMPSON, Casper Works, Casper, Wyoming

The property lines of Casper Works embrace a section of what was once the Old Oregon Trail, the historic trail that was the scene of America's great epic of the nineteenth century. The tremendous story has never been told in all its wealth of dramatic detail. Probably it will never be told, for the passing years dim the perspective. True, we are able to see the splendid accomplishment of this famous migration—the Western civilization which has evolved from nuclei in the "Oregon Country," California, and Utah. But we will never know in intimate detail of the birth pangs of the new country, the human sacrifice and travail, the fearful cost that had to be paid on demand—not only by hardy venturesome men, but by tender women and helpless children.

That primal urge, the pioneer instinct, is a blessed thing, because it spells progress and development. But among the pioneers were many lacking in that ripe judgment, that subtle intuitive knowledge of the correct thing to do in a strange environment. Such unfortunate ones handicapped themselves on the trail with useless baggage; they forced their oxen too hard; they were careless in the selection of food and drinking water. And they paid the price. Poverty, misery, physical suffering, and death ensued. Nature can not be denied her ruthless laws of natural selection and survival of the

fittest. The old trail is dotted with thousands of graves whose very existence is undreamed of now. All traces were erased decades ago by the elements, wolves, Indians, and thousands of trampling hoofs.

The great emigrant flood reached high tide in 1852-1853. During that period an unbroken line of wagons stretched for hundreds of miles across the plains. The East was pouring into the West an unending procession of the flower of her people, fine pioneer stock, who dared and braved the dangers of an unknown wilderness. But in the early sixties the Indians became increasingly resentful and menacing. They continually harassed the wagon trains. So vindictive did they become that it was necessary to send military escorts with all emigrant trains. Finally in 1864 no wagon train would make the attempt.

In the vicinity of Casper the Indians were especially hostile and bloodthirsty. Military posts were established along the trail from Fort Laramie to the crest of the divide. The Platte Bridge Station was located two miles west of the present city of Casper. It was garrisoned with soldiers who protected the telegraph line and gave safe escort to emigrants.

With the completion of the Union Pacific Railroad in 1869 the prairie schooner with its dangling tar bucket abruptly disappeared from

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the plains. Once more sage brush and cactus claimed the trail. No longer spiraling dust columns heralded the tread of oxen.

But this state of affairs was not to endure. Other pioneers were blazing trails—this time in the domain of science. The automobile was evolved and made practicable. Petroleum treasures were tapped and made to yield up their liquid fuel. So, half a century after the abdication of the prairie schooner, the highways once more came into their own.

The accompanying photograph was taken from an eminence on the north side of the Platte River, opposite the refinery. In the foreground may be seen the primeval sage brush just as it was when Columbus landed in America. The Platte River is visible in the middle distance, then Casper Works, and finally Casper Mountain which is snow-capped eight months of the year. The tripod of the camera man was planted in soil trampled by thousands of militant Sioux, Cheyennes, and Arapahoes when they assembled in the summer of 1865. In July of that year they massacred the gallant Caspar Collins and a part of his command then stationed at the Platte Bridge. This brave party made a sally from the north bridgehead to rescue a wagon train *en route* from Sweetwater and ignorant of its danger. No sooner had the soldiers left the bridge than they were surrounded by overwhelming hundreds. The heroic band fought like Vikings and caused terrific havoc in the ranks of their red adversaries. But the end was inevitable. Lieutenant Collins and several of his men were slain. The scene of this sanguinary engagement is about five miles up the river from Casper Works.

The name of the Platte Bridge Station was immediately changed to Fort Caspar in honor of Lieutenant Collins. When the village of Casper grew up a quarter of a century later near the site of the old Fort it was also called Caspar. In transcribing the name of the post-office in Washington a typographical error rendered the name Casper.

For hundreds of miles the Old Oregon Trail followed the Platte Valley. The section of it passing the refinery coincides with the Yellowstone Trail. It is a tribute to engineering skill and to the pride of a great nation. It unrolls like a gray ribbon in both directions to the two oceans. It teems with speeding motor cars that are able to travel in one hour on its smooth surface the distance that would require an ox team three long days of laborious effort. While

gazing on this pulsing artery of national life built on the old pioneer trail, one is inclined to become retrospective, and one may pardonably—like a scenario writer—invoke cinema magic, thus:

Yonder procession of motor cars fades, dissolves, and lo, a ghostly caravan emerges. A train of covered wagons drawn by yoked oxen creeping along the trail—like slow motion pictures. The smooth, graded paving becomes a rutted dusty trail wandering aimlessly over the prairie. Clouds of stifling dust arise and at times obscure the droves of loose cattle, horses, and mules trailing alongside. On the dust-laden air are borne the bass exhortations of the drivers, the sound of youthful laughter—joyous and unrestrained, voices raised in song, and the fretful wail of a sleepy child. There by the side of the trail is a freshly heaped mound. And in one of the wagons a white-faced dry-eyed woman stares vacantly ahead. At her side her small son gazes with pathetic bewilderment and fear at the motionless figure of his mother. At what a tender age he is being initiated into the grim realities of life! Bleached animal skeletons at the side of the trail, grim markers of the highway; the ever present smell of carrion . . . Suddenly there is a commotion at the head of the train. A man, picturesque in a beaded buckskin coat, dashes down the line. The silver ornaments on his saddle and bridle glitter in the sun. He shouts a warning word at each wagon as he gallops past. There is an acceleration in the gait of the oxen. The leading wagon swings out from the trail, swerves to the right, and travels in a great circle, the driver goading the oxen to a clumsy trot. In order, the wagons follow, ever circling, ever closing up the gaps. Finally the evolution is finished with wagon bed touching wagon bed, and the cattle coralled by the encircling wagons. The children are unnaturally quiet. They are pitiful as they look with wide frightened eyes into the pale strained faces of their parents. . . . To avoid perhaps a ghastly scene one may again invoke cinema magic. The covered wagons fade, dissolve, and we see shiny high-powered sedans effortlessly eating the miles. 1860 becomes again 1927.

The first people in the West did a brave thing. And the glory is not all to the men. Their women deserve an equal share—nay more than an equal share, for they divided identical tasks with their stronger mates.

Pioneer men and women, we who enjoy the fruits of your labors and sacrifices salute you!

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Manchester, New Hampshire

The Merrimac River in foreground; International Shoe Factory and W. H. McElwain's plant to the right of the railroad track near the first bridge; Amoskeag Mills on the river's right bank; Amoskeag Falls in the distance.—Photograph loaned by the Manchester Chamber of Commerce.

## Manchester, New Hampshire

Prepared by Boston District and Manchester Chamber of Commerce

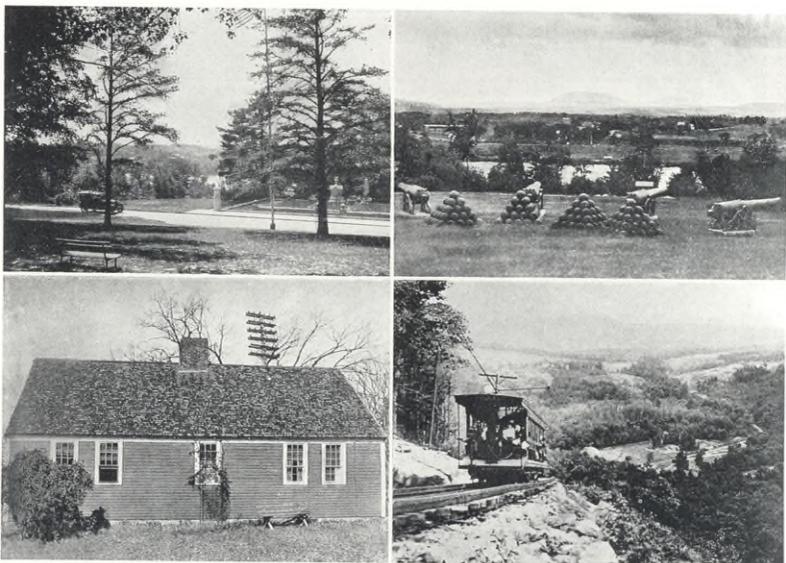
Someone has said that if the old Indian Chief Passaconaway should return to Manchester he could secure a complete outfit for himself from Manchester-made products,—clothing, shoes, and hat, topping off by smoking a Manchester-made cigar. For Manchester is the leading industrial city of northern New England, with 102 different products and 160 manufacturing industries. Of these, the best known are probably the Amoskeag Manufacturing Company and the R. G. Sullivan Cigar Company. Manchester also stands ninth among the cities of the country in the production of shoes.

Manchester is located in the valley of the Merrimac River, 55 miles north of Boston, at a point where great ledges crossing the stream cause a drop of 54 feet. The early history of

the city centers around these Amoskeag Falls, which, 300 years ago, were known to the Indians as Namoskeag—a place of much fish.

Judge Samuel Blodget, in whose honor the town was later re-named, was the first man to realize the industrial value of this water power. It is said that during a visit to England, in the latter part of the eighteenth century, he prophesied that the little settlement at the falls would some day become the *Manchester* of the new world. Today, the Amoskeag Manufacturing Company, which had its beginning here over 100 years ago, is the largest textile plant in the world, producing yearly over 100,000 miles of cotton and worsted fabrics, and from the falls power is derived that sets in motion 662,000 cotton spindles and 24,000 looms.

## The TEXACO STAR



1. Grave of General John Stark, hero of the Revolutionary War, in a park named in his honor. 2. Stark Park on the Merrimac River showing Uncanoonuc Mountain in the distance. 3. Home of General John Stark. 4. The Uncanoonuc incline cable railway, the only one of its kind in New England—showing a panoramic view of Manchester and surrounding country.—Photographs loaned by the Manchester Chamber of Commerce.

Within the last 25 years Manchester has also become an important shoe center with a dozen or more factories whose annual product is worth nearly \$22,000,000. Of these, the Kimball Shoe Company was the first to locate in the city. Among the well-known makes of shoes manufactured in Manchester are the Beacon Shoe, the Craft Shoe, the Lady Stout Shoe, and the Thom McAn. The International Shoe Company also has five branch shoe factories in Manchester as well as a heel factory, welt factory, and other units.

