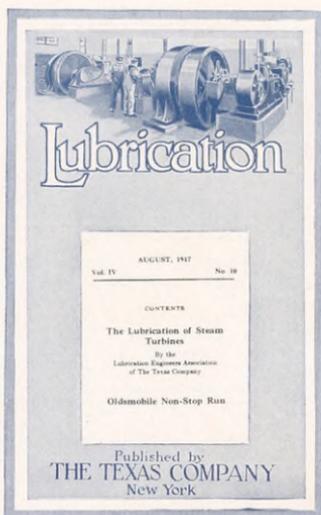


# TEXACO STAR

FOR EMPLOYES OF THE TEXAS COMPANY





Published  
Monthly  
in the  
Interest  
of  
Efficient  
Lubrication

TECHNICAL REPORT

Date.—July 27, 1917  
District.—Atlanta, Ga.

Visited this mill today and found everything running fine. Mr. Blank gave me an order for two barrels of Rabtex-Spindle Oil, which was all he needed at this time.

They have had a 1-25 can of Crater Compound at this mill for two years which I have never been able to get them to try, nor have I been able to get their consent for me to apply it.

Mr. Blank told me today that he was going to use it at last. I was anxious to find out what had brought him to this point, so he told me that he had been reading "Lubrication" and would use it now, as it seemed to be just what he wanted.

This was certainly a jolt for me, as I have talked Crater to him with tears in my eyes, but it had no effect, and then he read it in "Lubrication" and at once made up his mind to use it.

I then said, "Have you read in 'Lubrication' what Thuban-Compound did in a Maxwell car?" He said he had not, but promised me that he would come up to Greenville tomorrow and let me clean out the differential and transmission and fill them up with Thuban.

Signed: FRANK J. DAVIS



LUBRICATION

The Texas Company, 17 Battery Place  
New York City



“ WE WAS NEVER DISCIPLINED ”

I T got beyond all orders an' it got beyond all 'ope;  
It got to shammin' wounded an' retirin' from the 'alt.  
'Ole companies was lookin' for the nearest road to slope;  
It were just a bloomin' knockout—an' our fault!

*Now there ain't no chorus 'ere to give,  
Nor there ain't no band to play;  
An' I wish I was dead 'fore I done what I did,  
Or seen what I seed that day!*

We was sick o' bein' punished, an' we let 'em know it, too;  
An' a company-commander up an' 'it us with a sword,  
An' some one shouted "'Ook it!" an' it come to *sove-ki-poo*,  
An' we chucked our rifles from us—O my Gawd!

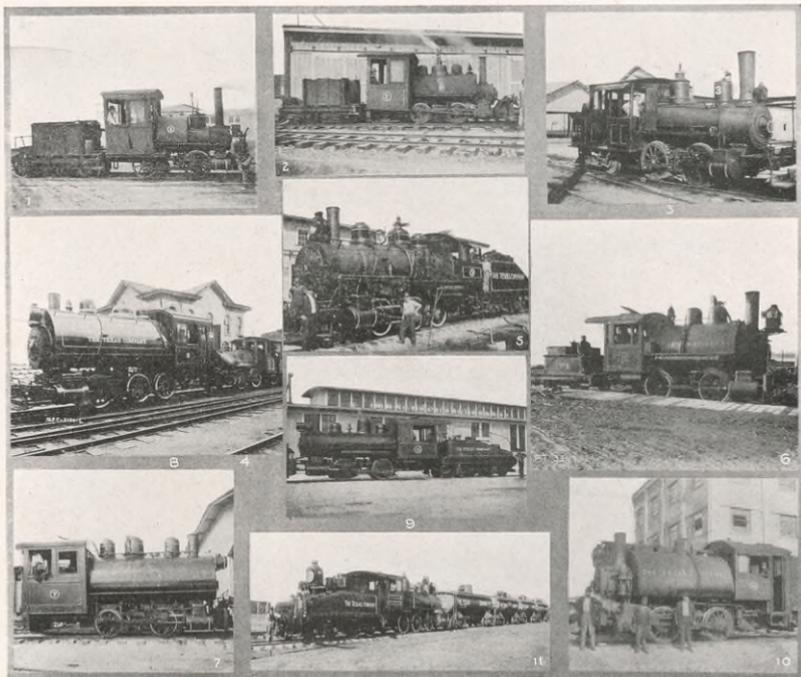
There was thirty dead an' wounded on the ground we wouldn't  
keep—  
No, there was n't more than twenty when the front begun to go;  
But, Christ! along the line o' flight they cut us up like sheep,  
An' that was all we gained by doin' so!

I 'eard the knives be'ind me, but I dursn't face my man,  
Nor I don't know where I went to, 'cause I didn't 'alt to see,  
Till I 'eard a beggar squealin' out for quarter as 'e ran,  
An' I thought I knew the voice an'—it was me!

We was 'idin' under bedsteads more than 'arf a march away;  
We was lyin' up like rabbits all about the country side;  
An' the major cursed 'is Maker 'cause 'e lived to see that day,  
An' the colonel broke 'is sword acrost, an' cried.

We was rotten 'fore we started—we was never *disciplined*;  
We made it out a favour if an order was obeyed;  
Yes, every little drummer 'ad 'is rights an' wrongs to mind,  
So we 'ad to pay for teachin'—an' we paid!

—Rudyard Kipling.



LOCOMOTIVES OWNED AND OPERATED BY THE REFINING DEPARTMENT AT REFINERIES AND TERMINALS

No. 1.—A 7-ton light industrial locomotive used at Port Neches Works exclusively for switching small asphalt cars, of which we have approximately 540 in service.

No. 2.—A 15-ton industrial type in same service at Port Neches Works.

No. 3.—A 28-ton general service type locomotive used for switching and yard service at Port Arthur Works. This locomotive served many years on the Elevated Railways in New York City.

No. 4.—Duplicate of No. 3, now in switching and yard service at Port Arthur Works. The photograph showing No. 4, coupled with No. 8, was taken at Bayonne Terminal.

No. 5.—The largest locomotive owned by The Texas Company, a 93-ton switching locomotive in general yard service at Port Arthur Works. This locomotive was formerly G. H. & H. No. 18, but had seen only a few months' service in the railway yards at Galveston, Texas, when purchased by The Texas Company.

No. 6.—A 30-ton industrial type locomotive in switching and yard service at Delaware River Terminal. It was formerly Pennsylvania Railroad Co. No. 1222.

No. 7.—A 21-ton industrial type locomotive used for switching and general yard service at Port Neches Works. It was purchased new in 1913.

No. 8.—A 50-ton industrial type switching locomotive, purchased in 1916, used for switching and yard service at Bayonne Terminal.

No. 9.—A 59-ton switching locomotive, purchased in 1916, in service at Port Neches Works.

No. 10.—A 45-ton industrial type locomotive used in switching and general yard service at Port Arthur Terminal

No. 11.—A 45-ton locomotive, formerly Southern Pacific Switch Engine No. 39, purchased in 1916 for switching and yard service at West Tulsa Works.

In addition to these locomotives, the Refining Department operates four Locomotive Cranes which are sometimes used for moving and switching cars.

# TEXACO STAR

VOL. IV

SEPTEMBER 1917

No. 11

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF  
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

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ADDRESS: TEXACO STAR, 401 THE TEXAS COMPANY BUILDING, HOUSTON, TEXAS

ANNUAL Statement of The Texas Company for the Fiscal Year Ended June 30, 1916 :

## INCOME ACCOUNT

FOR THE FISCAL YEAR ENDED JUNE 30, 1917

Gross Earnings.....		\$54,339,050.49
Less Operating Expenses, including Taxes and Insurance		31,431,126.51
Net Earnings.....		22,907,923.98
Less Added to Reserve for Sinking Fund and Depreciation.....	\$2,047,217.54	
Less Added to Provision for Taxes.....	1,000,000.00	
Less Added to Provision for Bad and Doubtful Accounts.....	136,180.38	3,183,397.92
Available for Surplus and Dividends..	19,724,526.06	
Dividends Paid.....	4,532,500.00	
Carried to Surplus..	15,192,026.06	
Surplus June 30, 1916	25,078,162.71	
Surplus June 30, 1917	\$40,270,188.77	

Respectfully submitted,  
GUY CARROLL,  
Assistant Treasurer.

Houston, Texas, August 28, 1917.

