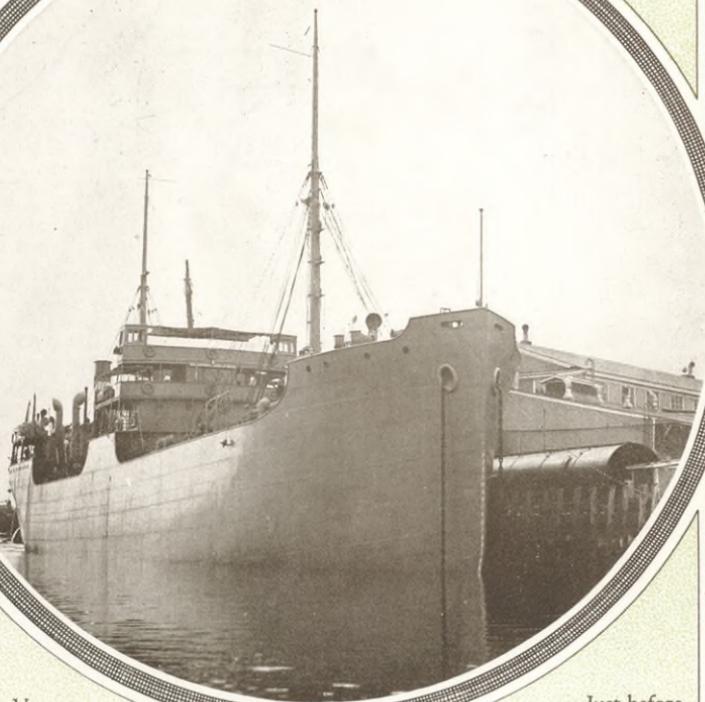


TEXACO STAR

FOR EMPLOYEES OF THE TEXAS COMPANY



M. V.
"SOLITAIRE"
In Wet Basin at Shipyard,
Bath, Me.

Just before
Leaving for
Standardization Trials on
Rockland, Me. Navy Ranges





Houston, Texas, April 16, 1920

"LUBRICATION"

Mr. L. A. Jacob, Supt. Advertising Division,
The Texas Company,
17 Battery Pl., N. Y. C.

Dear Sir:

Mr. W. W. Jourdin, in charge of the entire mechanical department of the well-known Inspiration Consolidated Copper Company's plant at Inspiration, writes to me as follows:

"Your company is to be congratulated on the improvement of your monthly publication LUBRICATION and I will state that I derived considerable pleasure and information from the perusal of the March number."

Mr. Jourdin is one of the best known mechanical men in the mining regions of the West—in fact, no one stands higher as an engineer, and he is, in a general way, looked up to by all classes of mechanical men. Coming from such a source of importance I regard his comment on LUBRICATION as a very high compliment, and believe you will be pleased to know how LUBRICATION is regarded by people of this class, in the West. *

Yours truly,

RCG-GT.

Signed— Robt. C. Galbraith

* Please Note, RCG:

North, East, and South, as well. We are getting some mighty fine letters from all over the World. So we take this occasion to tell the whole sales force that there is room on the mailing list for a large number of high-class "Lube" prospects and customers.

LAJ.

GET OUT YOUR BOOKS!

When all the trees are drab and bare
And early comes the lengthened night;
When noiselessly the falling snow
Has wrapped the earth in robes of white;
When tingling cold and frosty rime
Have stilled the tongues of babbling
brooks—
You've reached the psychologic time—
Get out your books!

Last summer, when you used to shirk
Your studies for the baseball game,
You promised you would set to work
As soon as winter weather came.
You're going back upon your word
Of honor—that's the way it looks;
So let your pride and hopes be stirred—
Get out your books!

Don't get the notion that you know
Sufficient for your daily need,
For such a state of mind will show
That all your brains have gone to seed.
It's shaky ground you're standing on,
And if you're not held fast with hooks,
One little slip and you'll be gone—
Get out your books!

You'll find you're far from up to date,
If you will pause awhile to think,
But you can soon improve your state
With pencil, page, and printer's ink.
It takes some patience, that is true,
And lots of grit; but then, gadzooks!
There's sand and grit in each of you—
Get out your books.

—R. T. Strohm.



THE LAFAYETTE ESCADRILLE INSIGNIA—INSTITUTED IN DECEMBER 1916
Each plane carried these insignia on each side of fuselage, and also the pilot's personal marks

TEXACO STAR

VOL. VII

OCTOBER 1920

No. 12

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

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Address: Texaco Star, 320 The Texas Company Building Annex, Houston, Texas

NOTICE.—There will be no November issue of the *Texaco Star*. For good reasons this has been determined. All matter for the Christmas Number should be received before November 15.