Manchester is the home of the R. G. Sullivan Company, makers of 7-20-4 cigars, and the largest manufacturer of two-for-a-quarter cigars in the United States. The S. A. Felton & Son Brush Shop yearly turns out a greater variety of brushes than any other factory in the world. Among the varied products of Manchester are bakery products, boxes, caskets, hats, knitting machines, ladies' apparel, lasts, ribbon, sausages, thread, and underwear; in fact articles running through almost every letter of the alphabet from A to Z.

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Manchester is the financial and commercial center of the State and the home of the New Hampshire Fire Insurance Company with agents in the leading cities throughout the country.

Among the conspicuous public buildings of Manchester are the new Carpenter Hotel; the



Manchester Country Club

With one of the finest golf courses in New England.

## The TEXACO STAR



1. Webster Street Filling Station, Charles B. McLaughlin, proprietor. Webster and Chestnut Streets.  
2. Texaco service station, George J. Gauthier, proprietor, Elm Street, Manchester, N. H.

Manchester Country Club; the Practical Arts High School, which contains one of the finest auditoriums in New Hampshire; the Manchester City Library, housing a fine library of 100,000 volumes; and the Manchester Institute of Arts and Sciences, built through the generosity of Mrs. L. Melville French, an almost unique institution where courses in fine arts, music, domestic science, and the handicrafts arts are offered at a nominal charge.

An excellent system of parks and playgrounds is maintained by the city. There are nine summer playgrounds and two municipal bathing beaches. For lovers of winter sports are the two toboggan slides, ski jump, and municipal skating rink.

Within easy reach of the city are amusement parks, two excellent golf courses, and an incline railway on Uncanoonoc Mountain from which a beautiful view of Manchester and the Merrimac valley may be obtained. This mountain affords incoming passengers to Boston harbor their first view of land. To the east of the

city lies Lake Massabesic, the source of Manchester's water supply. Motor boats afford an opportunity for pleasant trips around the lake, and views as lovely as any in the north country may be found.

Among places of historical interest in Manchester is the grave of General John Stark, hero of the Revolutionary War, whose final resting place overlooks the Merrimac River in the park bearing his name. Near the Amoskeag Falls is still standing an old house formerly occupied by General Stark, and nearby, on the grounds of the State Industrial School, is the site of the Stark homestead. Another interesting reminder of the colonial days is a portion of the old Blodget Canal at Amoskeag Falls, built by Judge Samuel Blodget whose energy and vision marked the beginning of Manchester's industrial history. This canal around Amoskeag Falls linked New Hampshire territory with the Middlesex Canal from Lowell to Boston, and, until the advent of the railroad, served as the chief highway of the State.

*Continued from page seven*

loving peoples. Adherence to the wise dicta of its author would make government enduring, safe and sane, and would safeguard the liberty and happiness of the governed.

From its beginning *The Texaco Star* has been edited by Arthur Lefevre. Within its pages are many lines written by him for its readers. The excellence of his work is in very fact a monument to his love for his fellow man and to his ability as a deep student and a philosophic writer.

Many letters came to him from nearby stations and from the far corners of the earth telling him of the help he had given questing

spirits in hours of doubt and lonely dejection.

And so I know that when his brave spirit passed into the realm of souls his loving Maker was compassionate and understood Arthur Lefevre.

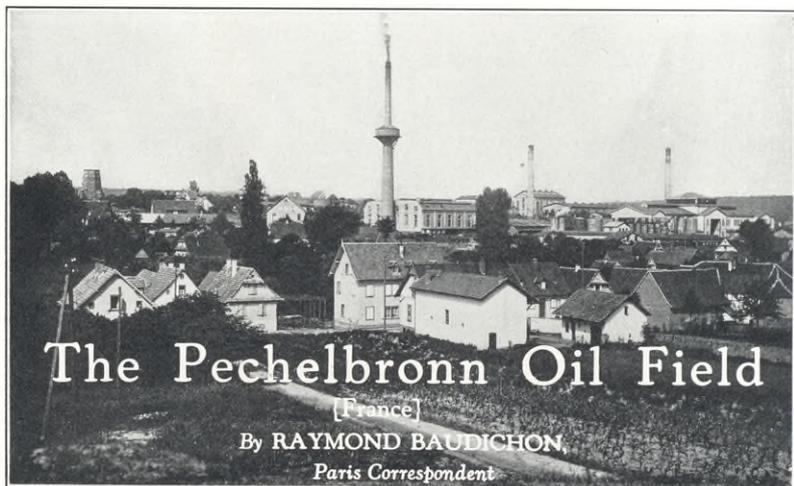
In all the vast space which surrounds and develops us, Replete with glorious suns and their planets attendant, There is a Spirit Eternal of love which envelops us With wonderful life and with labor on which life is dependent.

Deep in the souls of us knowledge is born and perfected, Carrying onward the light from within to the uttermost space;

Little things vex till the spirit can have them rejected, Leaving the lives of us calm, completed with grace.

—J. C. Tolman.

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## The Pechelbronn Oil Field

[France]

By RAYMOND BAUDICHON

Paris Correspondent

View of the refineries

By Courtesy of "The Rig and Reel"

The Pechelbronn Oil Field is situated in the Wissenburg and Haguenau Districts, Alsace. Its average length is 35 kilometers (22 miles) from north to south and its width 15 kilometers (9 miles) from east to west. The whole concession covers an area of 44,000 hectares, or about 108,642 acres.

As early as the Middle Ages this region attracted interest. There is in a work edited in 1418 by Jacob Wimpheling, a teacher at the Strasbourg University, a reference to a spring near Lampertsloch where oily water was found. However, it was not before 1627 that the first concession was granted by the counts of Hanau-Lichtenberg, the year when a French missionary made and recorded the first discovery of oil by a white man in North America, near the present village of Cuba, N. Y. And it was only in 1735 that the development of the Pechelbronn Oil Field began. From that date it has never been interrupted and oil has now been produced there for one hundred and ninety-two years.

In 1768 the concession became the property of a Le Bel family who developed it successfully. Up to 1811 galleries were dug in the ground at an average depth of 15 meters (50 feet) and the oil sand yielded 3.5% of a very thick oil. From then to 1879 wells were sunk

as deep as 50 meters (165 feet) and the output grew to 4.5%. Later, when M. Le Bel had applied the Fauvelle drilling system for the first time, the depth reached successively 80 and 130 meters (260 and 425 feet). A light crude oil accompanied by gas then came to the surface and for this reason the mining work was abandoned in 1888.

The following year the Le Bel family let their property to a French and Alsatian industrial group who kept it until 1906. Then the concession was taken over by a German firm, the Vereinigte Pechelbronner Oelbergwerke. After the Armistice the Alsace and Lorraine provinces were returned to France and the oil land became the property of the State, and the concession was granted to the Societe Alsacienne d'Exploitations Minières on June 24, 1920. The lease is for ninety-nine years. This company appears to be the only French firm which exploits an oil field in France, as the same organization has undertaken the drilling in the Gabian field (South of France) under government control.

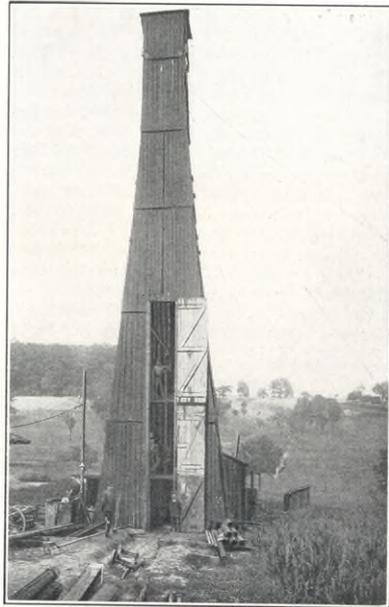
A number of flowing wells have been completed at Pechelbronn. The first French miners who worked there used wimbles and it was not before 1906 that hand tools were abandoned. Nowadays, the company operates

## The TEXACO STAR

more than 45 drilling rigs of the Raky and Pennsylvania types. Drilling to the extent of 30,000 to 40,000 meters (100,000 to 130,000 feet) is completed every year. So far, oil has not been encountered below 600 meters (2,000 feet) and the average depth of the holes is 400 meters (1,300 feet). The geological survey of the field has shown that the strata lie mainly in the oligocene (tertiary) and this has helped a great deal in the location of the petroliferous sands. Only about 36% of the wells are negative in their findings.

When a well has ceased flowing, or in the case of oil being located at the bottom of a hole, the recovery is made by means of a pump worked by an electric engine developing two to three h. p., or by an ordinary engine (Canadian pumping system). The crude oil is pumped to the refineries through a net of pipe lines. There are more than 600 pumping wells yielding oil in the concession and their daily output varies widely, from 100 to 15,000 kilos (220 to 33,000 pounds).

Besides this, another method of recovery is applied in the Pechelbronn Oil Field. It is the oil mining method. As early as 1897 a French scientist, M. de Chambrier, having studied the absorption power of the petroliferous sands of Pechelbronn, noticed that the oil extracted from a pumping well represented only 16% of the initial quantity contained in the sand. He decided to get a better recovery by applying again the old mining system on a new principle. After the gas had escaped through the boreholes, galleries were dug in the rock itself, which had never been done before. Convenient safety measures had been provided and oil could be drained in good condition. The result proved so satisfactory that the method is still applied. There are three main oil mining centers in the Pechelbronn area, each con-



A wooden derrick

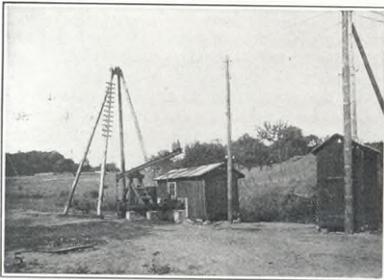
sisting of two wells. The total length of the galleries exceeds 40,000 meters (130,000 feet).