## BALANCE SHEET

AS OF JUNE 30, 1917

### ASSETS

Plant Account — Investments in Real Estate, Leases, Tankage, Refineries, Ships, Cars, Terminals, Distributing Stations, Natural Gas Wells, and Equipment.....	\$ 37,865,537.01
Bonds and Mortgages.....	2,696,657.33
Stocks in Subsidiary Companies....	19,056,389.34
Other Investments.....	1,740,842.87
Storehouse Supplies.....	1,702,556.53
Stocks of Oil (Crude and Refined and in Process of Manufacture)...	40,178,772.99
Unexpired Insurance.....	225,020.35
Accounts and Bills Receivable.....	11,018,394.48
Advances to Subsidiary and Affiliated Companies.....	22,684,944.16
Contract Advances.....	758,047.58
Cash on Hand.....	6,657,389.48
	\$144,584,652.12

### LIABILITIES

Capital Stock Issued.....	\$ 55,500,000.00
Six Per Cent. Debentures.....	16,386,000.00
Accounts and Bills Payable.....	14,590,070.13
Provision for Taxes.....	1,356,873.02
Provision for Interest on Debentures	491,580.00
Provision for Bad and Doubtful Accounts.....	300,000.00
Insurance Reserve Fund.....	500,000.00
Reserve for Sinking Fund and Depreciation.....	15,189,940.20
Surplus.....	40,270,188.77

\$144,584,652.12

Page three

## TEXACO STAR

It happened that the British soldiers used an American composer's music for their favorite war song, "Tipperary", and now word comes that the American soldiers in France have chosen the score of an English composer—from Sullivan's *Pirates of Penzance*—for their spontaneously adopted war song. Our first band of fighters, we hear, has taken heart and soul to singing "Hail, Hail, the Gang's All Here". This, says *Musical America*, "is better than the best expectations":

"Hail, Hail" seems to have fallen into desuetude for some years, tho we have few rollicking tunes that are at the same time as sturdy, as substantial, and as thoroughly fine. In creating it Arthur Sullivan, the greatest, freshest, and most national musical genius that England produced since Purcell, really gave a folk-song to the English-speaking world. We supplanted Gilbert's words with the harmless ribaldry that our men are today singing, but if these verses are less elegant than those of the immortal British satirist in the *Pirates of Penzance*, they fit right well in an intrepid soldier's mouth. But as far as we are concerned the melody's the thing, and in picking the one they did the "Sammies" upset the calculations of those folks at home who never in the blue moon credited them with such good taste and who have been working accordingly. To think that United States troopers go in for Sullivan rather than for some of the damnable stuff cooked up at home for their special consumption increases our respect for them threefold. We can hope for nothing better than that our Sammies will continue to proclaim in that healthy Anglo-Saxon tune the cheerful American information that "The Gang's All Here."

\* \* \*

The September issue of *The Red Cross Magazine* gives some of the cheery songs that the soldiers of France are singing. "As he has lived the Frenchman dies, singing, he dies for his country, content, singing." It is not possible to do justice to such songs in translation, and of course the singing plays the main part in their charm. The *chansons de route* would lose the most, yet we may try to imagine the gallant "*poilus*" marching along, singing:

Chantons comme nos Aieux,  
Chantons!  
Joyeux et légers comme eux,  
Chantons!  
Chantons, légère, légère,  
Chantons légèrement!  
Et marchons s'il faut marcher ;  
Marchons!  
Pas relevé, pied léger,  
Marchons!  
Marchons, légère, légère,  
Marchons légèrement!

S'il y faut tomber, tombons,  
Tombons!  
En tombant, nous sourierons ;  
Tombons!  
Tombons, légère, légère.  
Tombons légèrement!

For those who cannot read the French we may set down the literal meanings of the words, but there is no way to reproduce in our language their vivacity and sharp resonances.

Sing we as our forefathers,  
Sing we!  
Joyous and gay as they were.  
Sing we!  
Sing we lightly, lightly,  
Sing we full-lightly!  
And march we, since march we must ;  
March we!  
With lofty step, light of foot,  
March we!  
March we lightly, lightly,  
March we full-lightly!  
If we must fall, fall we,  
Fall we!  
Falling we shall laugh,  
Fall we!  
Fall we lightly, lightly,  
Fall we full-lightly!

\* \* \*

If a man rises to meet a large opportunity successfully, it is because he is made of the right stuff and has disciplined himself by diligence in smaller affairs. The big job never of itself makes the petty character great, even as the small job does not make little the big character.

\* \* \*

A man's character, as well as his intelligence, is largely revealed by what he regards as laughable.

\* \* \*

A new definition: An optimist is a fellow who will go to a restaurant without a cent figuring to pay for a meal with the pearl he hopes to find in the oysters.

\* \* \*

There is no disposition on the part of oil men to hold up the public as to price. Oil is not selling today as high as it would be selling if we had normal business conditions and no war. The great army of men who produce our oil for us are in many cases of the rough and ready sort, but they are not penny-spitters and they are not holdup men. I do not believe there is a more loyal or a more likeable bunch of men in the world. They don't sulk and they don't whine; but they have got to pay for their well-casing and their labor in the coin of the realm.—*Henry L. Doherty.*

## TEXACO STAR

No man sees less than he who always looks out for Number One.—*Cooper.*

\* \*

You will find that in all lines of important business the big men are those who began as poor boys and without influence rose to their present positions. It is just as true of the boy who, starting today, is eligible as their successor. "Pull" has not the slightest effect. Nor has the young man who gets to the office only when he must and keeps his eye on the clock, when the hour for leaving draws near, a chance. The young man who goes into a business so interested in it that he will forget there is a clock and so enthusiastic about it that he will work whenever it is necessary, need not worry about the future. No business is so big that such a man is lost in it.—*A. C. Bedford.*

\* \*

While all the preaching and calling for men to help win the war in the army and the navy, the fields and the shops, is going on, 20,000 able-bodied men are being paid for riding freight trains uselessly and lazily, under "full crew" laws in various states. If such waste is sinful in peace it is criminal in time of war.—*Railway Review.*

\* \*

The contract to supply the Navy Department with lubricating oils for the year ending June 30, 1918, has been awarded practically entirely to The Texas Company. The one exception is an ordnance item of 1,500 gallons for delivery on the Pacific Coast and to the Orient. The contract is virtually a continuation of the past year's contract under which The Texas Company delivered over 1,000,000 gallons of lubricating oil for the Navy's fighting units and auxiliary vessels.—*National Petroleum News*

### CRUDE OIL PRICES AT WELLS

September 1, 1917

Pennsylvania . . . . .	\$3.50	De Soto Light . . . . .	\$1.90
Mercer Black . . . . .	2.23	Crichton . . . . .	1.50
Corning, O. . . . .	2.60	Caddo Light . . . . .	2.00
Cabell, W. Va. . . . .	2.57	Caddo Heavy . . . . .	1.00
Newcastle . . . . .	2.23	Vivian Heavy . . . . .	1.00
North Lima . . . . .	2.08	Vinton . . . . .	1.00
South Lima . . . . .	2.08	Jennings . . . . .	1.00
Indiana . . . . .	1.98	Spindletop . . . . .	1.05
Princeton, Ill. . . . .	2.12	Sour Lake . . . . .	1.00
Illinois . . . . .	2.12	Batson . . . . .	1.00
Canada . . . . .	2.48	Saratoga . . . . .	1.00
Somerset, Ky. . . . .	2.40	Humble . . . . .	1.00
Ragland, Ky. . . . .	1.10	Goose Creek . . . . .	.90
California Light . . . . .	1.11	Corsticana Light . . . . .	2.00
California Heavy . . . . .	.78	Corsticana Heavy . . . . .	1.05
Kansas and Okla. . . . .	2.00	Petrolia . . . . .	2.00
Cushing . . . . .	2.25	Electra . . . . .	2.00
Haldton . . . . .	1.20	Markham . . . . .	1.00
Wyoming . . . . .	1.15	Thrall . . . . .	2.00

"Tis not in mortal to command success:  
But we'll do more—Sempronius—we'll  
deserve it."

The Kid has gone to the Colors  
And we don't know what to say;  
The Kid we have loved and cuddled  
Stepped out for the Flag today.  
We thought him a child, a baby  
With never a care at all;  
But his Country called him man-size,  
And the kid has heard the call.

His dad, when he told him, shuddered,  
His mother—God bless her!—cried,  
Yet, blest with a mother-nature,  
She wept with a mother-pride;  
But he whose old shoulders straightened  
Was Granddad,—for memory ran  
To years when he, too, a youngster,  
Was changed by the Flag to a man.

—*W. M. Herschell.*

### LIFE WISDOM

**The wisdom of the wise and the experience  
of ages may be preserved by quotation.**

—*Benjamin Disraeli.*

The race is run by one and one and never  
by two and two . . .

For the sin ye do by two and two ye must  
pay for one by one.