Seven years ago the *Texaco Star* began Vol. I, No. 1, in November 1913. No month has been skipped during the seven years. It has been mailed regularly on the 15th day of the month,—having been a day or two late only three or four times. Incidentally, the December 1920 issue will be styled Vol. VII, No. 13, and the January 1921 issue will be Vol. VIII, No. 1. Thus, for the future, the Volume will correspond to the calendar year.

★ ★

Why Call It Thanksgiving?—Several years ago *The Independent* asked this question as the title of an article which criticized variously the manner in which Thanksgiving Day was popularly observed—as exemplified in the newspaper reports of sermons and essays on the occasion. Many particular points of censure were well taken, but the general summation of the criticism, with which the article concluded, was, in my judgment, largely mistaken. It may be profitable to briefly rehearse the article.

It began with the old and therefore good story of a funeral where the clergyman expected to officiate failed to appear at the grave. So the undertaker asked if some one present would not say a few words. After a decent pause a man stepped forward and said that if no one else wished to occupy the time he would like to give a short talk on the Single Tax. This story well illustrates the propensity of undisciplined human nature to seize any occasion however inappropriate to obtrude an interest by which the mind is obsessed—a characteristic of the "one-ideaed" or "single-tracked" mind. And the examples

from the news reports referred to justified the application of the story to many public observances of Thanksgiving Day.

Another good point was made in comment upon a resolution adopted by a congregation, giving thanks to President Wilson that the nation had been kept in the paths of peace. "We do not wish," commented the critic, "to belittle the part of the President in keeping the nation in these paths; but we supposed when he called upon the country to express its thanks, that he did not expect them to be telegraphed to Washington but directed toward Heaven."

The article concluded:

There has been, in fact, only one genuine Thanksgiving Day. That was held in 1621, when an unhopd-for harvest saved the lives of the Massachusetts colony. All the other Thanksgiving Days have been imitations of this original and spontaneous outpouring of public gratitude and the imitations get poorer and poorer year by year until now it is a question whether the day has a right to the name. If we have lost the power or the right to give God thanks for national blessings let us be honest and say so, not call a season of fault-finding and repentance a "thanksgiving."

While there may be some propriety in this last general criticism, it, as I have said, largely misses the mark—and misses it in a way characteristic of the journal (and all of its kind) that made it.

The sentimentalists, typified by Rousseau, all assume a goodness of human nature which if given free play will always be in the right; they blame their own faults and the misdoings of men generally on some real or fancied social injustice. To such egoistic romanticists *repentance* in any event seems uncalled for and a proper connection between repentance and thanksgiving inconceivable.

The truth is, the thankfulness of a sane mind and sound character generally involves more or less repentance; because

TEXACO STAR

the main reason for being thankful to a longsuffering Providence consists in the many "suspended sentences" upon follies, weaknesses, and sins of which the best of us knows he has been guilty—and responsibly guilty.

★ ★

Having been thus led to speak of repentance, I will add that sentimentalists of a different sort from Rousseau make a different mistake about it. They do not deny the propriety of repentance, but they are exceedingly shallow or flippant about it. Immediately upon recognizing that they have been wallowing in some vile-ness, they grasp at the moral leadership of others without waiting to rehabilitate themselves. It is important for the development of strength of character to understand the function of repentance in the moral order and divine governance of the universe. To man does indeed belong the power to cooperate with divine grace in undoing his wrong deeds, thus reversing the wheels of life and restoring himself to a lost harmony with the world of just minds. (This is not a dogmatic statement, but the philosophical truth that underlies any germane dogma.) But this wonderful remedial efficacy of repentance is missed by all who fail to see, or who forget, the balancing consideration which alone restrains from abuses. The balancing consideration is to recognize that repentance is a work, a process, and that the reconstruction of character is not wrought in a moment. The consequences of wrong presumptions in this matter are familiar to all who have observed the backslidings of flippant, and the impudent roles assumed by over-sanguine (and sometimes hypocritical) repentants. In the moral universe repentance does wipe out wrong and restore dignity; but sincerity "goes softly" while the inner wound of the conscience is being healed.

★ ★

"An educated person is one who knows what he wants, knows where to get it when he wants it, and knows how to use it after he gets it."

Little Girl (before statue in museum)—Mamma, who's this?

Attendant (after a pause)—That's Mercury, the messenger of the gods. You have read about him, no doubt.

Mother—Of course she has. But, do you know, my little girl has such a poor memory for Scripture.

Page four

THE AGE OF REASON

The infant had just returned from his first day at school, registering intense ennui. The anxious family gathered around.

"Donald," asked his mother, "what did you learn today?"

"Nothing."

"What, nothing at all?"

"No; there was a woman there who wanted to know how to spell cat, so I told her. That's all."

—American Legion Weekly.

Reasoning from Kittens.—Little Edward's twin sisters were being christened. All went well until Edward saw the water in the font. Then he anxiously turned to his mother and exclaimed: "Ma, which one are you going to keep?"