From 1735 to 1924 the total output of the Alsatian Field has been 1,174,018 tons (8,805,135 barrels). In 1925 it reached 63,651 tons (477,382 barrels) and last year 62,347 tons (467,602 barrels). Most of the crude oil produced is refined on the spot. The refineries of the company are fitted with modern equipment; their annual capacity is 100,000 tons (7,500,000 barrels). The plants comprise 54 stills with a total capacity of 2,000 cubic meters (70,000 cu. ft. or 12,500 barrels). That of the tanks is 30,000 cubic meters (1,000,000 cu. ft. or 800,000 barrels).

By treatment of the Alsatian crude oil the following percentages of products are obtained:

Gasoline	7.0%
Kerosene	24.0%
Gas Oil	9.0%
Lubricating Oil	31.0%
Paraffin Wax	2.5%
Residue and losses	26.5%
	100.0%

The fuel employed for the heating of the



A pumping well

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steam plant and the stills is coal. This would seem somewhat paradoxical in an American refinery. It is explained here by the value of the by-products which can be obtained by treatment of the Pechelbronn oil residues.

About 3,600 employes and workmen are employed by the company which cares much for the comfort of its labor. Two camps have been constructed, one for the engineers and married men, the other consisting of collective dwellings for bachelors. They are supplied with strolling shops by means of small trucks crossing the country in every direction. Meals may be taken in canteens. Playrooms, billiards, and tennis courts have been provided.

On account of the small area in which the company operates one may be surprised by its

wide activities. Every branch of the oil industry is represented. Geological surveys, drilling, oil mining, pumping, refining, product handling, are to be found at Pechelbronn. Of course this does not stand comparison with the operations in the large oil fields of the United States. But one might say of Pechelbronn that it is a perfect miniature which deserves being seen by everybody interested in the oil industry.

This center constitutes a precious auxiliary to the Ecole du Petrole of Strasbourg, as it offers to the students a practical field for scientific researches.

If we add that the company has extended its operations to drilling in Tunisia, Spain, Poland, and Argentina, one understands what interest it has for the French petroleum industry.

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## Romance in the Oil Industry

FRED SHALET, Auditor of Disbursements, New York District

It is often remarked that modern industry lacks color and romance and that our present day industrialism and mechanical efficiency quenches the spirit of individuality. Industries must be viewed in their widest scope to appreciate their vastness, their activities, their entire dependence on the human element involved in their operation. I cite the example of our own line of endeavor, the oil industry, in so far as our Company organization is concerned.

The nature of the oil industry is of such peculiarity that it is essential to maintain constant search in the crust of the earth for additional supplies of its raw material. For this purpose The Texas Company maintains a geological staff of experienced men whose duties comprise the continual study of earth and rock formations, seeking for seepages of oil on streams and through rock crevices throughout the United States, especially in Texas, Oklahoma, Kansas, Louisiana, Colorado, and Wyoming. In addition there is the growing exploration in foreign fields.

And what a huge task this is! Steel derricks and rigs, rock bits and rotary drills, "fishing" tools and casing, steam engines and pumps, and all the innumerable other machines and tools required to drill a well. That job, once commenced, is a continuous night and day process until oil is struck, or the "hole" is found to be an error of judgment and "dry." Wells have

been drilled over a mile deep. Wells opened in Pennsylvania about 1860 or 1870 are still producing oil, although in small quantities. Spindletop Field in Texas, where our Company commenced operations in 1902, is still a field of great production.

To store the great quantities of crude oil immense storage tanks are erected. The sight of a forest of steel derricks and battalions of storage tanks is one not soon forgotten. It is of paramount necessity that this oil be transported to the refineries for treatment. The oil fields of this country are a network of eight-inch, ten-inch, and twelve-inch diameter pipe lines, leading to the great refining centers. These lines are patrolled regularly by men seeking for leakages caused by an occasional improper construction of the line or by attempts to tap and steal from the lines. Pumping stations are located approximately every forty miles along these lines to forward and record the product in its travels. It is absolutely essential that accurate records of these movements be maintained. The Texas Company owns and operates over 10,000 miles of telephone and telegraph wires in this huge undertaking. Man's ingenuity and strength are taxed to their utmost to maintain this constant flow of crude oils from the wells to the various refineries.

The oil industry is inherently associated with the science of chemistry, and its very

## The TEXACO STAR

existence is based on the physical principle of distillation. The crude oils are charged to stills which are then subjected to heat, thus permitting the different constituents, such as gasoline, kerosene, and lubricating oils, to be extracted from the crude oils in the order of their volatility. Although this is a highly technical process, it is merely a scientific development of the simple fact that heat applied to any liquid will produce a vapor. The much discussed cracking process is a method of subjecting the heavier and less volatile substances to increased temperatures together with high pressure, causing a breakup or decomposition of those heavier parts into products of lighter weight suitable for conversion into gasoline. The Texas Company is fortunate in its control of the Holmes-Manley cracking process.

Our Port Arthur refinery now covers 4,754 acres of which 1,373 acres are used for plant and tankage purposes. Other famous Texaco refineries are at Port Neches, Texas, Dallas, Texas, Tulsa, Oklahoma, Casper, Wyoming, and Lockport, Illinois, with newer works at Craig, Colorado, and Pryse, Kentucky, and topping plants at Shreveport, Louisiana, and Tampico, Mexico.

Texaco products are innumerable and have countless uses—gasoline, kerosene, fuel oil, lubricating oils, greases of every description, paraffine wax, roofing materials, and paving asphalt.

With such huge production an outlet must be secured for its steady and continuous flow. To this end our Company has devoted itself to the distribution of its products by a system of worldwide branches and sales agencies. A fleet of ocean-going tankers and coastwise barges serve in this duty. These boats, owned and operated by The Texas Company, help to enable the Chinese coolie to purchase his five gallon tin can or smaller quantity of kerosene to illuminate his hut, and to secure the distribution of lubricating oils to operate the machinery of the diamond fields of South Africa.

Our Company owns or controls about 6,000 tank-cars to transport its products throughout this country. Huge as this task is, our Railway Traffic Division can almost instantly locate any of our cars in this country. These tank-cars of gasoline, kerosene, and lubricating oils are all destined to our innumerable sales outlets, terminals, and bulk plants conveniently located in every part of the country to efficiently serve our ever-increasing list of satisfied customers.

This is a machine age and the fact is evident

that all machinery must be lubricated to function, and lubricated properly to render its highest degree of efficiency. Texaco Golden Motor Oils and Texaco industrial lubricants are honorably performing their daily duties in every industry.

Texaco New and Better Gasoline today is recognized as a leader in its field, and the motorist on receiving this quality gasoline in his gas tank is assured of a product of the highest merit.

If you review the Oil Industry, and our own organization in particular, I believe you will grasp the meaning of the romance in this line of endeavor. Earnest workers, a progressive spirit, innumerable hardships, laboratory skill, all of the means of transportation, every conceivable sales and accounting effort, the entire wheels of an industry, are set in motion when the American motorist drives up to a Texaco gasoline pump and says, "Fill 'er up."

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*Continued from page five*

... serving them. . . . As we ought to be, and I believe we are, united in the endeavor to determine deliberately and dispassionately what courses are practicable, we should not have our judgment either warped by alarms or benumbed by complacency. The question of possible courses of action in dealing with the problems which confront the industry for whose products there is a constantly increasing demand for beneficial uses, is a severely practical one and should be dealt with as such from the start."

I have to recommend, therefore, that we take time to continue our studies as to the real function of gas and other forms of energy as they exist in the ground with oil and so use them that they will not only lift the fluid to the surface of the ground, but will do so economically.

In my opinion the oil business is entering a new era. Conditions and practices under which we have been operating have gone never to return, a change similar in character to the passing of the old bonanza days of mining for metals; new conditions in our industry call for the exercise of strictly economical operations in every department—where in the past we have thought in terms of dollars, the future will call for study in the expenditure of cents—and profit in the business will flow only to him who gets the proper viewpoint, employs and makes use of the best technical advice and who produces his goods at the least cost.

## The TEXACO STAR

# Hearty Dinners for a Week

Copyright 1928

KATHERINE FERGUSON CHALKLEY, State College, Pennsylvania

Whether or not dinner-getting is a 'bugbear' depends to a great extent upon whether or not the cook plans ahead, buys ahead, cooks ahead. After one has experimented with it a few weeks menu planning is fun. And the knowledge of what one is going to have for several meals ahead is such a relief.

The dinners suggested in the following menus naturally grow out of each other. Much of the marketing can be done at one time. While one meal is cooking some of the dishes for the next dinner may be prepared and set away in the refrigerator or a cool place. Since bread and butter are a part of most meals, and since relishes and jellies are so much matters of taste, they are omitted from the menus.

### Sunday

Roast Veal  
Dressing Brown Gravy  
Glance Sweet Potatoes  
Buttered String Beans  
Celery Salad  
Apple Pie Coffee

### Monday

Macaroni and Cheese Timbales  
Scalloped Tomatoes Buttered Carrots  
Cabbage and Apple Salad  
Snow Pudding Chocolate Sauce

### Tuesday

Shepherd's Pie  
Vegetables en Casserole  
Celery  
Date Custard Sugar Cookies

### Wednesday

Broiled Liver  
Scalloped Potatoes and Onions  
Carrot and Celery Salad  
Brown Betty Cream

### Thursday

Spanish Rice  
Corn Souffle Buttered Spinach  
Egg Salad  
Ginger Bread with Hard Sauce

### Friday

Baked Fish Lemon Sauce  
Scalloped Celery and Cabbage  
Buttered Peas  
Molded Fruit Salad  
Cheese Wafers

### Saturday

Pork Chops  
Pimento Potatoes Buttered Beets  
Celery  
Head Lettuce Salad  
Baked Apple Custard Sauce

All of the supplies, except the liver, fish, pork chops, spinach, and some celery and lettuce, will go on Saturday's marketing list. While the Sunday dinner is cooking, the following dishes for Monday's dinner are prepared: Macaroni cooked and drained; cheese grated; carrots scraped and set away in cold water; cabbage shredded; pudding and sauce made.