—*Kipling.*

Diseases are not the only things that are  
contagious. Courage is contagious. Kind-  
ness is contagious. Manly integrity is  
contagious. All positive virtues are con-  
tagious.—*Henry van Dyke.*

To discern between the evils that energy  
can remove and the evils that patience  
must bear makes the difference between  
manliness and childishness, between sense  
and folly.—*George Eliot.*

The chains of habit are generally too  
small to be felt, until they are too strong  
to be broken.—*Samuel Johnson.*

Every duty we omit obscures some  
truth we should have known.—*Ruskin.*

Nothing is truly good to a man which  
does not make him just, temperate, cour-  
ageous, and free.—*Marcus Aurelius.*

Remember this,—that there is a proper  
dignity and proportion to be observed in  
the performance of every act of life.

—*Marcus Aurelius.*

It is excellent to have a giant's strength,  
but it is tyrannous to use it like a giant.

—*Shakespeare.*

## TEXACO STAR

### VIEWS FROM NORTH CHINA

C. A. SEVERIN

In Charge Asiatic Territory of Export Department of The Texas Company

點  
幸  
福  
牌  
油

Translation: Use Yin Foo  
Brand Kerosene

點  
紅  
星  
牌  
油

Translation: Use Sing  
Brand Kerosene

IT is not here the intention to give a too lengthy description of the Chinese Republic, or facts and figures more or less known to the reader, but merely a brief outline of this vast country where The Texas Company is now marketing its products, followed by brief comments on some pictures touching the customs and habits of the Chinese people.

The total area of the Chinese Republic, consisting of China proper (divided into 21 provinces), Mongolia, Manchuria, Thibet, and Chinese Turkestan, aggregates some 4,400,000 square miles, with an estimated population of about 438,000,000 inhabitants or more than four times the population of the United States of America.

All of this territory was practically unknown to the West until 1842, when China finally agreed to open Amoy, Canton, Foochow, Ningpo, and Shanghai to foreign trade. As far back as the year 1670, and also at various later dates, the British and other powers made endeavors to trade with the Chinese, but they did not succeed until by the Treaty of Peking in 1842 with Great Britain, and in the course of the next few years with other powers, the principal Chinese seaports, as well as cities situated on the main rivers, were opened to foreign trade. From that time and at later dates,

permission has been granted for foreigners to settle at these places, certain parts of the city being reserved for that purpose.

The Treaty Ports now number 48, the last one being opened in 1898; but since then numerous ports have been opened to trade, simply permitting foreign steamers to discharge and load Chinese produce, without permitting the foreign concern to do business at these latter places under their own firm name.

The only foreign countries owning land in the Chinese Republic are England, France, and Japan. The Island of Victoria on which Hongkong is situated, in the province of Kwangtung in the South, and Weihaiwei on the Yellow Sea in the province of Shantung belong to Great Britain; Macao (lately Portuguese) and the peninsula on which is situated Dairen and Port

Arthur, in the province of Shenking, are now Japanese territory; and, finally, Kwangchow and the Islands of Tanhai and Nauchow belong to France.

The two principal trading ports on the Chinese continent are Hongkong and Shanghai. To these ports Chinese produce is brought on native craft along the many rivers from inland places.

China has many rivers, but few of them are navigable to any extent, except the Yangtze Kiang, which is 3,158 miles long and up which ocean going steamers can travel as far as Hankow, 595 miles from the mouth of the river. From Hankow further inland only flat bottom river steamers can go, and navigation there is very dangerous, owing to the rapids, especially in the vicinity of Ichang, one of the Treaty Ports northwest of Hankow.

## TEXACO STAR



Hongkong seen from the Peak



Shanghai "Bund," or Esplanade along the River-front

The tide in the Yangtze River is remarkably high, the level of the river in the upper reaches varying as much as 100 feet with the seasons. During these tides, and when

the river overflows its banks, it is extremely difficult to follow its course. It happened once that a steamer ran on the rocks and was left, when the water receded, 30 feet above the level of the river and over 100 yards from the water's edge, where it remained for over six weeks. At places such as Hankow, which is shown in the accompanying photograph with the Yangtze at low tide, solid granite walls are built along the river front allowing for a tide rise of 50 feet, the average being about 46 feet.

There are, roughly, 60 different tribes among the inhabitants of China, who, with few exceptions, all belong to the Mongolian race. Although the language of them all is Chinese, this language is subdivided into many dialects with widely differing pronunciations, often only locally intelligible. There is so much difference between the various dialects that the country cannot be said to have one common language. The only redeeming feature is that a person who speaks the Northern Chinese or Mandarin dialect can make himself understood almost anywhere in China, but he cannot himself understand the other dialects. Shanghai proper has a dialect all its own, which is not spoken or understood outside of the City of Shanghai.

Of the written language there are three distinctive styles, the Ancient, the Literary,

## TEXACO STAR



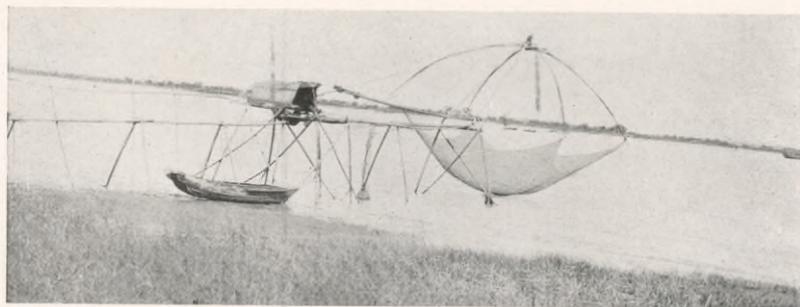
Granit wall at Hankow along the Yangtze river-front, protecting against tide rise of 50 feet

and the Official. The first two are intelligible only to scholars, whereas the third, or Official language, is understood throughout the Empire and is used for public documents and business correspondence.

In theory China uses the decimal system, but in actual practice the system of money is in a chaotic state. The standards vary not only in the different provinces, where each Governor mints the silver for his province (which as a rule does not add to the value of the coin), but also in the same town. "Cash," the monetary unit of the country, is a copper coin with a square hole in the middle, and these are strung on strings in rolls of 100. No foreigners ever

use this currency, its value being so small (from 20 to 30 cash, according to the exchange rates, equal one American cent) that only the poor class of Chinese use it for their small purchases of matches, rice, dried fish, *etc.* The money in general use is the Mexican dollar, which before the present war was worth about \$0.43 in U. S. money, but now, owing to the scarcity of silver in China, has had exchange value up to \$0.67 U. S. gold.

The principal food of the average Chinese is composed of dried fish and boiled rice. A coolie's food for one month averages a cost of, roughly, \$2 U. S. gold, but the well-to-do Chinaman is very fond of rich food. The



Fish Trapping—The man sitting in the little hut on the bamboo bridge lifts the net, which is fairly well balanced, out of the water every few minutes, hoping to catch one or two small fish passing over the submerged net at the moment he raises it.

## TEXACO STAR



Our Sub-Agent's Shop at Kiaochow

poor class (there is no middle class) subsist principally on coolie food. A great many earn their livelihood by being fishermen,—either deep sea fishing or trapping.

The Chinese are ceaseless in their toil, and, as time is no object, there are really no regular working hours, the carpenter, the blacksmith, and other journeymen continuing their work while daylight lasts and often by candle or petroleum light.

The Texas Company makes shipments to China of refined oil in cases, also lubricating oils in barrels and cases, and has a large and well established business throughout the entire country where our products have met with unqualified success.

In introducing our oils in North China the trademarks "Sing" and "Yin Foo" were adopted: "Sing", meaning *star*, serves also to familiarize the Chinese people with our Red Star and Green T trademark; "Yin Foo", meaning *good luck* or *prosperity*, uses a Chinese character, shown on our case ends, which is one of their five favorite characters, and, judging by the steadily increasing sales of this brand, it appears evident that our Yin Foo kerosene has already become a favorite among our Chinese friends.

The advertising of these brands is done largely by paper posters pasted wherever there is wall space. The illustration on the

following page shows one of these posters, with a translation of its reading matter which is in accordance with the Chinese trend of mind.

Our people in Shanghai have sent us the photographs here reproduced. They are very interesting, especially to anyone not acquainted with the Far East, and much information may be gathered from these pictures relative to the Chinese habits and customs.

The picture of our Sub-Agent's shop at Kiaochow shows a typical entrance to a Chinese shop. Standing in front are Mr. Hirakawa, Manager of the Oil Department of Messrs. Mitsui Bussan Kaisha, Ltd., the well known Japanese firm who are our general agents, and, at his left, Mr. Foo, Manager of the Sub-Agency; behind these stands the local Kiaochow Oil Manager. Our two brands, "Sing" and "Yin Foo", are in evidence; the poster behind the coolie (at the left of the picture) is telling the passerby that they cannot go wrong when they purchase Texaco products.