—Blighty (London).

Little three-year-old was pulling the cat's tail, when a gentleman visitor said: "You mustn't do that; she will bite."

"No, sir," he replied, "cats don't bite at this end."—Babyhood.

Small Edward was spending the afternoon with his aunt. After he had been at play for a time, he said: "Aunt Beatrice, mama said I wasn't to ask you for a piece of cake, but she didn't tell me not to take it if you offered it to me."

"You ought to be ashamed of yourself, Effie. I've a good mind to spank you."

"If you won't spank me, mother, I'll promise to be awful ashamed."—Life.

"Bertie," said mother sorrowfully, "every time you are naughty, I get another gray hair."

"My word," replied Bertie, "you must have been a terror. Look at grandpa."

A teacher instructing a youthful class in English turned to a small boy.

"James," said she, "write on the board, 'Richard can ride the mule if he wants to.'"

This Jimmy did to the satisfaction of all.

"Now, then," continued the teacher, "can you find a better form for that sentence?"

"Yes, ma'am," was the prompt response. "Richard can ride the mule if the mule wants him to."—Philadelphia Telegraph.

Elsie had been a bad girl. In a violent temper she had thrown a fork at her little brother Willie, had smashed the teapot, torn her dress, and kicked the nurse. Wherefore her mother marched her upstairs to administer punishment. Matters were at their most exciting point when Willie, attracted by the yells, opened the door and peeped in. This was too much for Elsie. In her prone position across mamma's knee she managed to twist round her head. "Willie," she cried, "go out. Can't you see we're busy?"

Father, is a zebra a black animal with white stripes or a white animal with black stripes?

CRUDE OIL PRICES AT WELLS

October 1, 1920

Pennsylvania	\$6.10	De Soto	\$3.40
Mercer Black	2.73	Bull Bayou	3.15
Corning, O.	4.25	Crichton	3.00
Cabell, W. Va.	4.17	Caddo Light	3.50
Newcastle	2.23	Caddo Heavy	2.50
North Lima	3.73	Vinton	3.00
South Lima	3.73	Jennings	3.00
Indiana	3.63	Spindletop	3.00
Princeton, Ill.	3.77	Sour Lake	3.00
Illinois	3.77	Batson	3.00
Canada	4.13	Saratoga	3.00
Somerset, Ky.	4.25	Humble	3.00
Ragland, Ky.	2.60	Goose Creek	3.00
California Light	2.95	Markham	3.00
California Heavy 1.60	2.60	West Columbia	3.00
Wyoming	2.75	Corsicana Light	3.00
Kansas and Okla.	3.50	Corsicana Heavy 1.75	
Cushing	3.50	Electra-Petrolia	3.50
Hewitt	3.50	Ranger	3.50
Healdton	2.75	Burkburnett	3.50

TEXACO STAR

CHILDREN'S BOOK WEEK

The week November 15-20 will be devoted to a national effort to encourage the love of books among children and enlightened interest in children's reading. Librarians are planning exhibits, talks, and helpful advice; booksellers are enriching their supplies; schools and various other public agencies including the "movies" will urge their slogan "More Books in the Home." (Let us hope many of them will make the plea for "More and Better Books in the Home.")

Everyone believes that children should grow up among books—plenty of books, the best of books—yet this great boon is lost to many boys and girls whose parents intend to give them every advantage. Parents forget about books, leave their purchase to chance gifts, or hesitate for lack of offered guidance in selection.

Everyone remembers how, when Tinker Bell was dying, Peter Pan came to the front of the platform and called to the audience, "Oh, DO you believe in fairies?" and we all leaned forward in our seats and said, "We do,"—and Tinker Bell was saved. "Well," says the chairman of the Children's Book Week Committee, "here are we on the front of the platform saying, 'Do you good people believe in more books for children?' and we rather hope to hear the parents say 'Yes, we do!'"

Men and women are always interested in gifts for children, and often puzzled what to give. Children's Book Week, coming shortly before Christmas, should be helpful to many a Santa Claus.

★ ★

Of gifts, there seems none more becoming to offer a friend than a beautiful book.

—Bronson Alcott.

Next to acquiring good friends the best acquaintance is that of good books.



KNOWLEDGE AND WISDOM

Knowledge and wisdom, far from being one,
Have ofttimes no connection. Knowledge dwells
In heads replete with thoughts of other men;
Wisdom in minds attentive to their own.
Knowledge, a rude unprofitable mass,
The mere materials with which Wisdom builds,
Till smoothed, and squared, and fitted to its place—
Does but incumbent whom it seems to enrich.
Knowledge is proud that he has learned so much;
Wisdom is humble that he knows no more.

—William Cowper.

So by false learning is good sense defac'd:
Some are bewilder'd in the maze of schools,
And some made coxcombs Nature meant but fools.