On Monday, the potatoes for the Shepherd's Pie are cooked and mashed; meat run through food chopper; vegetables for casserole prepared, put in cold water, and set in refrigerator or cold place; custard made.

So it goes. The recipes are for four persons. Use standard, level measurements.

### Glance Sweet Potatoes

Select four medium sized sweet potatoes, scrub, and cook in boiling water until tender. Drain, cool, and peel. Cut in halves lengthwise and put in a well greased baking pan. Make a sirup of  $\frac{1}{2}$  cup of brown sugar,  $\frac{1}{4}$  cup of water and 2 tablespoons of butter. Pour over potatoes and bake in a hot oven for 15 minutes.

### Macaroni and Cheese Timbales

1 C. cooked macaroni 2 eggs  
1 C. milk  $\frac{1}{2}$  tsp. salt  
1 C. grated cheese  $\frac{1}{2}$  tsp. paprika

Beat the eggs until light; add milk, cheese, and seasonings; mix well. Butter 4 cups and divide the macaroni equally among them. Fill the cups with the cheese mixture. Put in a pan of hot water and bake in moderate oven until firm, between 30 and 40 minutes.

### Snow Pudding

2 tsp. gelatine  $\frac{3}{4}$  C. boiling water  
2 tbs. cold water 3 tbs. lemon juice  
 $\frac{1}{2}$  C. sugar 1 egg white

Soak the gelatine in cold water for 5 minutes and dissolve with a sirup made of sugar and boiling water. Cool. Beat egg white until fluffy. When the gelatine begins to set, beat until fluffy; add lemon juice and egg white. Beat until stiff; pour into molds.

### Chocolate Sauce

2 tbs. cocoa 1 egg yolk  
4 tbs. sugar 1 C. milk  
1 tbs. corn-starch 1 tsp. vanilla

Beat egg yolk, gradually add milk, mix well. Mix cocoa, sugar, and corn-starch in sauce pan; add milk slowly. When free from lumps place on fire and cook slowly, stirring frequently, for 15 minutes. Add vanilla.

### Shepherd's Pie

The mashed potatoes, which were prepared on Monday night, should be whipped with the potato masher and thinned with a few tablespoons of milk before they are put on the pie.

Moisten two or three cups of chopped veal with left-over gravy. Put into a buttered casserole and cover with mashed potatoes. Dot top with butter and bake in a moderately hot oven  $\frac{1}{2}$  hour.

The Vegetables en Casserole may be another left-over dish, or it may be prepared from fresh vegetables. Either all raw, or all cooked vegetables should be used. Butter a casserole, sprinkle bottom with bread crumbs;

## The TEXACO STAR

add a layer of any kind of vegetables, salt, pepper, crumbs, butter, and a layer of a second kind of vegetable. Repeat until vegetables are used. Add one cup of tomato puree, top with crumbs, dot with butter, and bake in moderately hot oven 20 to 25 minutes, if the vegetables have been cooked; 50 to 60 minutes, if they were raw.

### Date Custard

2 C. milk  
2 egg yolks  
1½ tbs. corn starch  
¼ C. Sugar  
½ C. chopped dates  
1 tsp. vanilla

Beat egg yolks, add sugar and a pinch of salt and corn starch. Gradually add hot milk, stirring constantly. Cook slowly, stirring constantly, until mixture thickens. Cook 3 minutes longer, remove from stove and cool. Add vanilla and dates and pour into individual dishes.

Calf's liver is considered the best of all livers; but if one does not wish to spend so much money for liver, she may purchase beef liver, slice it, and parboil it for 5 minutes before cooking it.

### Scalloped Potatoes and Onions

Pare and slice thin 4 potatoes and 2 onions. Butter a casserole and arrange the potatoes and onions in alternate layers. Season every other layer with salt, pepper, and butter. Add one cup of milk, sprinkle top with crumbs, dot with butter. Cover closely and bake in moderately hot oven 50 minutes. Remove cover and brown top.

### Carrot and Celery Salad

Cut a crisp raw carrot into tiny thin slices and mix with ½ cup of diced celery. Arrange on lettuce leaves and top with salad dressing.

### Brown Betty

2 C. chopped apples  
½ C. bread crumbs  
⅓ C. brown sugar  
¼ tsp. cinnamon  
2 tbs. butter  
2 tbs. water

Mix the cinnamon and sugar and sprinkle one-third of it on the bottom of a well buttered baking dish. Add half the apples which have been mixed with the bread crumbs. Add more sugar and cinnamon and dot with butter. Add remaining apples. Add 2 tablespoons of water, more if the apples are not very juicy; add the remaining sugar and butter. Cover and bake 30 minutes in moderately hot oven. Serve hot or cold with cream or hard sauce.

Vegetable dinners are becoming more and more popular as housewives recognize their health value. Both the rice and sauce for Spanish Rice are prepared on Wednesday night.

### Spanish Rice

2 C. cooked rice  
3 C. tomatoes  
1 small onion  
2 stalks celery  
2 tbs. chopped green pepper  
1 tsp. salt  
1 tbs. vinegar  
¼ tsp. pepper  
1 tsp. corn-starch  
2 slices bacon

Add ¾ cup of rice to 2 quarts of boiling salted water so slowly that the boiling will not be stopped. Cook rapidly until the rice is tender. Drain in a colander and dry in a warm oven, stirring occasionally so that the steam may escape.

Cook the tomatoes, onion, celery, and pepper until tender; add seasonings and thicken with corn-starch diluted with water. Butter a baking dish. Put ½ of the sauce on bottom. Add ½ of the rice; sauce, rice, etc. with sauce on top. Lay 2 strips of bacon across top and bake 30 to 40 minutes in moderate oven.

If preferred, cream of corn soup may be served as a first course, and the corn soufflé omitted.

### Corn Soufflé

1 can sweet corn  
2 eggs  
1 tsp. salt  
½ C. milk  
½ tsp. pepper

To the corn add the seasonings, milk, and well beaten eggs. Pour into a buttered dish and bake 30 to 40 minutes in moderate oven. Brown on top.

### Ginger Bread

1 C. molasses  
½ C. butter  
1 tsp. soda  
1 tsp. ginger  
3 tsp. baking powder  
½ tsp. salt  
½ tsp. cinnamon  
2 C. sifted flour  
½ C. sour milk  
1 egg

Bring the molasses and butter to a boil and add soda, ginger, and cinnamon. Sift the flour with the baking powder and salt, and add alternately with sour milk to the first mixture. Add egg beaten until light. Mix thoroughly, pour into buttered muffin tins, bake in hot oven 15 to 20 minutes.

### Hard Sauce

½ C. butter  
⅓ C. powdered sugar  
1 tbs. lemon juice  
1 tsp. vanilla

Cream the butter; add sugar, lemon juice, and vanilla; beat until fluffy.

Cooking in the same oven with the fish are the celery and cabbage and the pan of apples for Saturday's dinner.

### Scalloped Celery and Cabbage

2 C. cooked cabbage  
1 C. cooked celery  
¼ C. crumbs  
2 tbs. butter  
1 tbs. flour  
1 C. milk  
¼ tsp. salt  
½ tsp. pepper

Butter a baking dish. Add a layer of cabbage, celery and crumbs, repeating until vegetables are used. Make a sauce of butter melted and mixed with flour, milk, and seasonings. Pour sauce over celery and cabbage, sprinkle top with crumbs, dot with butter, and bake in hot oven 15 to 20 minutes.

### Molded Fruit Salad

1 tbs. gelatine  
¼ C. cold water  
1 C. fruit juice  
¼ C. water  
2 C. fruit  
¼ tsp. salt  
¼ tsp. paprika  
2 tbs. lemon juice

Any fruits, fresh or canned, may be used for this salad.

Soak the gelatine in cold water and dissolve with the boiling fruit juice and water to which salt and paprika have been added. When mixture begins to stiffen, add fruits cut into small pieces and lemon juice. Mix well and pour into molds that have been rinsed with cold water.

Don't these dinners sound good? They are good! Try them out. After you have known the peace of mind that planned meals bring, you'll never go back to the haphazard system.

No man can feel himself alone

The while he bravely stands

Between the best friends ever known,

His two good, honest hands.

—Nixon Waterman.

# The TEXACO STAR

## LAW CURRENT

Rob't A. John

**TAXATION.**—Lessor's royalty of one-eighth of oil production to be delivered to lessor under customary oil lease, is real property belonging to lessor and is taxable against the latter. *Stair v. Smith*, 299 S. W., (Texas) 660.

**MINES AND MINERALS—DAMAGES FOR BREACH OF LEASE CONTRACT.**—Unless there be privity of contract or estate, lessor can not recover from assignee of lessee damages for breach of lease contract. *Pen-O-Tex. Oil & Leasehold Co. v. Big Four Oil & Gas Co.*, 23 Federal (2d) 154.

**CONTRACTS—PUBLIC POLICY.**—With regard to trusts and combinations in restraint of trade, the public policy prohibiting the same is within the control of the legislature and subject to modification by it. *Elephant Butte Alfalfa Association v. Rouault*, 262 Pacific (N. M.) 185.

**MUNICIPAL CORPORATIONS—EMINENT DOMAIN.**—A street existing with sidewalks on both sides is widened by the city absorbing in a paved street the entire width of said sidewalks. This can not be done by the city without payment of damages to abutting owners either by contract of the amount of damages, or by condemnation proceedings. *City of Tulsa v. Hindman*, 261 Pacific (Okla.) 910.

**PUBLIC LANDS.**—Lands recovered by the State of Texas as part of its public domain calls for but one conclusion, says the Commission of Appeals in the case of *Stallcup v. Robison*, 300 S. W., 24, the opinion concluding as follows:

"We decide but one thing, and that is that since the act of 1925, supra, became effective, the capitol syndicate lands are to be sold with a reservation of all oil and gas to the State, and that the capitol syndicate lands will fare just as all other public school lands fare. Since this is true, its oil and gas are to be developed under the general permit statute (Rev. St. 1925, arts. 5338 et seq.)."