The Texas Company's godown (warehouse) at Tsingtau is a modern concrete building, the architecture of which plainly shows the foreign influence which the City of Tsingtau has been under for several years.

Inland from Tsingtau, on the railway line

TEXACO STAR



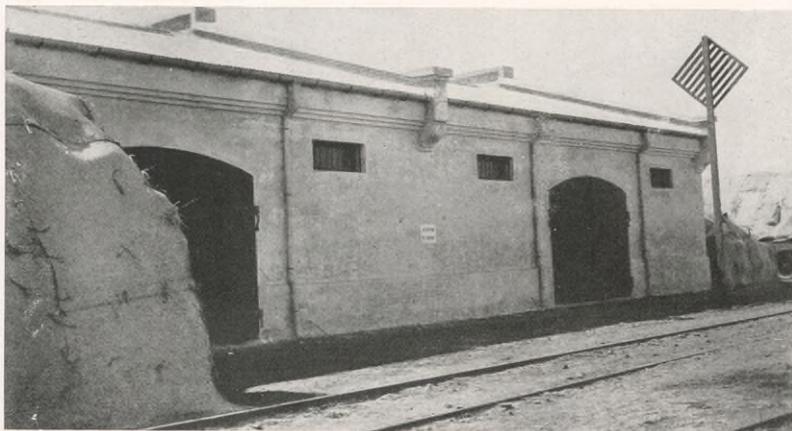
紅星牌  
 幸福牌  
 是頂好  
 煤油請  
 各家試用

各埠均有分銷處



Translation: Sing and Yin Foo brands are the best Kerosenes that have ever been manufactured. Please give them a trial. Agents for the sale of these brands everywhere.

## TEXACO STAR

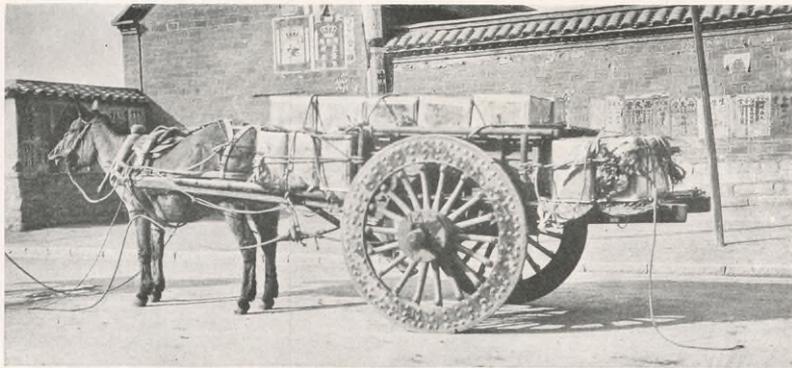


The Texas Company's godown (warehouse) at Tsingtau

connecting this part of the Chinese Republic with the main line running from Shanghai to Tientsin, lies the City of Tsinan, one of the main stations on the Nankin-Tientsin Railway. A photograph shows us how The Texas Company's kerosene oil is transported in this locality. The cart is a primitive affair drawn by a Manchurian pony. The oil was probably bought from one of our city agents. The buyer uncases the tins and either sells the cases or uses them as receptacles for various kinds of merchandise and for shipping goods destined for the country.



A first class passenger train on the Shanghai-Nankin-Tientsin Railway



Primitive pony cart distributing Texaco Kerosene in the city of Tsinan

## TEXACO STAR



Wheelbarrow conveying a passenger along with merchandise

Another mode of conveyance is shown in the picture of the wheelbarrow, with its wheel so situated that the weight of the load is practically entirely on the wheel and not on the coolie, whose main difficulty consists in placing equal weight on both sides of the wheel. These wheelbarrows are extensively used for passenger conveyances, and our picture shows the transportation of a passenger along with merchandise. It is questionable whether the coolie navigating this wheelbarrow would have permitted a

photograph to be taken if his hands had not been engaged. The usual aversion to the camera is shown on the part of the passenger who is holding his hands in front of his face to prevent recognition. The Chinese are very superstitious and look upon any photographic apparatus as something uncanny. They are very fond of fooling their gods, and every coolie believes that a likeness taken of him might accidentally find its way to the gods, and when he appears for judgment they might



Chair Bearers

## TEXACO STAR

recognize him from the photograph, which might not be to his advantage.

Although the coolies are very much afraid of the camera, under the influence produced by showing them some shiny silver money their hereditary aversion to the camera may occasionally be overcome. The photograph of the chair bearers was secured under such pressure, and with the assistance of a Sikh policeman, who took the picture, and who, judging by the language he used in trying to quiet the chair bearers, promised them all sorts of punishment if they did not comply with the wishes of the passenger. The coolies, possibly preferring to take the chance of their likeness not finding its way to their gods, besides being well paid for the posing, submitted, rather than run the risk of being clubbed by a big Sikh policeman, of whom all coolies are deadly afraid.

Throughout China, especially where the British predominate, the East Indian, or "Sikh", is employed extensively as well for private watchmen as in the police force, being considered more trusty than the native Chinese policeman. These Sikhs are noted for treating the Chinese, especially the coolies, in a very domineering manner, and, when required, with great severity, wherefore they are held in great respect and fear. Tourists visiting China will always remember their first experience with the ricksha coolie and the Sikh policeman, because the



Sikh Policeman

coolie, with all his illiteracy, is, nevertheless, perfectly able to spot a stranger, and is right away ready to take advantage of the occasion by charging his passenger what appears in his own estimation an exorbitant fare, but which, considering the



The staff of one of the large North China agencies of The Texas Company—Standing at the entrance of Messrs. Mitsui's up-to-date office building

## TEXACO STAR



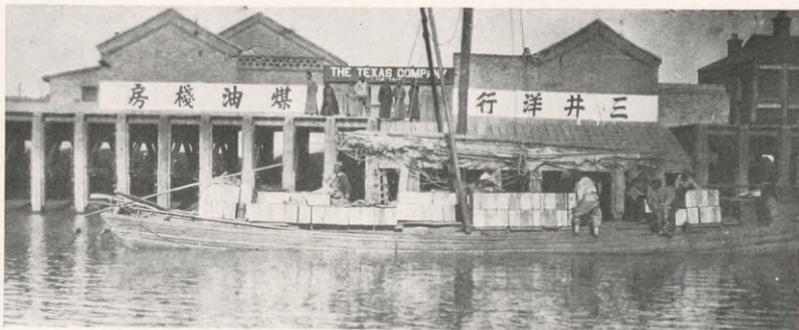
On Board a Coastwise Steamer—Another of The Texas Company's Agency Staffs

cost of transportation from a foreigner's viewpoint, seems very reasonable and is generally paid without protest. If the Sikh policeman, who generally is stationed at all entrances to hotels and shops, hears the fare asked, he will not allow an excess to be paid the coolie, from which usually results a conversation most edifying to the by-standing coolies who invariably join in giving their beaten comrade the laugh.

The photograph of the staff in charge of one of the larger North China Agencies of The Texas Company shows them standing at the entrance to Messrs. Mitsui's up-to-



The Ricksha



Another Warehouse of The Texas Company—Our name appearing over the entrance in Chinese characters—A junk is being loaded with our kerosene

## TEXACO STAR



Wharf in front of our godown, showing coolies carrying our cases on their shoulders

date office building; and a photograph taken on board one of the coastwise steamers shows another of The Texas Company's Agency staffs—all sturdy fellows, and, no doubt, optimistic rooters for Texaco products.

In another picture of a warehouse our name appears over the entrance in Chinese characters; below the warehouse is shown a junk being loaded with our kerosene.

The picture of a temple shows one of the many places of Chinese worship. The interior has many altars, one for each of the numerous gods, before which offerings are made at any time of the day the person may feel so inclined. The Chinese know

very well that the images in the temples are only images and cannot see, wherefore they, as a rule, cheat their gods by offering, instead of real money, an imitation of money, which can even be purchased from vendors inside of the temple walls. The Chinese standard is the so-called silver "shoe", which is a lump of silver with its weight stamped upon it and shaped in similitude of a Chinese shoe. The imitations of these silver shoes are made from paper, a whole string of which can be bought for a few cash (coppers) and offered to the particular god, no doubt appeasing his anger. The strange part of it is that, although the coolie thinks he is fooling the god, the



Chinese Temple

## TEXACO STAR

temple priests, of course, know of this custom, and they are the real sellers of the imitation offerings, thereby securing a revenue however small.