—Pope.

LIFE WISDOM

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

—Benjamin Disraeli.

The more a man is educated, the more is it necessary, for the welfare of the State, to instruct him how to make a proper use of his talents. Education is like a double-edged sword. It may be turned to dangerous usages if it is not properly handled.

—Wu Ting-Fang.

All education is self-education. Schools and colleges are merely agencies to make learning easier.—Putnam.

A man is an animal that writes.—Homer.

A collection of books is the true university of today.—Carlyle.

The first time I read an excellent book it is as if I had gained a new friend. When I read over a book I have perused before, it resembles the meeting with an old one.

—Goldsmith.

Wisdom consists in rising superior both to madness and to common sense.—Amiel.

A wise man is strong; yea, a man of knowledge increaseth strength.—Solomon.

The true Sovereign is the Wise Man.

—Carlyle.

Wisdom is honored by her children.

—Jesus.

Wishers were ever fools.—Shakespeare.

Wishing, of all employments is the worst.

—Young.

Miracles are within us,—natural facts which some call supernatural.—Balzac.

Know thyself, presume not God to scan.

—Pope.

Page five

TEXACO STAR



S. S. "Huguenot"

On a recent trip from Port Arthur to our Providence Terminal. "Gives an idea of what our tankers buck against in rough seas."



Second Mate U. T. Parker with the ship's Crow Pictures kindly sent by P. L. Gumaer.

The following letter from Tientsin, China, indicates that the mind of its writer has a very strong trend in a certain direction:

Mrs. K. G. Wilson,
Houston, Texas,
care The Texas Company, Refining Dept.

Dear Mrs. Wilson: I received a letter from you in the latter part of 1919, which I do not think I have ever answered—much to my discredit.

Hope you are well and still in Houston. Feel sure by now that you must be at least a Department Manager. If not, they are surely holding you back and I advise you to come out to China, which is a wonderful place for a lady to work in, but not so good for us unmarried men who love the ladies, for there is an awful shortage of the fair sex out here.

Received the copies of the Look Box which you sent me and appreciated them very much. If possible, I would appreciate you putting my name on the Texaco Star mailing list.

As you will judge from the letterhead, I am working for the American Trading Company in

Tientsin. Have a position in the Import Department.

Left Siberia about the first of May, when the Americans began evacuating, and came down here to see the country before returning home. Spent a very interesting month in Peking sight-seeing. From there, went out to the Great Wall of China, visited palaces, tombs, temples, etc. It's a wonderful city but I like Siberia much better—people up there are white and there are—to give the main reason—lots of beautiful girls. China is very nice, however, pay is very good, although expenses are high, and opportunities ought to be good here. Oh, yes, China is still wet.

Almost went to work for The Texas Company out here, and may yet. The Texas Company is beginning to do business out here and is opening new offices in different places.

Please give my regards to all The Texas Company and let me hear from you some time.

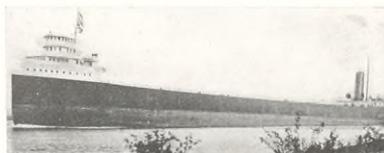
With the kindest regards, I am,
Scott Ford.

GREAT LAKES CARGO STEAMERS



Steamer "Hugh Kennedy"

Length 552 ft. Beam 56 ft. 10,236 tons gross.



Steamer "Wm. C. Agnaw"

Length 552 ft. Beam 58 ft. 10,000 tons gross.



Steamer "Frank H. Goodyear"

Length 600 ft. Beam 60 ft. 10,000 tons gross.

Each of these vessels of the Buffalo Steamship Company is being supplied with Texaco.

For these pictures we are indebted to Messrs. A. Cascadden and Frank J. Shipman.

Announcing the arrival of Elaine Merlis on September 5, 1920. Mr. and Mrs. J. A. Merlis

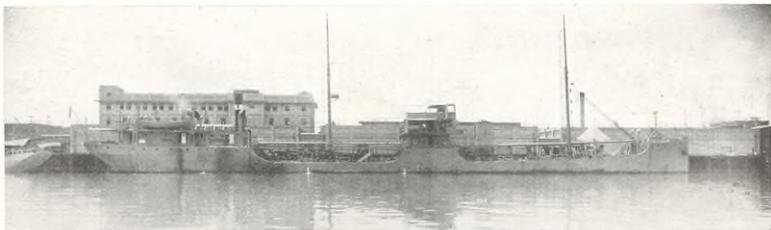
Mr. Merlis is Stock Transfer Agent in the New York office of the Treasury Department. Congratulations.

Progressive Citizen: "I want labor reform, I want moral reform, I want government reform, I want—"

Neighbor: "Chloroform."

To be without books of your own is the abyss of penury. Don't endure it.—Ruskin.