**MUNICIPAL CORPORATIONS.—ZONING ORDINANCES.**—It is originally within the political judgment of a municipal corporation as to whether buildings of a certain kind, or applied to a certain use, are to be prohibited or not within a certain section or zone of said municipality, and where a certain act of legislation is fairly debatable as to whether such district is a reasonable exercise of the police power, or otherwise, the ordinance should be upheld.

It is only where such ordinance is plainly and palpably not within a regulation conducive to public health, safety, morals, or general welfare that the courts should interfere and declare the same void. *American Wood Products Co. v. City of Minneapolis*, 21 Fed. (2nd), 440.

**AUTOMOBILES—PERSONAL INJURY—AGENCY.**—Frank Smalley and his wife agreed with Mr. Simkins that they would take a trip to Chicago, Simkins to furnish his car and the two men to drive, each half the way. While Smalley was driving he collided with a telegraph pole, injuring Mrs. Smalley, his wife. She brought suit for damages against Simkins and her husband for personal injuries and recovered in the trial court; but the Supreme Court of Wisconsin in the case of *Smalley v. Simkins*, 215 N. W., 450, held that the two Smalleys and Simkins were taking the trip for separate and distinct purposes of their own, and while Smalley was driving he was as much the agent of his wife as he was that of Simkins, and that therefore the wife was not entitled to recover from Simkins on the theory that Smalley, the husband, was the agent for Simkins.

**PATENTS—EMPLOYEE'S DISCOVERY.**—The case of *Goodyear Tire & Rubber Co. of Akron, Ohio v. Miller*, Federal Reporter, Vol. 22 (2d), 353, cited by the Circuit Court of Appeals of the 9th Circuit, has held that an employe employed exclusively in a department devoted to improve old and discover new processes and devices, and who was in regular course of his employment assigned to develop a device to perform a certain function, that a discovery made by him, which was adapted to perform such function, belonged to the employer and was subject to patent for his benefit, irrespective of a special contract to that effect.

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It doesn't require the services of an expert to discover that "tax" comes from an old Latin term meaning "touch."

If you want knowledge, you must toil for it; if food, you must toil for it; and if pleasure, you must toil for it; toil is the law.—*Ruskin*.

The barrenest of all mortals is the sentimentalist.—*Carlyle*.

There is a courageous wisdom; there is also a false reptile prudence, the result, not of caution, but of fear.—*Burke*.

## The TEXACO STAR

### DEPARTMENTAL NEWS

The managers of the respective Departments have assigned to the persons whose names are here given the duty of sending to *The Texaco Star*, so as to be received by it before the 25th day of each month, departmental news, photographs, and other items of general interest. Material for this purpose should be sent to *them* before the 20th of the month. All are invited to cooperate.

Refining Dept.  
Ry. Traffic & Sales Dept.  
Marine Dept.

Legal Dept.  
Treasury Dept.

Comptroller's Dept.

Insurance Dept.  
Governmental Reports Dept.  
Employment & Service Office  
Sales Dept. S. Territory  
Sales Dept. N. Territory  
Asphalt Sales Dept.  
Purchasing Dept.

Export Dept.  
Producing Dept.  
Pipe Lines

C. K. Longaker, Houston  
J. A. Brownell, New York  
H. Hassell, Port Arthur  
H. Norris, New York  
H. Tomfohrde, Houston  
H. G. Symms, Houston  
R. Fisher, New York  
B. E. Emerson, Houston  
P. A. Masterson, New York  
C. M. Hayward, New York  
L. C. Oakley, New York  
Carl A. Foss, New York  
D. L. Lindsay, Houston  
H. J. Rodriguez, New York  
J. J. Smith, New York  
E. B. Middlekauf, New York  
J. E. McHale, Houston  
J. T. Rankin, Denver  
J. B. Nielsen, New York  
Otto Hartung, Houston  
Fred Carroll, Houston

#### REFINING DEPARTMENT

WATER SHIPMENTS BY THE TEXAS COMPANY FROM  
PORT ARTHUR, TEXAS, MONTH OF FEBRUARY 1928

Refined—Coastwise.....	1,328,467 bbls.
Refined—Foreign.....	472,795 bbls.
	1,801,172 bbls.

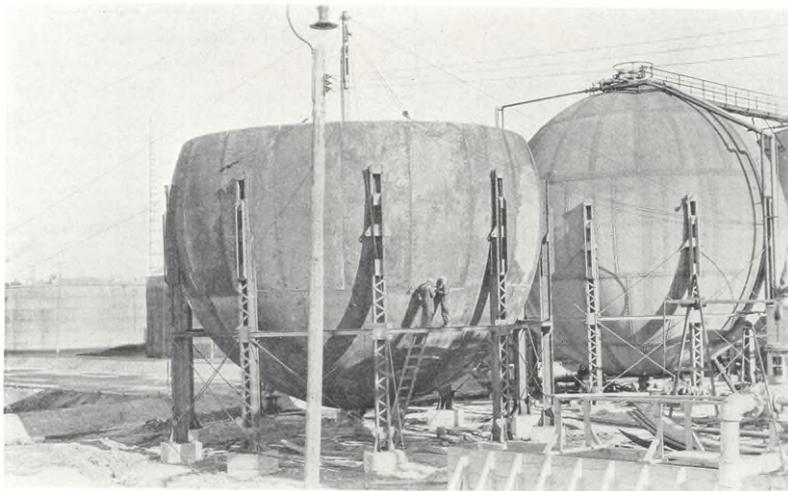
**Port Arthur.**—F. P. Dodge, General Superintendent of Port Arthur Works, was elected a member of the Board of Directors of the First National Bank of Port Arthur, replacing F. T. Manley resigned.

E. O. Smith, Night Foreman of Port Arthur Works, has been seriously ill with double pneumonia. He has now recovered and returned to work.

**Bayonne Terminal.**—Profound sorrow and sympathy was expressed and extended to the family of Walter Stifans, Warehouseman, who died February 3, 1928, at the age of 29 years. He entered the service of the Company in April 1916. Walter was well known and liked by everyone at the Terminal.

John C. McFadden has been transferred to Mr. Masterson's Office, Comptroller's Department, in New York. John had been with us at Bayonne Terminal for eight years, serving in the office organization. He was presented with a couple of useful souvenirs with best wishes for his success from his friends at Bayonne.

More people get crooked trying to avoid hard work than become bent from too much of it.—*Charlotte Observer*.



Erection of 10,000-bbl. spherical tanks at Port Arthur Works  
For storage of light distillates under greater than atmospheric pressure.

## The TEXACO STAR



Winners of Sales Department contest, and several others, who were visitors at Pt. Arthur Works Feb. 24-28, 1928.

Members of the Refinery Training Course took the visitors about the plant, attempting to answer all questions in regard to the refining of oil. The men were combining business with pleasure, but during their visit took copious notes of the various processes.

Left to right, front row: J. W. Royall, H. F. Lynn, J. W. Wallace, F. L. Rawls, W. B. Tweedy, L. A. Millican, N. L. Morrow, G. C. Bartlett, F. L. Johnson, J. P. O'Hara, L. F. Brown, J. P. McHugh, W. C. Rodger, J. B. Tomlinson, Thos. R. Scott, Pat Fulgim, C. J. Stockdale, G. F. Nyland, R. R. Kibbe, A. M. Skoglund, R. W. Cleveland, Ben Bayless, C. E. Northcutt, Cliff Faust, G. H. Nickles, O. N. Joyner, H. P. Mundy, J. F. Imes. Back Row: R. H. Brooks, A. S. Patrick, Walter Hochuli, T. W. Jones, S. F. Brown, E. W. Shaw, L. V. Hoagland, F. M. Dow, S. S. Hall, R. M. Skulken, W. K. Holmes, Geo. E. Fansler, F. G. Mitchell, R. J. Heyer, R. C. Shriver, W. E. Garland, C. F. Leach. Not in picture: M. L. Land, J. M. Lynch, M. E. Moore, W. F. Sinderhauf, S. B. Wright.



Showing the badger fight which was put on for the entertainment of these men. J. P. McHugh, who led the animal from its cage, said that he did not anticipate ever handling a more ferocious animal than this one.

**MARINE DEPT.** While on a voyage from Port Arthur to Bayonne Terminal, the S. S. *Pennsylvania* was in radio

communication with the U. S. Marine Corps plane that flew from Miami, Florida, to Managua, Nicaragua, on January 14. This incident is interesting since our vessel was of assistance to the plane as evidenced by the following letter:

Page twenty-two

### NAVY DEPARTMENT Office of Naval Operations Washington

February 3rd, 1928.

Gentlemen: The Commanding Officer of the U. S. Marine Corps Transport Land Plane that, on January 14th, 1928, made passage from Miami, Florida, to Managua, Nicaragua, reported that when passing between Cuba and Honduras the radio operator of the S. S. "Pennsylvania," call letters KUP, was of great assistance in handling messages to and from the plane and in tuning the plane's radio to exact frequency. The fact that the "Pennsylvania" was in communication with the plane and knew its whereabouts would have been of great assistance in rescue work in the event of mishap to the plane.