Chinese people who can afford it have their own private gods, images of whom are placed in their own houses or in gardens surrounding their houses. Our last picture shows a small image of the War God (not the Kaiser) the photo of which was secured only after much persuasion.

Needless to say, there are numerous very interesting features which cannot possibly be covered here, and at this time, concerning the customs and general mode of living of the Chinese, as well as of the foreign population throughout China, or connected with the progress of The Texas Company's business—something which we hope to make the subject of a further writing upon receipt of additional photographs of an interesting nature for the readers of the *Texaco Star*.



Image of the War God in a Private Garden

We are confronted with many difficulties in our attempts to get proper P. O. addresses for all The Texas Company men who are now in the army or navy. If those who would like to receive the *Texaco Star* will send us their addresses, and changes of address, the *Star* will always follow them.

This welcome letter from Mr. Fairfax Noble, giving his changed address, will enable us to send the September issue so that it will reach him:

Jacksonville, Fla. Aug. 19, 1917.

Editor *Texaco Star*:—Yesterday morning's mail brought me a happy surprise in the shape of a good old *Star*. It has been several months since I received a copy and I was much pleased. I have managed to keep pretty well in touch with the bunch, both while on duty in Tampa and since our return to the State Camp Training quarters. In fact, in the battalion my middle name is Texaco because of the handy little Home Lube oil can which holds the best oil for Uncle Sam's rifles in the world.

Probably if the rest of the Texaco fellows who are in uniform for the war would get one of those little green cans, not only will they be made most popular on inspection days but it will boost the old oil in the little can's sales.

Don't forget to keep the *Texaco Star* in the mail every month for at least one soldier.

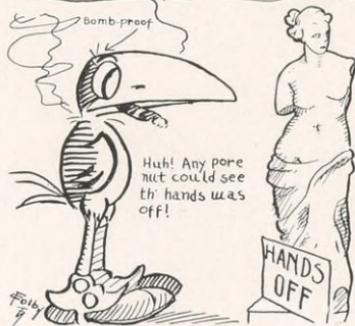
Yours in Old Texaco,  
Fairfax Noble,  
Company "D" First Fla. Infty.,  
Macon, Ga.—for September.

"Jimmy, didn't I tell you not to wear those long pants today? Get right out of them and into these short ones! You are going to travel for half fare."

—B. & O. *Employees Magazine*

### APHORISMS OF THE TEXACROW

The wife of any artist or musician will tell you that a "Artistic Temperament" aint nothin but a rotten disposition with a fancy name; and, O, Temperament, what sins are committed in thy name!



## TEXACO STAR

### DEPARTMENTAL NEWS

The Managers of the respective Departments have assigned to the gentlemen whose names and addresses are here given the duty of sending to the *Texaco Star*, on or before the twenty-fifth day of each month, reports of new appointments, transfers, removals, resignations, promotions, and other items of departmental news of general interest. Suggestions and information for this purpose should be sent to them before the twentieth day of the month. All are invited to co-operate.

Refining Dept.	C. K. Longaker, Houston
Natural Gas Dept.	D. P. Harrington, Port Worth
Fuel Oil Dept.	E. B. Joyner, Houston
Railway Sales Dept.	E. B. Joyner, Houston
Marine Dept.	{ E. C. Macmillan, Port Arthur
Legal Dept.	{ A. R. Weber, New York
Treasury Dept.	{ J. S. Ballard, Houston
Comptroller's Dept.	{ Lee Dawson, Houston
Sales Dept., S. Territory	{ B. E. Emerson, Houston
Sales Dept., N. Territory	{ M. G. Jones, Houston
Export Dept.	{ S. Slattery, New York
Purchasing Dept.	{ J. B. Nielsen, New York
Railway Traffic Dept.	{ J. W. Payne, Houston
Pipe Lines	{ A. M. Donoghue, Houston
Producers	{ Delbert Leggett, Houston

**REFINING DEPT.** John P. Horan, formerly chemist in the Bayonne and Port Arthur laboratories, has been commissioned 1st Lieut., Inf., U. S. R. A. He is now located at Fort Leavenworth, Kan.

B. S. Craig, electrical engineer, is 1st Lieutenant in a company of engineers organized at Sweetwater, Texas. His work will be handled by J. G. Evans, office work at Port Arthur; F. H. Wettengil at Port Neches; W. H. Telfaire at Terminal; A. J. Brown at Port Arthur Works.

D. M. Phillips, H. L. Minton, B. R. Schneider, H. T. Wilson, W. L. Donaldson, and J. G. Detwiler have received appointments to the second officers training camp at Leon Springs.

R. M. McWhorter goes to take examinations for Georgia officers training camp.

Changes at Port Arthur Works:

R. B. Jenkins, transferred from West Dallas Works to General Office at Port Arthur.

C. B. Hull, draughtsman in Houston Office, transferred temporarily to Port Arthur.

R. L. Stoop, from Houston to Port Arthur.

Miss Dot Palmer, added to office force.

E. B. Kershner, combustion engineer, resigned to take a position with an oil company in Tulsa.

Fred Erhardt has joined U. S. Navy as yeoman; Jimmie Russell, Co. A Texas Engineers; J. A. Dyson, a military band in Houston.

Company A Texas Engineers left Port Arthur tonight (Aug. 17) for mobilization camp at Fort Worth. . . . The Company left with 179 men and 3 commissioned officers, Captain R. A. McClenaghan (for some years a civil engineer with The Texas Company) in command. . . . The company is com-

posed for the most part of skilled mechanics and technical men.

The engineers had just returned from a very enjoyable trip to Port Neches. . . . Capt. McClenaghan declared before leaving that it was impossible for him to express to the good people of Port Neches the appreciation the boys felt for the farewell entertainment accorded them there.—*Beaumont Enterprise*.

The following telegrams show that he could not be located, but we may know he was somewhere in Arcadia:

Houston, Texas, Aug. 30, 1917.

C. C. Hawkins,  
Port Neches.

Please arrange to be in Houston tomorrow for meeting.

F. T. Manley.

Port Neches, Aug. 30, 1917.

F. T. Manley,  
Houston, Texas.

Replying to your wire to Mr. Hawkins would like to state that he is on his honeymoon. His whereabouts is unknown.

E. O. Smith.

H. F. Stuckey, formerly clerk at Port Arthur Terminal, now of Co. L 3rd Tex. Inf., received notice to report at Officers Training Camp, Leon Springs, Aug. 24.

Mr. and Mrs. F. T. Smith are the proud parents of a baby girl born July 29.



S. N. Damico, who left the Houston office of the Southern Terminals Division on June 9, 1917, to enter Quartermaster's Corps as sergeant clerk, has been recommended for promotion to First Sergeant and expects to enter the training camp at Leon Springs

## TEXACO STAR

Company A Port Arthur Rifles held a competitive drill at the Pleasure Pier on Aug. 29. A pillow cover, the handiwork and gift of Miss Ida Edwards, Registered Nurse in charge of First Aid at the Terminal, was presented to the best drilled individual. It was won by Frank T. Smith.

The young ladies employed on the Cap Line of the Case and Package Division are preparing to furnish a certain quantity of knit goods in response to the Red Cross call. Mrs. H. O. Preston is instructing those who are not acquainted with the art of knitting.

### Appointments and resignations:

Miss Essie Rigney, Ralph Peyton, and W. E. Adams, added to clerical force.

R. J. May, clerk, resigned to re-enter school.

J. C. Randolph, resigned to enter the army.

W. L. Weeks, called back to service as corporal in Battery B, Missouri Field Artillery.

M. G. Collins and C. H. Lange, of engineering department of C. & P. Div., drafted into army, the former at Rome, N. Y., latter at Ortonville, Minn.

Water shipments by The Texas Company from Port Arthur, Texas, month of August 1917:

Refined—Coastwise .....	914,972 bbls.
Refined—Export .....	831,866 bbls.
	1,746,838 bbls.
Crude—Coastwise .....	10,764 bbls.
Total .....	1,757,602 bbls.

Henry E. Peck and Arvid Anderson, who left Lockport Works in April, are with the U. S. Marines in France.

Spotlessly clean shirts and collars and a variety of ties are unusually noticeable at Lockport, precipitated by the entry into clerical and stenographic work of Misses Grace I. Wright, Harriett M. Sisson, and Esther M. Stevens.

There has been a dearth of visitors at Delaware River Terminal and it strikes us as strange that we have so few visitors, as we are located on the banks of the historic Delaware within an hour-and-a-half from Atlantic City, a half-hour from Independence Hall and Liberty Bell, two-and-a-half hours from the Capital City of our Country. We desire visitors from the other Terminals, from the rock-bound coast of Maine to the sun-kissed shores of the Gulf, and if you will call on us we shall endeavor to make your visits interesting.