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M. V. "Solitaire" at Port Arthur Terminal

MOTOR VESSEL "SOLITAIRE"

L. B. JACKSON, Marine Department

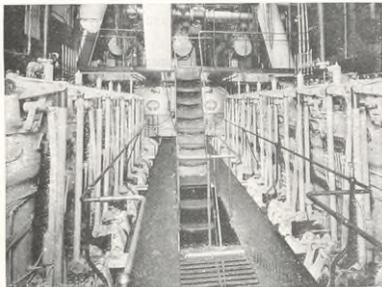
The tanker M. V. *Solitaire*, which is now in service delivering refined products from Port Arthur to our Southern Terminals, is of a distinctly different type from the other vessels of our fleet. This ship is propelled by two McIntosh and Seymour Diesel Engines. The steering gear, capstan, anchor windlass, cargo pumps, and engine room pumps are all operated by electricity which is supplied by oil engine driven generators. Electricity is also used for heating the Officers' quarters, for the coffee urns, for lighting, and for ventilating fans.

The *Solitaire* was built at The Texas Steamship Company shipyard at Bath, Me. The keel was laid October 15, 1919, and the vessel was launched April 3, 1920, 100% complete. The cargo capacity is approximately 36,000 barrels, and the bunker capacity is such that she could

make an eighty days voyage without refueling.

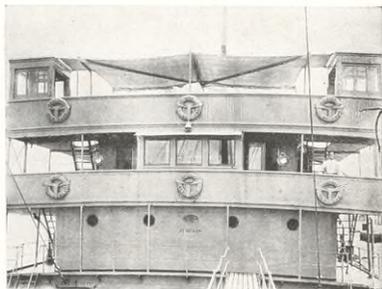
The *Solitaire* is 328' 0" overall length, 43' 6" beam, and draws 22' 9" loaded with a displacement of 6,748 tons. It is the Company's practice to consider the safety and comfort of the crew; therefore, as is also the case with our steamers, the *Solitaire's* equipment includes a complete modern wireless outfit, mechanical life-boat davits, and refrigerating machinery.

Shipping interests are very carefully observing all Diesel installations, on account of their remarkable fuel economy. The Texas Company possesses a Diesel installation second to none, and it cannot fail to gratify any employe to realize that in this new field his Company is unquestionably a leader.



Engine Room—Looking Aft

Note in upper background three oil-engine driven generators supplying electricity for all purposes.



Bridge

To learn a thing thoroughly costs money and time. *But*, it costs a great deal more if you don't learn.—*Ford Times*.

There must be output before there can be income.

TEXACO STAR



Lafayette Escadrille—The flag was presented by ladies of the U. S. Treasury

Seated, left to right: Sgt. Hill, Adj. Masson, Lt. Thaw, Cpt. Thenault, Lt. Lufberry, Adj. Johnson, Sgt. Biglow, Sgt. Rockwell. Standing: Sgts. Sonbeian, Doolittle, Campbell, Parsons, Bridgeman, Dugan, McMonagie, Lovell, Willie, Jones, Petersen, and Lieut. Maison Rouge.

THE LAFAYETTE ESCADRILLE

BY R. L. ROCKWELL

Formerly a member of the Lafayette Escadrille and Captain in U. S. Air Service, now with the Export Department of The Texas Company

The Lafayette Squadron was organized by Norman Prince, William Thaw, Elliot Cowdin, and several others, for American aviators volunteering their services in the French Aviation. It was in April 1916 when the authorization was given for the formation of a squadron, at that time known as the Volunteer Squadron, later the American Squadron, but because of the United States being neutral it was finally changed to Lafayette Squadron in November-December 1916. Norman Prince, William Thaw, Elliot Cowdin, Victor Chapman, Kiffen Rockwell, Bert Hall, Didier Masson, Raoul Lufberry, James McConnell, and Balsley were the original American pilots under the command of two French Officer Pilots, Captain Thenault and Lieut. Delage de Mieux.

These pilots with their French mechanics and combat planes were known officially as Nieuport Squadron 124, or N 124. Their first sector on the front was in the Vosges, with their aviation field at Luxeuil les Bains. Soon after the active service had

begun, Johnson, Hill, and Rumsey joined, but meanwhile the squadron had been moved to the Verdun sector, with aviation field at Bar-le-Duc.

It was in this sector that the squadron suffered its first casualties through the loss of Victor Chapman, who had been wounded in the head a few days previous but refused to be evacuated to a hospital, and the serious wounding of Balsley who received an explosive bullet through the hip, falling out of control but regaining consciousness in time to prevent a fatal crash.

In September 1916, while Pavelka joined the squadron and Elliot Cowdin was detached because of a weak heart, the squadron was sent back to the Vosges Sector to assist in protection work for the bombardment of Obendorf where the Mauser plant was located. It was on this move that I joined the squadron, arriving in Luxeuil les Bains along with the squadron and the newly acquired mascot "Whiskey", a lion cub three months old.