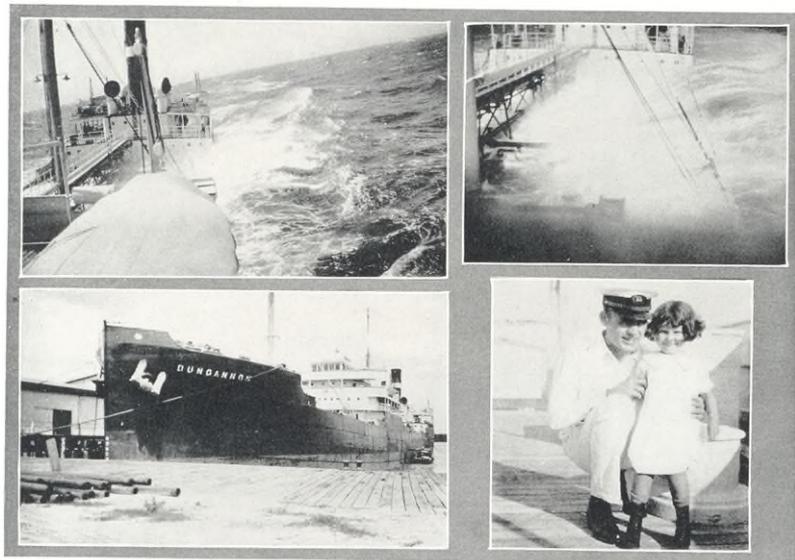
It is requested that the appreciation of this office be extended to the Captain of the "Pennsylvania" for his kind assistance in this matter.

Very truly yours,

T. T. Craven,  
Captain, U. S. Navy,  
Director Naval Communications.

The Texas Company,  
17 Battery Place, New York, N. Y.

## The TEXACO STAR



The Texas Company S. S. "Dungannon" in the "roaring forties"

Above: Winter weather in the North Atlantic. Below: A quiet day in port—discharging. The Captain and Miss Anna Kate Scherf, daughter of the Chief Officer.

Editor The Texaco Star,  
Houston, Texas.

Dear Sir: Enclosed kindly find photos taken at sea of this vessel while trading between Curacao, Dutch West Indies, and the United Kingdom and Continent ports.

The pictures were taken in that part of the ocean known to mariners as the "roaring forties," that is the North Atlantic Ocean.

In closing we desire to extend thankful appreciation for the interesting and educational reading that the Star has afforded in the past.

S. S. "Dungannon,"  
Tampico, Mexico, Feb. 18, 1928.

Very faithfully,

Wm. Fredeman, Master.

### SALES DEPT. S. TERRITORY

"Effective February 1, 1928, Mr. J. P. Gruet is appointed Manager, Southern Sales Territory, headquarters in Houston, Texas."

Such is the wording of the formal organization notice from Executive Headquarters, which is received by Mr. Gruet's associates North and South with a feeling of sincere pleasure and gratification. Not as a stranger or a newcomer, but as an old friend, Southern Sales Territory welcomes "Jack" Gruet as our Manager and offers him this expression of our high regard which has been earned by years of successful progress through the ranks of minor

positions on up to this signal advancement.

After ten years of experience with one of the oldest and best known oil companies in this country, Mr. Gruet came to The Texas Company in December 1911, starting in the Lubricating Division of Sales at New York Office. In a very short time, April 1912, he was promoted to Lubricating Assistant, New York District, and in November of the same year was moved up to Superintendent of Lubricating Sales.

Early in 1923 Mr. Gruet assumed the duties of Superintendent of Light Oil Sales for Northern Territory which he managed with eminent success, and in a brief two years was promoted

## The TEXACO STAR



J. P. Gruet

to General Superintendent of Sales, Northern Territory. In this last busy job, which he held fourteen months, he was prepared for the greater responsibility of Assistant Manager, a promotion which came to him in June 1926.

Now the responsible and arduous duties of Territorial Manager are placed upon his shoulders and the occasion finds him fit and well prepared to function in a new field and to carry on as heretofore, amid different surroundings but among friends and well-wishers, for Mr. Gruet's high character and long term of successful service have not only endeared him to all his associates, but have made his name familiar throughout all territorial divisions.

At a time when the conduct of any major department of an oil company calls for a leader possessing at once wide experience, sound judgment, rare tact, untiring energy, courage, and initiative of the most positive sort, along with a personality that draws out from every co-worker the best that is in him, we have in J. P. Gruet a man who qualifies in every particular who, we are very sure, will lead us on to victory through the battles of 1928 and those of years to come.

Southern Territory tenders Mr. Gruet heartiest welcome. His future lies with us and ours with him, and it is our purpose and pleasure to render him earnest and untiring coöperation.

**Houston District.**—We extend heartfelt sympathy to Motor Inspector T. W. Bradfield and Mrs. Bradfield for loss of their baby girl.

We are glad to learn that Mrs. J. H. Wright of District Manager's office is recovering from a severe illness. We shall welcome her return when she is fully recovered, as her sympathetic presence has been sorely missed.

Assistant Chief Accountant H. H. Powell has resigned to engage in other business, and we wish him the best success. We cordially welcome his successor, M. F. Callaway from New York.

We extend our profound sympathy to Agent R. A. Rike, Austin Station, in his great misfortune caused by the passing away of his wife on February 26.

**Dallas District.**—Representative S. A. Barnes gave a dinner on January 28 at his home in Paris, Texas, for the agents in his Zone. After dinner a business session was held, discussing the 15% increase to be made in 1928. District Manager Noble and Assistant District Manager Carroll were present.

Commission Agent George Birge, of Sherman, was killed in an automobile accident on February 8 while returning from Dallas to Sherman. His death was a shock to the entire District organization, all of whom were his friends and join in extending their sympathy to Mrs. Birge and the children.

The Texaco Baseball Club of Dallas held a meeting and elected District Manager Noble President; O. Byrd, Treasurer; Leonard (Lefty) Warden, Manager; and Jimmy Maloney, Coach—well known for many years as a Major League player and more recently as a Minor League manager. Our team won City Association championship for 1927 season, and, knowing that Jimmy turns out real ball players and "Lefty" keeps them fighting until the last man is out, we feel that it is in for another successful season,—and, incidentally, will repeat their 1927 victory over the Oklahoma District team.

**Oklahoma District.**—In years gone by our service stations at Tulsa had it "all over" our Oklahoma City stations. But that time is past. The six service stations in Oklahoma City are bowing down to none in service, cleanliness, gallonage, etc. Particularly are they to be complimented on their appearance.

The three service stations in the Seminole Field were recently inspected and found to be in the best of condition. We believe these are the only service stations in the United States hav-

## The TEXACO STAR

ing bunk houses for the employees. The bunk houses were spick and span and the boys are to be congratulated on their clean appearance.

On Feb. 6-8 our D. O. was visited by H. G. Symms of Houston. After one of Mr. Symms' visits Creditman Shirley is so enthused that he feels (or everybody thinks he does) as though he could tackle the biggest and hardest job and get away with it. Come back again, Mr. Symms, it does us all good to see you.

It was the pleasure of District Manager Daniel to have as his guests February 15-16 C. K. Longaker, Assistant Manager Refining Department, and J. S. Leach, Assistant Manager Sales Department at Houston. Calls were made on several of our largest customers in Bartlesville and Tulsa, which will result in a great deal of good. The assistance of our visitors was greatly appreciated. Mr. Longaker demonstrated some remarkable ability as a salesman.

On February 18 the D. O. force and Oklahoma City Station and filling station forces were royally entertained at a Wiener roast by Representative George Ware and Agent Hein of Oklahoma City Station. The bunch was taken to Lincoln Park and words cannot express the good time they had. George and Walter were wonderful hosts and we hope they will repeat it with a watermelon feast this summer.

The sympathy of the D. O. and sales forces is extended to Salesman C. E. Northcutt, whose father recently died from pneumonia.

We want to compliment the photographer who "caught" New Orleans District Manager Dyer so unawares, as evidenced by his picture in last month's *Star*. We believe his immediate "close" surroundings had something to do with his excellent "sitting" and we bet he wishes it was Christmas once a month; and we don't blame him—it must have been a nice party.

**New Orleans District.**—On February 14 Benjamin Bowers Mosher, aged 64 years 7 days, passed away at his residence in Jennings, La. He was a loyal Texaco man and will be remembered by many older employees. Mr. Mosher was Superintendent of Construction in New Orleans District for a number of years and was forced to retire several years ago due to failing health.

Tank truck driver Louis Deris, New Orleans Station, is the proud father of a baby girl who arrived recently to be a companion and playmate for the two fine boys previously born to Mr. and Mrs. Deris.



A group of employes of our New Orleans service stations who attended one of a series of car greasing demonstrations recently given under the supervision of Representative G. D. Bentley and Motor Inspector S. F. Haynes.

Captain Olivari and Chief Engineer Colombo of S.S. "Montello," with Port Captain Pastor of the Alta Italia Line which operates the vessel.

The "Montello" is lubricated throughout with Texaco products. Photo taken at New Orleans by Marine Salesman Ladner.



**Atlanta District.**—The entire District regrets the loss of Assistant District Manager B. E. Robertson, who has been transferred to Florida as District Manager. Through his ability, loyalty to the Company, and energetic performance of duties, Mr. Robertson rose from the lower ranks to the position he now holds. Florida District, our loss is your gain, and after you have worked with him you will find that you are getting better than a good man, one of whom you will be justly proud.

We welcome Mr. Robertson's successor, H. T. Wood, who was promoted from Assistant District Manager of Operations.

We now have with us, as Assistant District Manager of Operations, T. E. Horton, who was promoted from Representative Zone 1. Mr. Horton has reached this position not only through his ability and loyalty but also through the hard work he has put forth. He entered the service May 10, 1915, as Iron Barrel Clerk, Atlanta, D. O., and since that time has held various positions throughout the District.

## The TEXACO STAR



Nashville, Tennessee Station—recently completed

From an operating standpoint the arrangement of this station is ideal, and the landscaping enhances materially its general appearance.

Our District Office was shocked to learn of the death on February 17 of H. D. Holbrook, tabulating clerk, who was sick only a short time. He entered the service August 16, 1923, and was one of the most loyal and energetic workers of the accounting force. He had many friends and won admiration from his associates. The Company placed a beautiful Red Star and Green T floral design on the grave in remembrance of his faithful services. Members of the accounting force acted as pall-bearers.