It looks as if our office force and other departments will be somewhat depleted, as several of our young men have passed the

physical examinations; we shall be sorry to lose them, but if they must go they will go with our best wishes and prayers for their safe return.

Samuel W. Green, lately of the DuPont Powder Works office, has been added to our office force.

We are coming strong at this terminal in developing base ball talent; on Saturday, Aug. 4, The Texas Company Base Ball Team of Marcus Hook beat the strong Boothwyn team 3 to 1, and on Aug. 11 they beat the Congoleum team 4 to 0. We also loaned the Philadelphia Sales District a battery—Mike Lee and Ike Randolph. This battery was used against the team of the Pure Oil Co. and it is a coincidence that both our Marcus Hook team and the Sales Force team, aided and abetted by Mike and Ike, succeeded in giving nothing but goose eggs and making the same score. We naturally are more or less proud of our achievements and are now willing, and in our estimation able, to meet all comers.

### MARINE

Voluntary contributions taken among the crew of our S. S. *Georgia* made up a total of \$208, which was forwarded to the American Red Cross Fund.

### LEGAL

#### DEPT.

This pleasing card was received from Mr. Sweeney, of our Insurance Division, in New York:

To introduce *Charles*, born to *Mr. and Mrs. J. M. Sweeney* on Aug. 14, 1917, weighing 10 lbs.

### COMPROLLER'S DEPT.

Houston friends of M. H. Schermerhorn, Agent for the Company at Pecos, Texas, who was formerly in the Comptroller's Department at Houston, were grieved to learn of his passing away, which occurred August 23. Heartfelt sympathy is extended to his bereaved wife.

H. M. Webb and Eugene Ruiz have been added to the stenographic force in the General Office.

E. S. Morris, stenographer, transferred to Legal Department.

Albert Dee Simpson, formerly assistant to the President of Southwestern University at Georgetown, Texas, bookkeeper in General Office.

T. A. Pope, for some years with G. C. & S. F. Ry. at Galveston, Texas, clerk in General Office.

J. D. Dickson, general clerk, resigned.

### SALES DEPT.

Houston District.—A P-S. TERRITORY appointments and transfers:

L. G. Marsters, Agent at Laredo, Texas, *vice* Edward Brooks resigned.

A. H. Strahle, Agent at Mission, Texas, *vice* Mrs. F. W. Stewart resigned.

A. H. Menefee at Moulton, Texas, *vice* G. T. Halton enlisted in U. S. A.

## TEXACO STAR



How is this for a two-man Station? The Station is not being moved, nor are they emptying the warehouse; the goods are going out to fill orders. It is simply distribution day for Axle Grease at a two-man Station which distributed over 10 tons of grease during the month of July along with the regular output of lubricants and lighter products

W. L. Massie, Salesman out of Houston *vice* C. K. Ryan resigned to enlist in Coast Artillery.

B. L. Dickhut, Machine Bookkeeper No. 1.

O. D. Lemke, from stenographer to Machine Bookkeeper No. 2.

Oklahoma District.—Mr. and Mrs. R. C. Galbraith passed through Oklahoma City *en route* to Denver for an outing. The District is hoping Mr. Galbraith will favor us with a visit on his return trip.

### Appointments and resignations:

With regret we lose L. R. Cook from the District Office, but Uncle Sam seems to think he is a fine subject to defend the Nation's interests.

Louis McAfee has been notified to report and be examined for the selective draft and we fear another vacancy will be regretted in the office.

F. L. Cox, stake wagon driver at Port Smith, Ark. *vice* W. H. Lake resigned.

A. W. Pain, ass't warehouseman at Tulsa *vice* L. D. Davidson resigned.



Delivering grease on "Grease Day"—Another picture from the grease drive that is being pulled off in Houston District. The wagon loads represented were not for big deliveries to single customers but for small lots of three cases to each customer.

## TEXACO STAR

Wm. McComb, second ass't warehouseman at Tulsa Station.

P. R. Finch, clerk at Oklahoma City F. S. No. 1.

The following poem has appealed very much to some of us and it may be of interest to other readers of the *Texaco Star*:

### THE HOUSE BY THE SIDE OF THE ROAD

He was a friend to man, and lived in a house by the side of a road.—*Homer.*

There are hermit souls that live withdrawn  
In the peace of their self-content;  
There are souls, like stars, that dwell apart,  
In a fellowless firmament;  
There are pioneer souls that blaze their paths  
Where highways never ran:—  
But let me live by the side of the road  
And be a friend of man.

I see from my house by the side of the road,  
By the side of the highway of life,  
The men who press with the ardor of hope,  
The men who are faint with strife;  
But I turn not away from their smiles nor their  
tears—

Both parts of an infinite plan—  
Let me live in my house by the side of the road  
And be a friend of man.

Let me live in my house by the side of the road  
Where the race of men go by;  
They are good, they are bad, they are weak, they  
are strong,

Wise, foolish,—so am I.  
Then, why should I sit in the scorner's seat,  
Or hurl the cynic's ban?—  
Let me live in my house by the side of the road  
And be a friend of man.

—*Sam Walter Foss.*

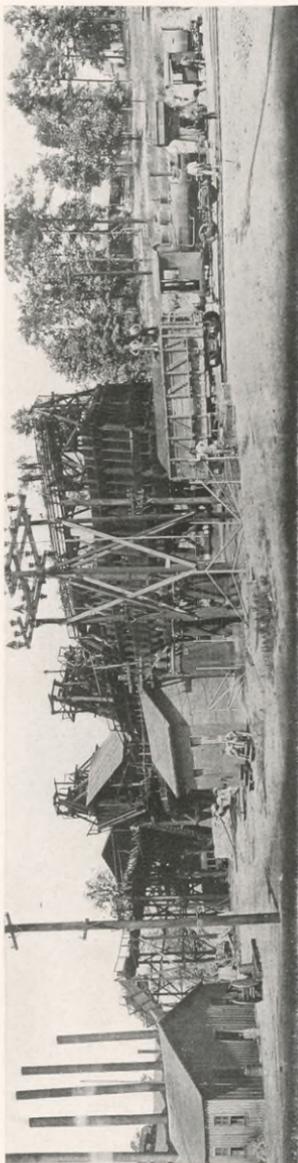
El Paso District.—Morgan Hayney Schermerhorn, Agent at Pecos, Texas, died at his home in Pecos on August 23. In the death of Mr. Schermerhorn we have lost one of our best men and his loss is keenly felt. Mrs. Schermerhorn has the heartfelt sympathy of the entire District.

It is with mixed feelings that we report the enlistment of Salesman G. M. Shanks in the Aviation Corps. We always knew that "Gus" was a "bird", but we hardly thought he would some day fly. The loss of Gus is somewhat of a blow to us, but we know that the best man we ever had will make one of the best men Uncle Sam will ever have.

A young lady, weight  $8\frac{1}{2}$  pounds, arrived at the residence of Salesman R. L. Howell on August 2. Congratulations, Old Man, and here's hoping you will pass the "smokes" again some day!

New Orleans District.—Tank Wagon Drivers make their own ads:

*Page twenty*



Yolande Coal and Coke Company, Yolande, Alabama.—This plant is lubricated exclusively with Texaco products—Output of mine 1,000 tons per day—1,000 bee hive coke ovens, J. B. McCleary, President and General Manager; E. L. Elliott, Superintendent; O. J. Tuck, Master Mechanic.—The photograph shows General Manager McCleary and Master Mechanic Tuck standing by the locomotive.

## TEXACO STAR

New Orleans, July 31, 1917.

Mr. W. E. Bradford,  
Superintendent, City.

Dear Sir:

We were requested by Retail Grocers' Association to place an ad in the program of their Annual Picnic. Inasmuch as this trade is handled by our tank wagon drivers it occurred to me that it would be well for them to get up an ad suitable for the purpose. For the best I offered as a prize a new hat. It was decided Mr. McGartlin was entitled to the hat. I herewith hand you his ad, with the two next best, and ask that you publish them in the *Texaco Star* if you can consistently do so.

Yours truly,  
M. A. Dyer, Agent.

### CRYSTALITE KEROSENE

It's used in England, France, and Spain,—  
Throughout the States to Bangor, Maine.  
Texaco Products are always right,  
Especially so is Crystalite.