The squadron upon arrival in the Vosges

TEXACO STAR



Captain R. L. Rockwell with plane of 93rd Aero Squadron
Official photograph taken in Argonne Sector after Armistice. The Lafayette Squadron, taken over by U. S. Aviation and called 103rd Aero Squadron, formed the nucleus of the 3rd Pursuit Group composed of the 103rd, 28th, 92nd, and 213th. Each squadron followed the idea of the 103rd for squadron insignia—Indian Head.

Sector received several new type combat planes which were given to the best pilots but soon destroyed. Kiffen Rockwell was killed in a combat the following week, Lufberry had his machine riddled with bullets beyond repair, and Lieut. Delage had his plane out of commission similarly to Lufberry. When the bombardment was announced, only a few minutes before departure, the only pilots representing the Lafayette Squadron were Lieut. Delage, Adjts. Lufberry, Prince, and Masson. During this show there were seven enemy planes brought down and each American pilot accounted for a plane, or four planes out of the seven were brought down by the N 124. This bombardment was accomplished by sixty-five bombing and combat planes with a loss of seven of our planes, seven enemy planes accounted for, and the successful bombardment of the Mauser Plant. Because of the distance many planes were compelled to make a forced landing through lack of gasoline. The Americans were to land at an aviation field near the lines and re-fill their tanks. It was on this field that Norman Prince caught the wheels of his plane in a high tension line and fell. He received such serious injuries that he died two days later.

As soon as this bombardment was over, the squadron received orders to proceed to Cachy (Amiens) in the Somme. There were only a few planes left after the Obendorf bombardment, so part of the squadron travelled by these while the remainder went by train.

The Somme attack had been in full

swing for some time so that the French had concentrated their fighting planes on the field of Cachy. It was here that the famous Stork Squadron, the N 3, of the 11th Combat Group, with Guynemer, Nungesser, Dorme, Herteaux, De La Tour, and Dolan, were located. We were attached to the 13th Combat Group while the 11th was alongside on the same field. The squadrons composing the 13th Group were the N 15, 65, 84, and 124; and those of the 11th Group were 3, 62, 87, and 103. It was from this field that all French combat work for the Somme was directed, while this work linked with that of the British to the north. After being bombarded with but slight damage—two mechanics killed and one hangar of planes burned—the 13th Group was moved to a field about twenty miles to the south.

It was from this field that James McConnell and Genet made a flight and ran across several enemy planes far in the German lines, Genet received a flesh wound in the cheek while McConnell fell out of control. His body was not recovered until after the retreat of the Germans to the so called "Hindenburg Line" south of St. Quentin, and was then only identified through the number of the machine for all means of personal identification had been removed.



Captain R. L. Rockwell
In uniform of French Aviation Service.

TEXACO STAR



Mascots "Whiskey" and "Soda"

Note the grave expression on the face of one of the mascots looking at the dog,—perhaps the poor dog's name is "Prohibition."

The squadron was removed to Ham immediately after this retreat and occupied the old German aviation field.

During the time spent in the Somme, from October 1916 to April 1917, the squadron received pilots F. Prince (brother of Norman Prince who had been killed in the South), W. Haviland, R. Soubeian, Parsons, Hoskier, Lovell, Willis, Genet, Biglow, Marr, Dugan, Petersen, Campbell, Drexel, Hewitt, and Hinkle, who brought us up to full strength and enabled efficient work at all times. While still in the Somme another lion cub was obtained and naturally was called "Soda" so as to be on friendly terms with "Whiskey". Soon after our new work had started from the new field at Ham, we lost Hoskiers and Genet in combats and Lieut. Delage through an accident, while F. Prince was sent to the Pau aviation center as an instructor. The new front became settled in a very short time and we were immediately sent to the Soissons Sector for a salient attack. This took several weeks during which time J. N. Hall, Doolittle, Ford, Dolan, Bridgeman, and McMonagle were attached, while Drexel was relieved and sent to Paris.

Hall, one of the new pilots who had served in the British Army as a Machine Gunner from the start but had received a discharge and enlisted in French Aviation, was to make a patrol with seven other pilots but his machine was difficult to start and he "got off" after the formation had left the field. When he arrived on the front he saw seven planes in the distance so tried to join up with them. They proved to be Germans and he was shot through the left shoulder before he

realized his mistake. He fell more than 10,000 feet out of control but managed to right his plane before crashing.

While we were on this sector General Pershing arrived in Paris with his American troops and we were permitted to go to Paris to see the review on the 4th of July 1917. During the review a French pilot gave a wonderful exhibition flight of stunting, very dangerous for the spectators lining the streets, because he was never more than three hundred feet above the streets and at times seemed to be on a level with the heads of the crowds. When we returned to the front the following day our commanding officer received orders "to court-martial the fool American that flew in Paris". The joke was on the "head-quarters" this time, for although the squadron had a reputation for stunting, etc., it was not guilty of stunting in a plane about Paris.