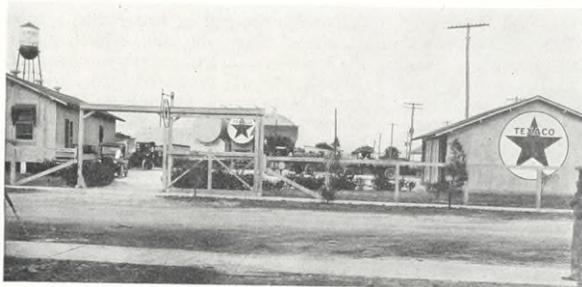
We have report from Spartanburg, S. C., that there are now no bachelors left at that Station since Warehouseman Clarence Howell persuaded Miss Stella Mae Ingrell of Union, S. C., to become his bride on January 16. We congratulate Mr. and Mrs. Howell. We also congratulate James Lowe of the D. O., who married Miss Mary Chafin on February 16.

Assistant Agent Paul Hardy, Spartanburg, S. C., is the proud father of Paul Cannon Hardy born December 30, 1927. Congratulations, Mr. and Mrs. Hardy.

**Florida District.**—Effective February 8, B. E. Robertson was appointed District Manager of Florida District *vice* C. P. Dodge, Jr., who has been assigned to special duties outside of the Southern Territory.

Ben Robertson joined The Texas Company, as a clerk at Atlanta, October 1915 and in climbing to his present place used as steps the positions of clerk, clerk and cashier, city salesman, agent, Acting Assistant Superintendent, Superintendent of Sales, and Assistant District Manager. He is a deep student of men and affairs and carries to each task a fund of knowledge gained through wide and varied experience and determination to see it through. It is this trait of character that has secured Mr. Robertson's rapid promotion. Florida District is fortunate in having him for a leader and his co-workers and friends join in wishing him the fullest success.

The following letter, received by *The Texaco Star*, is given here on account of its praise for the Company's filling stations in Florida:



Fort Myers Station

Fort Myers, Florida, is the City of the Royal Palms. No palms are shown in the photograph, but you can not expect too many good things in one picture. This one gives you a glimpse of our bulk station at Fort Myers.

## The TEXACO STAR

To The Texas Company.

Gentlemen: Having just returned from a trip through Florida, three weeks motoring along interior places until we reached Palm Beach, I wish to pay you a compliment—being a small stockholder of your company.

Your filling stations along the roads were a beautiful sight to behold; no matter how dark or lonely the roads were, your bright red posts and bright red stars were like beacon lights. I just simply couldn't refrain from writing to you and telling you how clean and nice all your stations look; as I rode along I would say to myself "Texaco" and "another Texaco," just admiring them all. While there are stations of many more companies all along the roads, yours were Supreme in style and color.

Wishing you much success in the future,

I remain yours truly,

Mrs. Carie Delchemier,  
302 Central Park West,  
New York N. Y.

Feb. 21, 1928.

### SALES DEPT. N. TERRITORY

On February 3 Northern Territory said good-bye to one of its oldest and best friends, and with sincerest wishes for future success bade him God-speed to his new and more important task. On that day there gathered in the Territorial Office a host of J. P. Gruet's friends to congratulate him on his appointment as Manager of the Sales Department Southern Territory with headquarters at Houston. For a week prior to his departure his friends from various parts of New York District and elsewhere had been calling to shake his hand and tell how much he will be missed. After 17 years it is little wonder that "J. P." made an impression on the hearts and minds of friends and associates that will endure for years to come.

Mr. Gruet joined the ranks as Lubricating Sales Clerk, New York District, December 1, 1911. In less than a year he became Superintendent of New York District (a title later changed to District Manager). He held that post for 11 years. In 1923 he joined the Manager's staff as Superintendent of Light Oil Sales, and later became General Superintendent and Assistant Territorial Manager.

As a fitting tribute his friends presented him with the finest golf set obtainable in New York, together with a suitable wrist watch. So it will not be "all work and no play" down South.

The Northern Territory salutes you, "J. P.," and wishes you fullest success in your new endeavors. Although far away you will be with us in spirit.

Effective February 1, W. R. Ellwood was appointed Assistant to the Manager, Northern Territory. The same day H. W. Holland was appointed Superintendent of Service Stations,

Northern Territory. We congratulate both gentlemen on their promotions.

**New York District.**—The Annual banquet of employees of the Goodyear-Wende Oil Corp., our distributor at Buffalo, was held February 20, 61 employees participating. The service stations were closed in honor of the event and the cooperative spirit shown at the meeting reflects one of the reasons why this distributor has made such marked progress. Assistant District Manager Williamson represented New York District at this banquet.



Mt. Kisco, N. Y. Station in 1915

This old photograph shows delivery facilities at Mt. Kisco Station the first winter after it was opened in 1915. It now operates with a modern bus type truck.

**Boston District.**—W. S. Marsden, Automotive Engineer, became lonesome traveling around, so he took unto himself a wife. Congratulations.

### Norfolk District.—



New Service Station, Baltimore, Maryland

At North Avenue and Division Street, one of the busiest corners in Baltimore. Built by Construction Foreman M. B. Porter under the supervision of Construction Engineer J. G. Mould. Opened January 28, 1928, and operated by Edward J. McSwiger under the name of West North Avenue Texaco Service Station.

## The TEXACO STAR



The Texaco Club  
of Milwaukee

Left to right, back row: J. E. Marshall, M. W. Collins, G. V. Bailey, W. P. Geschke, J. Theisen, W. A. Ryder, W. Burkhardt, W. W. Feidt (Vice Pres.), R. Liebly, E. H. King. Front row: S. Hellman, L. Duane, F. C. Flitch, W. M. Roberts, J. Rose, G. F. Berry (Sec'y and Treas.), E. J. Tully, M. Fiedler, C. F. Spangler, J. Schintgen, R. A. Shenners, J. Love, E. Bergman, G. H. Nickles (President).

**Chicago District.**—C. I. Graham, Salesman Zone 10, has accepted a position with the Export Department with headquarters at Calcutta, India. Our best wishes to Mr. Graham for success in his new assignment.

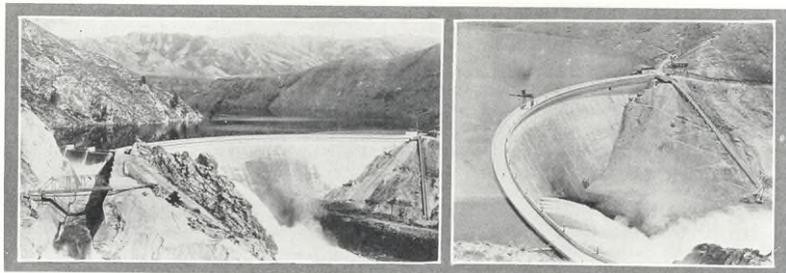
**Minneapolis District.**—Representative R. C. Phipps, Zone 7, has resigned to accept a Commission Agency at Mitchell, S. D., and Salesman C. J. Baker has been appointed Representative Zone 7. Our good wishes to both.

**Spokane District.**—



Bulldog Service, Spokane, Washington

Licenses E. O. Cummings sold during December one gallon of Golden Oil for every 9.6 gallons of gasoline.



Arrowrock Dam, Boise, Idaho

Height 348.6 feet; width at base 223 feet; width at top 16 feet; radius of curvature 662 feet; length of crest 1,100 feet; length of spillway 400 feet; depth of foundation below river bed 100 feet; foundation covers 3 acres of solid rock; lowest inspection gallery 230 feet below normal surface of reservoir; 20 regulating outlets, each 4 feet 4 inches diameter; gates and accessories 1,000 tons; storage 285,000 acre feet, that is the water in the reservoir would cover to a depth of one foot 445 square miles; length of reservoir 18 miles including both Boise River and South Fork. The cables and gears are lubricated with Texaco Crater Compound.

## The TEXACO STAR

### Denver District.—

#### Credit Winners

Highest collection percentage in Northern Territory for the year 1927.

Creditman S. R. Knox.  
Assistants, F. C. Coulter,  
A. D. King, R. I. Harpster,  
and Miss Lona Greene,  
File Clerk.



At Colorado State Industrial Show  
Held in the Denver Auditorium, January 23-28.

### ASPHALT SALES DEPT.

The first section of asphalt on the State highway system of New York was constructed in 1908 between Oswego and Mexico. It was a Texaco asphalt macadam job 5 miles long. F. B. Watkins of the Eastern Division force reports that this 20 years old veteran is still in good condition.

Did you ever look up the State having most cities of 25,000 population and over? The answer is Massachusetts, with 29 cities in this class. The main point is that 20 of those 29 cities have streets paved with Texaco asphalt.

In the State of Ohio 25 cities constructed Texaco asphalt pavements last year. All but three of them had laid Texaco streets before. In addition to these, several counties in Ohio



Denver D. O. Texaco Basket-ball Team

These basket "shooters" have been showing rare form this winter and are at present formidable contestants for first place honors in the Bankers League of which they are members.

Left to right, standing: Weisz, Shideler, Bradley, Cordes, Spain, Tucker. Sitting: Walsh, McIntire, O'Brien, Riches, Stratton, Bunn.

laid a large yardage of Texaco highways last year. The men responsible for this showing are Representative D. H. Hill and his associate, J. D. Reese.

The Association of Highway Officials of the North Atlantic States held its annual convention in Atlantic City February 15-17. Representing our Department were Manager W. H. Kershaw, Superintendents J. J. Gartland and D. A. Kennedy, W. J. King, J. B. Stuart, A. A. Russell, F. B. Watkins, J. P. Daly, and J. J. Smith. The convention was well attended.

## The TEXACO STAR



A completely new pavement represents a considerable outlay of money. Many cities, however, are obtaining modern durable Texaco asphalt pavements at a greatly reduced cost. This is accomplished by the use of their old macadam streets as foundations for a surface of Texaco Sheet Asphalt. Such was the case on Lindell Boulevard in St. Louis, which was improved last year. In the foreground is shown what is called the binder course of the Texaco Sheet Asphalt pavement, which was laid directly on the old macadam base. In the background is seen the Texaco Sheet Asphalt top course. Lindell Boulevard carries an exceptionally heavy traffic.