THE TEXAS OIL COMPANY

Phone Main 2884

—Py J. C. McGartlin

INSIST ON TEXACO CRYSTALITE  
The Best Refined Oil For Lamps and Heaters  
Because It Is

C-lean  
R-eliable  
Y-ielding  
S-afe  
T-ransparent  
A-ppropriate  
L-uminous  
I-ncomparable  
T-ranscendent  
E-efficient

Sold By All Progressive Grocers and  
THE TEXAS OIL COMPANY  
Main 2884

—Ey W. A. Fitzgerald

What is the article most needed at night?  
—CRYSTALITE  
What is it that makes the night bright?  
—CRYSTALITE  
What will you buy for your wife?  
—CRYSTALITE  
What makes lamps the rival of sunlight?  
—CRYSTALITE

Sold By Grocery Stores and  
THE TEXAS OIL COMPANY

—Ey P. J. Quirk

Birmingham District.—Agent Murphy, Gadsden Station, slipped off one Saturday night not long since and married. The happy couple made a bridal trip to some of the Gulf Coast resorts.

Former Price and Order Clerk Bethea won a Captain's commission at the training camp at Fort McPherson, Ga.

Former Statistical Clerk Price is a 2nd Lieut. at Fort Myers, Va.

Former Chief Accountant Adams, who enlisted in the Engineers' Corps, has sailed from New York.

Stock Clerk Brown has been selected for service in the army.



Engineer Salesman W. G. Harvey making a demonstration of Crater Compound on a Lima geared engine for the Everglade Cypress Company, at Loughman, Florida. Mr. Harvey writes: "I was showing Mr. Mickler, M. N., and his operator how hot Crater Compound should be applied, but the operator of the kodak had never handled a kodak before and he did not get us all in the picture; anyhow Crater Compound always wins a home wherever it is properly applied and this case was no exception."

SALES DEPT. New York District.—Representative E. J. Quirk of Metropolitan Territory has followed the example set by Representative H. S. Gruet of Albany Territory by sending to all employees a circular letter, "Who's Running Your Job?" which is a very apt reminder to all.

J. M. LaFrance returned from a trip in New York State with orders for five carloads of lubricating oil for immediate delivery. He also secured large contracts covering 60 plants of one big concern operating all over the U. S.

The Texas Company's exhibit at the Middletown, N. Y., Fair attracted more than ordinary attention; I. M. Williamson was in charge, and L. A. Jacob, Superintendent of the Advertising Division, visited the Fair and placed his stamp of approval on the exhibit.

Representative F. W. Gallagher has inaugurated an advertising campaign in the Newburgh territory.

## TEXACO STAR

Lieutenant Harold Vincent Jellicoe of the Royal Flying Corps, a nephew of Admiral Jellicoe of the British Navy, called at the New York Office to make his farewells. He recently fell with his machine in making a landing in Canada, smashing the machine and spraining his ankle. He was picked up by Vernon Castle, of the same corps, but was ordered to make another ascent to test his nerve. Lieutenant Jellicoe will soon leave for France.

R. H. Sharpe, former agent at Rye, N. Y. is spending a few months at Saranac Lake, recuperating from a breakdown. All his friends join in wishing him speedy recovery.

B. B. Burrill, of the Office force, met with a painful accident on August 2, just at the close of the severe hot spell. He fainted and fell down a flight of stairs, breaking his wrist in two places.

John Frederick, Jr. arrived on Aug. 9 at the home of Salesman J. F. Weller.

### Transfers and other changes:

A. Mathias, transferred from Southern Territory to Agent at Youngstown, O.

J. L. Marsh, from Agent at Youngstown to salesman Youngstown territory.

J. H. Allen, from Agent at Watervliet to clerk at Albany, N. Y. Station.

P. H. Noonan, from Agent at Saratoga Springs to Agent at Watervliet, N. Y.

Robert Blaylock, from Agent at Bedford and Flatbush F. S. Brooklyn, to Agent at Norwalk, Conn.

Joseph Carpenter, from Clerk at White Plains to Acting Agent at Mount Kisco, N. Y.

Thos. Day, from Chauffeur to Agent at Morristown, N. J.

W. C. Buss, Agent at Saratoga Springs, N. Y.

W. E. Bond, Agent at Barren Island, N. Y.

W. E. Titchner, from District Office to salesman Albany territory.

G. W. Ahl, salesman Albany territory, resigned.

Our faithful order clerk, William Gilliam, has been certified for the army. Also J. J. Coyle, of the Office force has been called.

Hamilton H. Webber, White Plains salesman, will report to Fort Niagara for army service.

"Joe" Davis, salesman Kingston territory, is in Officers Reserve at Fort Oglethorpe, Ga.

Boston District.—We were pleased to have Mr. Woodbridge in the District and at the office recently.

Annual meeting of Agents and Salesmen of the District will be held in Boston Sept. 20-21.

Sidney Hayes Cox, formerly Contract Clerk, and Miss Alice Mary Ray were married on August 15 at Waverly, Mass. Mr. Cox has just received his commission after training at Plattsburg. Congratulations and all good wishes.

A. D. Murray, Chief Machinist Mate in United States Navy, formerly our Representative at Cape Cod, Mass., one of the first men wounded in our war.



R. J. Hampton and Victor Reed of the Boston District Office, members of Company E, 8th Massachusetts Infantry.

"Dick" Hampton is in charge of the motor cars of his regiment and sees to it that only Texaco motor oils and greases are used.



### Appointments and changes:

C. W. Fuller, in charge of credit matters vice Creditman H. D. Ward transferred to Philadelphia.

C. M. Carpenter, from Assistant to Acting Agent Commonwealth Ave. F. S. vice C. E. Patch resigned.

F. S. Lane, Agent Falmouth, Mass. Ref. Station vice W. L. Bryant resigned.

E. N. Wattles, from agent in training to Agent Newton Lower Falls, Mass. Ref. Station vice T. C. Hyde resigned.

H. S. Jose, to Agent Forest Ave. F. S. Portland, Me. vice W. J. Burton resigned.

C. F. Coyne, to Acting Agent Swampscott, Mass. Ref. Station vice D. A. Marshall.

Among those who joined military service from this district: Chas. A. Gibbs, Clerk and Cashier at Newton Lower Falls, Mass.; Chas. O. Spear, Jr., Agent Forest Ave. F. S. Portland, Me.; E. G. Brady, Sheet Reporting Clerk Dist. Office.

## TEXACO STAR

Philadelphia District.—Much interest is centered around a coming event with which nearly every employe in the District is connected. That is Field Day, to be held on Franklin Field Sept. 22. It looks as if Texaco will shine in carrying away prizes, as all who have entered are trying to break records running around the College Wall. Those desiring to enter any of the sports, which will include all held at a regular Field Day Meet, may do so by communicating with R. C. Rennie, Secretary.

On August 20 the Frederick, Md. Station opened with R. H. Magruder as Agent and F. Russell Jones as Ass't Agent and Cashier. We look for a big business.

We recently enjoyed a visit from Mr. Bolt of the Chicago Office; his stay was too short and we hope for another visit.

Miss Maud Fields, Chief Telephone Operator at Delaware River Terminal, paid the Office a visit. We sincerely trust the next time Miss Fields makes a trip to Philadelphia that it will be a little longer than her last.

### Appointments and transfers:

H. J. Wilson, Chief Lub. Engineer vice J. T. Snow transferred to Boston District.

H. D. Ward, Creditman, transferred from Boston.

R. J. Hickey, Stock Clerk, from Snyder Ave. Sta.

R. J. Kelly and G. A. Gillen, Machine Operators

M. J. Durkin, Mail Clerk; J. K. Murphy, Lub. Clk.

Norfolk District.—The Construction Department has turned over to us the new station at Asheville, N. C. This is considered to be the very last thing in station construction.

F. J. Shipman of the "Navy Department" visited Norfolk District in August, and, as usual, we were all glad to see his smiling face.

P. D. Nash, of Gen'l Lub. Ass't C. H. Parker's Office in New York, visited the District in August. It was a pleasure to have Mr. Nash with us..

J. Warren Thompson called at the Boston Office while on a vacation and reports that he was warmly welcomed there and had "the time of his life."

H. F. Butt, Jr., Agent at Wilmington, N. C., is ill and Relief Agent L. A. White is looking after the station. We hope Mr. Butt will soon recover.

The 4th Va. Infantry gave a farewell parade in Norfolk on Aug. 24. Among those marching were J. Mac Henderson and Jesse Reid of the Texaco Family.

Gen'l Ass't E. H. Oakley received appointment for Officers Training Camp at Fort Myer, Va. The host of friends he has made here look for the day when "E. H. O." will return with the rank of General.

### Appointments and transfers:

Chas. L. Rogers, Agent at new station at East Lexington, Va.

Burruss Corpnew, Agent Norfolk Station.

L. J. Royal, Relief Agent Norfolk District.

C. E. Krause, from Agent Norfolk Station to Agent at Henderson, N. C., also to look after the clerical work at Louisburg, Oxford, and Warrenton.