Probably a week elapsed before we received orders to go to Dunkirk for a proposed attack near Dixmude on the Belgian front. This did not materialize so we were sent back to the Verdun sector the first of August 1917, and remained there until we were chased off our field through nightly bombardments. It was during our stay in this sector that McMonagle was brought down and Willis was taken prisoner. The squadron received its first citation for the work accomplished during the attack.

October saw us back on our old Sector at Soissons, where we patrolled the lines from Rheims to Soissons, or the Chemins des Dames Sector. One day five of us started on an early patrol and after forming over the field noticed one plane missing. After the patrol had been completed we received word that Campbell had lost his left lower wing while over the field but had been able to make a good landing in a field about three miles away. His lost wing landed about a mile from the field in the opposite direction from where he landed. A few weeks later Campbell was brought down northeast of Soissons in a fight.

It was not until December that we changed Sectors, going to a field north of Chalons where we patrolled the Champagne Sector from the Argonne to Rheims. The first part of January we all received

TEXACO STAR

word to come into Paris and receive our commissions in the American Aviation. This change put us in American Aviation, where we were known as the 103rd Squadron, and gave us American mechanics, but we remained under the command of the French Aviation with French planes.

Before leaving this sector to go to Fismes on the Chemin des Dames Sector, Hall, Marr, and Petersen, who had received Captaincies, were detached and joined the 1st Pursuit Group, while we received Lieutenants "Hobby" Baker, Seth Lowe, and Edgar Tobin.

Fismes was a short stay but very good work was accomplished before leaving it for Dunkirk, just a week before the German drive to the Marne and Chateau Thierry when Fismes was taken on the first day

of the attack.

We arrived in Dunkirk in time for the Mt. Kennel attack in May and stayed through the attack until the 1st of July. During this time we lost a third of our pilots killed or wounded and because of the work accomplished received our second citation carrying with it the *Feuereagere*.

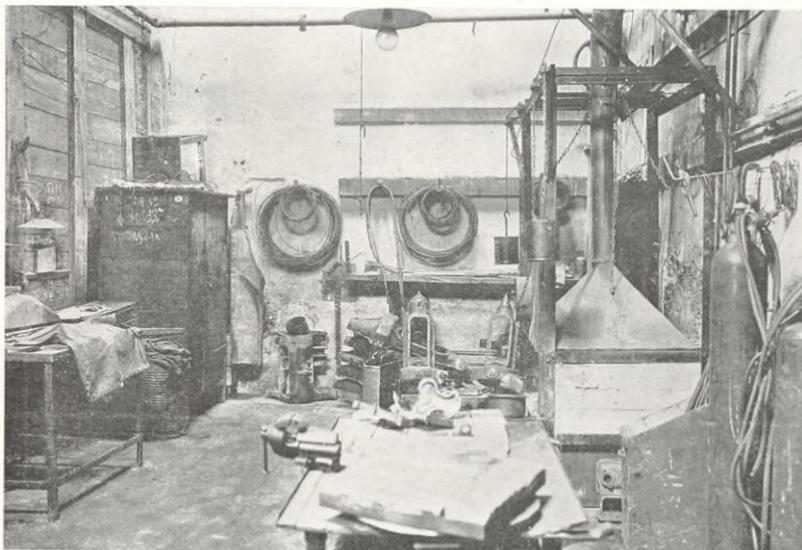
On the 1st of July, we all flew from Dunkirk to Paris and on the 3rd continued our trip to Toul, where we joined the 2nd American Pursuit Squadron. A month later we were detached from the 2nd and attached to the 3rd Pursuit Squadron under the command of Major Thaw.

From August 1918 on, the squadron received American officer pilots and worked through the St. Mihiel and Argonne shows until the Armistice.