Some indication of the extent to which Texaco No. 55 Surfacing Material has been adopted through central New Jersey may be gained from these figures supplied by Bruce Stuart: During 1927 the Browns Mills—Tom River road, 24 miles long, was treated with this prod-

uct; so was the Barnegat City—Beach Haven road, 17 miles long; the Point Pleasant—Seaside Park road, 13 miles long; and the Medford—Hammonton road, 13 miles long.

**EXPORT DEPT.** A. H. Hampton and O. Guelcher have returned to New York.



J. E. Williams, member of the sales force of our Southwestern Division, is pointing out the fine smooth surface of the Little Rock-Lonoke Road in Arkansas, just treated with Texaco Special Macadam Binder. The other view was sent in by Mr. Williams with the comment: This is a scene along the Little Rock-Lonoke Road. It's hog killin' day at the home of Sam Harris. The little black boys are happy—pork chops for supper! Sam on the porch—"What's goin' on there boss?"

## The TEXACO STAR



Unusual advertising in Brazil—see inside of back cover

A banjo made by a young native in South Africa out of a Texaco one-gallon flat motor oil can. We hope the can lives up to its reputation and that the contrivance will bring forth nothing but clean clear golden stuff.



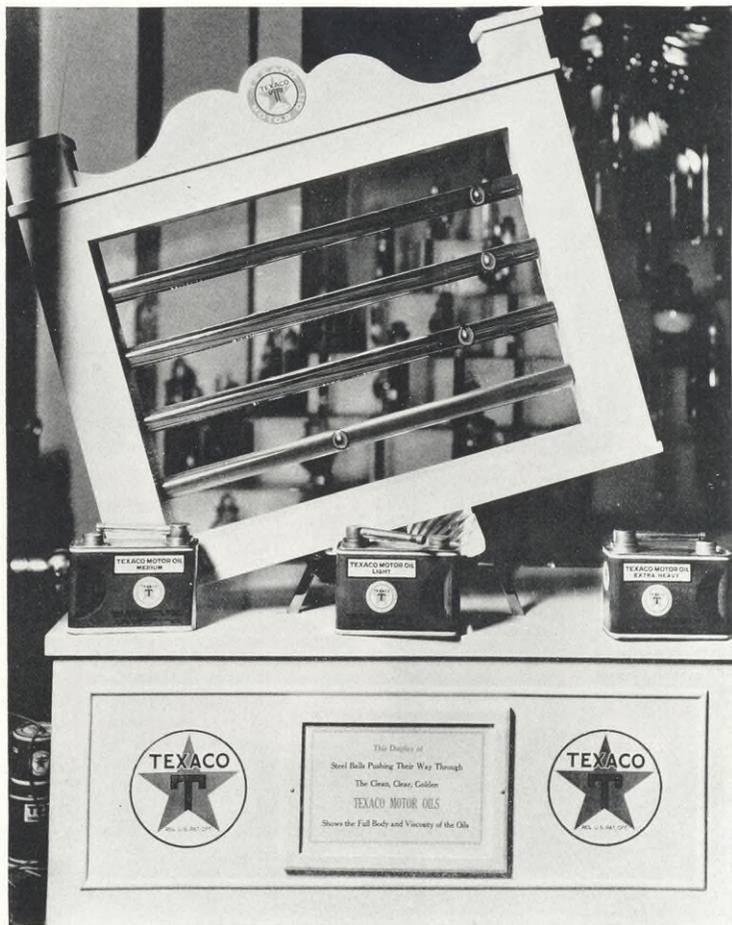
### CRUDE OIL PRICES AT WELL February 29, 1928

Penna., Bradford. . . \$2.80	Gray Co. . . \$ .60 to 1.26
Other Penna. . . . . 2.65	Reagan Co. . . . . .71 to 1.76
Indiana . . . . . 1.32	Wheeler Co. . . . . .60 to 1.16
Canada . . . . . 1.95	Hutchinson &
Ragland . . . . . .95	Carson Cos. . . . . .60 to 1.06
California . . . . .85 to 1.36	Gulf Coast. . . . . 1.15 to 1.47
Okla., Kas., N.-N. C.-	Markham . . . . . 1.00
C. Texas, N. La.,	Luling . . . . . 1.00
& Eldorado . . . . .71 to 1.76	Mirando . . . . . 1.00
Smackover . . . . .75 to .90	Wyoming . . . . .95 to 1.33
Crane, Crockett,	Colorado . . . . .72 to .85
Upton & Pecos Cos. .60	



1. Street scene in Tuticorin, India, showing the place of business of a Texaco distributor.
  2. Primitive motor delivery of Texaco products at Tuticorin, India.
- These photographs were kindly furnished by Volkart Brothers, our agent in India.

## The TEXACO STAR



This display of steel balls pushing their way through Texaco Motor Oils was designed and installed in the Company's Office Building in Houston by Arthur Lefevre, Jr. The machine work was done in our Houston Auto Repair Shop.

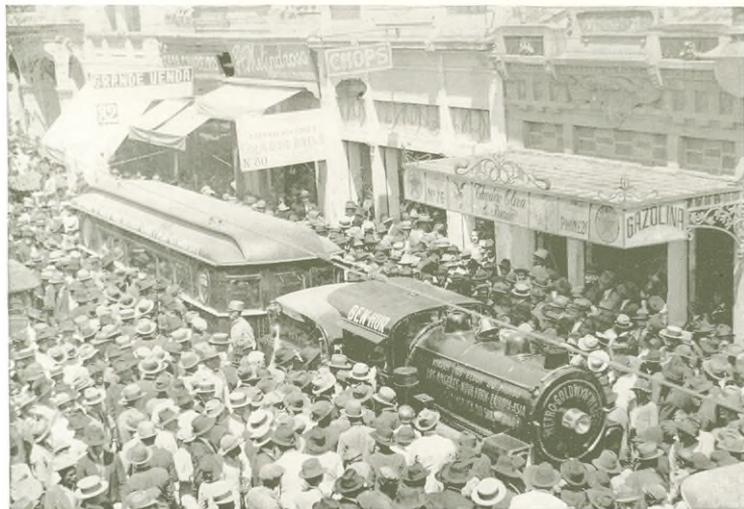
The four glass tubes, each 33" long and  $1\frac{1}{4}$ " inside diameter, are respectively filled with Texaco Motor Oils Light, Medium, Heavy, and Extra Heavy—the Light oil in the bottom tube and Extra Heavy on top. A steel ball  $1\frac{1}{8}$ " in diameter is in each tube. When the frame-work is tilted, the steel balls, in pushing their way through, show the full body and viscosity of the oils. It takes the ball in the tube containing Texaco Motor Oil Extra Heavy  $1\frac{3}{4}$  minutes to go from the tilted upper end of the tube to its bottom. This time determines the rate at which the frame work is tilted by an electric driven mechanism. These large glass tubes also excellently display the clean, clear, golden Texaco Motor Oils.

Since this display was put in the window it has constantly attracted the many passers-by and has proved very effective as an advertising device.

## SUGGESTIVE INDEX OF CURRENT ARTICLES

Journals cited are gladly loaned, if in our library, to persons connected with the Company. The journal or journals called for will be sent by return mail, unless in the hands of some one who has made a previous request—and in the latter case, as promptly as possible. Please give full and exact mailing address.

- LABORATORIES. Direct Oil Corrosion Test. Young.—*Jour. Inst. Pet. Techn.*, Dec. 1927, 759-92.  
Composition of Cracked Distillates. Brame.—*Ditto*, 793-825.  
Laboratory Cooling Device Using Liquid Sulfur Dioxide. Gill.—*Ind. Eng. Chem.*, 1928, 212.  
Determination of Sulfur in Volatile Fuels. Kennedy.—*Ditto*, 201.  
Composition of Natural Gasoline. Coleman.—*Chem. and Met. Eng.*, 1927, 732.  
Volumetric Analysis of Butane in Natural Gasoline. Ryan.—*Nat. Pet. News*, December 28, 1927, 28-30.
- PRODUCING. Safe Practices at Oil Derricks to Eliminate Working Hazards. H. C. Miller.—*Oil Field Engineering*, February 1928.  
Individual Pumping Units—The Development and Advantages in Use. Robert R. Robinson.—*Oil Field Engineering*, February 1928.  
Logging Rotary Wells from Drill Cuttings. Stuart K. Clark and Jas. I. Daniels.—*Ditto*.
- GENERAL. A Storehouse of Business Helps. Raymond Willoughby.—*Nation's Business*, Feb. 1928.  
The Machine Back of the Machine. Berton Braley and E. P. Blanchard.—*Nation's Business*, Feb. 1928.  
Eighty Years of Gold—From California to Capetown. John Hays Hammond.—*Nation's Business* February 1928.  
What's Wrong with Mexico? Chester T. Crowell.—*North American Review*, March 1928.  
American Ships and British Opinion. Frank H. Simonds.—*American Review of Reviews*, February 1928.  
Red Men of the Northwest. Agnes C. Laut.—*American Review of Reviews*, February 1928.



Advertising in Brazil

An example of the unusual in advertising is shown by this photograph received from The Texas Company (South America) Ltd., representatives of The Texas Company in Brazil.

The "Trackless Train," as it was called, featured *Ben Hur*, one of the recent film successes. On account of the mobile nature of this advertising, our Brazilian office, ever alert for opportunities to impress on the Brazilian mind that Texaco is also a success, cooperated with Metro Goldwyn-Mayer in its daily activities. The Texaco trade-mark and words (in Portuguese) "Using Exclusively Texaco Gasoline and Motor Oils" were painted on both sides of the tender, and a Texaco representative always accompanied the train distributing advertising matter and tendering expert information regarding the excellence of Texaco products.

The "Trackless Train" visited 100 cities in the States of Sao Paulo and Rio alone. There is no question about the interest which this unique attraction aroused; it was a complete success and motor products turnover in the cities visited has since increased noticeably.

An educated man is one with a universal sympathy for everything and a certain amount of knowledge about everything that is known and who still is learning to the end.—*Elbert Hubbard.*