J. H. Sumrell, from Relief Agent Norfolk District to Ass't Agent at Gastonia, N. C.

H. B. Jordan, from Fuel Oil Agent at Richmond to Agent at Roanoke vice H. A. Wild resigned.

H. S. Simcoe, from District Office Accounting to Clerk and Cashier at Greensboro, N. C.

J. C. Bowen, Price Clerk; J. O. Beasley, Extension Clerk; Travis Tate, Checking Clerk; Miss M. C. Holmes, Stenographer in District Office.

Chicago District.—O. J. May has been commissioned Captain in U. S. A.

Salesman C. L. McNamara, St. Louis, has resigned.

Cashier "Jeff" Trimble, who was operated on for appendicitis, is back on the job.

Added to Accounting force: E. J. Maloney, Aug. Johnson, Walter Clair, F. R. Rurge, M. E. Fishleigh, R. A. Millar, Edw. Miniak.

### RY. TRAFFIC DEPT.

L. C. Rodger, E. G. Kisen, and A. N. Heimer of the New York Office of the

Railway Traffic Department, in response to the call of their country, volunteered in the U. S. Army during the month of July. Kisen and Rodger volunteered early in July prior to the draft call, and Heimer, who is only 19 years old and therefore not subject to draft, had previously made three attempts to enlist without coming up to the physical standard, being accepted, however, in his fourth attempt.

### EXPORT DEPT.

Chr. A. Damm, in charge of the Asiatic Division of the

Export Department, announces that by virtue of authority granted by the Supreme Court of the State of New York, August 10, he has changed his name to Chr. A. Severin.

A. A. Gaskin and I. N. Gordon have joined the staff of the Export Department.

P. Van Wagner is now in charge of the Lubricating Division, succeeding C. R. Campbell who will shortly have the honor of serving his country in the new Army.

W. R. Jackson has enlisted in U. S. A.

## TEXACO STAR



Alice, at 5 months, daughter of Mr. and Mrs. J. M. Charlton of The Texas Pipe Line Company's warehouse at Sour Lake, Texas

PIPE LINES J. G. Quinn, who has been east several months for his health, has returned much improved, to his duties at Wichita Falls.

W. A. Powers has been transferred to Houston Office of Refining Department.

PRODUCERS From a letter dated at Denver, Colo., Aug. 3, 1917, to Judge Wm. D. Bates from E. W. Lewis of the P. O. Co.'s Land Department, Denver Office:



Eight months old son of Charles Minor, Electrician, Sour Lake, Texas

I am enclosing a couple of Kodak pictures taken on July 29th in the mountains. This point is known as "Corona, the Top of the World", and is about 63 miles by railroad from Denver, but probably less than half that distance by air line, and has an altitude of over 11,600 feet. This is supposed to be the highest point of any standard gauge railroad in the world. The trip is simply wonderful. It takes 3 huge locomotives to pull a few cars up the steep mountain grades, going through 32 tunnels in a few miles. At some places you can look down the mountain side and see the track in 4 different places as it winds up the sides. There is snow at this point the entire year, and as you can see from the picture we were playing in the snow. The picture of the 3 shows myself and wife and sister-in-law; the one of the 4, myself, father-in-law, mother-in-law, and sister-in-law—my wife taking the picture. I would be glad to have you show it to all the boys, as well as my other P. O. Co. Houston friends. May be it would make good material for P. O. Co. contribution to the *Texaco Star* during this extremely warm weather.

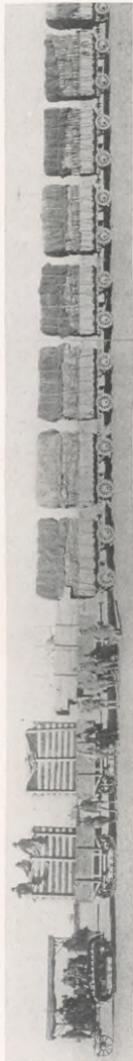


At Corona—The Top of the World

# SUGGESTIVE INDEX OF CURRENT ARTICLES

THE MAIN INTEREST IS INDICATED BY CLASSIFICATION OR BRIEF COMMENT

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.



Holt Caterpillar Tractor pulling a train of trailers somewhere in the United States. This tractor hauls the 11 trailers shown in the picture (more than 200,000 pounds) over roads which could not be traversed with the usual team of army mules and a single "chuck" wagon. Texaco motor oils are being used exclusively on this unit and Texaco Thuban Compound is being used on transmission and chains.

**REFINING** Analyzing Manufacturing Costs to Increase Profits, by C. W. Starker—*Industrial Management*, Aug. 1917.

Treats Oil Vapors With Electrical Current—*National Petroleum News*, Aug. 1917.

"Inventor claims gasoline yield could be increased 6,000,000,000 gallons."

**ENGINEERING** Unknowns of Structural Engineering, by W. M. Wilson—*The Iron Trade Review*, July 12, 1917.

**NATURAL GAS** Producers Gas and Its Industrial Uses, by F. W. Steere—*The Iron Age*, June 7, 1917.

**SALES** Exclusive District Can't Bar Gas Station—*National Petroleum News*, Aug. 1917.

"Philadelphia Court rules it is no nuisance to high class residence district."

Girls as Service Station Attendants—*National Petroleum News*, Aug. 1917.

**LUBRICATING** The Testing of Lubricating Oils, by Hugh K. Moore and G. A. Richter—*Metallurgical and Chemical Engineering*, June 15, 1917.

The Care of Turbine Oil—*Power*, Aug. 7, 1917.

**PRODUCERS** Concrete Storage Practical for Heavy Oils—*National Petroleum News*, Aug. 1917.

**GENERAL** Fitting Employes for New Jobs, by Archer Wall Douglas—*System*, Aug. 1917.

Foremen—Such as America Needs, by George W. Bowie—*Industrial Management*, Aug. 1917.

Tested Plans that Add to an Employee's Income, by Wilfred G. Astle—*Industrial Management*, Aug. 1917.

"To restore, so far as possible, the individuality of the employe by making his success partly dependent upon his firm's success."

Planning Ahead: My Biggest Job, by John North Willys—*System*, Aug. 1917.

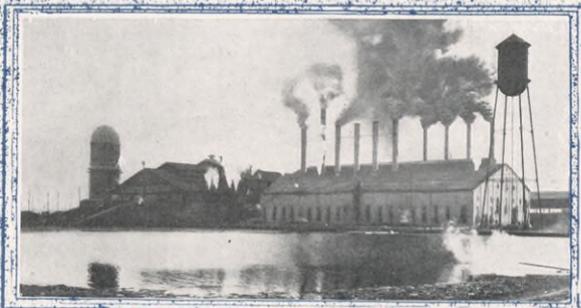
How My Desk Saves Time For Me, by O. A. Owen—*System*, Aug. 1917.

Unfairness of \$1.26 For Fuel Oil—*National Petroleum News*, Aug. 1917.

Taking Railway Law-Making by the Forelock, by Howard Elliott—*Railway Review*, July 28, 1917.

The Road to Industrial Peace, by Dr. Charles W. Eliot—*The Nation's Business*, Aug. 1917.





## Anybody in the house who doesn't know **BOGALUSA, La.?**

**W**ELL, sir, for your benefit, we will recite "Bogalusa's Claim to Fame." As far as we know, Bogalusa has not produced a President or a great left-handed pitcher, but despite this handicap this hustling little city belongs among the great ones.

For Bogalusa is the home of the great Southern Lumber Company whose saw mills are the largest in the world.

How large—you may gather from the fact that their capacity is **ONE MILLION BOARD FEET OF LUMBER PER DAY.**

Here you will find the most modern and up-to-date equipment, including huge Corliss engines, dynamos, high-powered turbines, locomotives, skidders, unloaders, and the thousand

and one machines required to handle this great output.

And every bearing, cylinder, slide, guide, gear, pinion, cable, and chain is lubricated with a Texaco Lubricant—and has been for years.

This huge industrial operation demonstrates the efficiency and versatility of Texaco Lubricating Service, the service that means giving you the right oil for the right place.

Incidentally, this company is a great booster for **TEXACO CETUS OIL** for their steam turbines, and **TEXACO CRATER COMPOUND**, the great lubricant and preservative for cables and gears, on all outdoor equipment, pumps, etc. **THE TEXAS COMPANY** is doing some mighty big things in every branch of the industry.

**LET US TELL YOU WHAT WE HAVE  
DONE FOR CONCERNS IN YOUR LINE**



**THE TEXAS COMPANY**  
**HOUSTON CHICAGO NEW YORK**

Offices in Principal Cities

*There is a Texaco Lubricant for Every Purpose*