LAFAYETTE ROSTER

American Rank	French Rank	
	Captain	Thenault
	1st Lieut.	Delage
	1st Lieut.	Maison Rouge
	1st Lieut.	Verdier
Lieut. Colonel	1st Lieut.	Thaw
Major	1st Lieut.	Lufberry
	Adjutant	Prince
	Adjutant	Masson
Captain	Adjutant	Hill
Captain	Adjutant	Johnson
	Adjutant	Rumsey
	Adjutant	K. Rockwell
Lieut. (Naval)	Adjutant	Haviland
Major	Adjutant	Soubeian
	Adjutant	Parsons
	Sergeant	Pavelka
	Sergeant	McConnell
Captain	Sergeant	R. Rockwell
	Sergeant	Hoskiers
	Sergeant	Balsley
	Sergeant	Chapman
Captain	Sergeant	Lovell
	Sergeant	Biglow
	Sergeant	Genet
	Sergeant	Willis
Major	Sergeant	Marr
Captain	Sergeant	Dugan
Major	Sergeant	Petersen
	Sergeant	Hewitt
	Sergeant	Campbell
	Sergeant	Drexel
Major	Sergeant	Jones
1st Lieut.	Sergeant	I. Hall
Captain	Sergeant	McMonagle
	Sergeant	Doolittle
	Sergeant	Ford
Captain	Sergeant	Dolan
1st Lieut.	Sergeant	Bridgeman
Captain	Sergeant	Hinkle
		Killed in accident May 1917 (Ham)
		Replaced Lt. Delage—Killed June 1918
		Replaced Lt. Maison Rouge—Killed September 1918
		Killed in combat (Major American Aviation)
		Killed in accident landing after bombardment of Obendorf October 1916
		Honorably discharged French Aviation
		Killed in combat September 1916
		Killed at Salonica (After being transferred)
		Killed in combat March 1917
		Killed in combat May 1917
		Wounded in combat July, 1916—Honorably discharged.
		Wounded in combat July 1916—Killed in combat July, 1916
		Honorably discharged French Aviation
		Killed in combat May 1917
		Prisoner August 1917—Escaped September 1918
		Killed in accident (Florida 1919)
		Killed in combat November 1919 (Soissons)
		Wounded June 1917—Prisoner August 1918
		Killed in combat September 1917 (Verdun)
		Killed in accident (Canada)

TEXACO STAR



Louis Blanc Garage of the American Red Cross in Paris

Sometimes even the Serbian driver fails to remember his lubricating oil, and some of the bearings burn out. When this happens and the damage is especially serious the car is sent all the way to Paris to be repaired.

RUNNING A CAR ON OIL

AMERICAN RED CROSS

There is an open market for American lubricating oil in Serbia. The joy of a Serbian chauffeur's heart is his trusty can of oil, which almost invariably bears the trade name of some American oil company. If this oil were only more plentiful in Serbia, and if that small country had a few more motor cars, it would be splashed from end to end with the slippery costly product of American refining genius.

The Serbian driver arises at 6 a. m., hastens out to the garage to see if the auto is still there, and administers half a gallon of lubricating oil to the already brim-full crank case. After his breakfast of bread and coffee, while he dusts off the car and fills the gas tank he will probably open the pet cocks on each cylinder and pour half a pint of lubricating oil into each. Each spark plug is already swimming in a little pool of oil that has worked up thru the rings, but that matters little to the

Serbian chauffeur.

Americans, especially American Red Cross transport officers engaged in carrying relief supplies, who have had long experience with the Serb drivers, say: "It's easier to clean spark plugs and remove carbon than it is to get new bearings to replace parts burned out thru lack of oil."

As a consequence, a motor trip thru Serbia carries with it the penalty of watching a faithful chauffeur clean spark plugs about every twenty miles. And every time he stops, unless closely watched, he will shoot a little oil into the crank case. Then the traveller starts out with a rejuvenated car that emits a thick blue vapor which even the crystal mountain air cannot dispel for five or ten minutes. On a motor trip through Serbia the traveller rides gaily in front of a smoke screen for hours at a time. But how that Serb driver can run his car on oil!

TEXACO STAR

OILING THE WHEELS OF HEALTH IN EUROPE

AMERICAN RED CROSS

To "oil the troubled waters" of Europe is one of the sorest trials of relief workers in the devastated countries, according to Red Cross officials, and the problem varies with the district in question. Oil is one of the greatest assets of relief work, not only the kind taken inwardly, but—but here are the stories:

Refugees arriving at the American Red Cross hospital in Constantinople report that in Odessa a glass of water costs more than a barrel of oil. The oil wells of Odessa, which were formerly one of the richest resources of Russia, lie neglected and valueless, and it is the water wells that are reaping a huge profit for their fortunate owners. The city's water supply previous to the revolution was piped in from a reservoir fifty miles away. During the siege of Odessa the enemy destroyed the pipe line and precipitated the present water famine. All water must now come from a few suburban wells or is carted in by peasants and sold at a fabulous price.

In Poland the situation is reversed. There is oil, rich oil, and much oil, but no means of transportation. The war worked terrible damage in the Polish fields, especially in Galicia, where the retreating Russians destroyed millions of dollars worth of property. Today only one refinery is working where four were previous to the war, but the railways are still scarcely able to handle the daily output of oil. Under normal conditions the oil industry of Poland has a capacity to supply all the oil needs of a population of 100,000,000. Taking Poland's population at 25,000,000, 75% of the country's oil production is thus left free for export. The future of the industry depends on the solution of the transportation problem.

On the other hand, in Esthonia, oil is helping out the railway problem. In fact, most of the success achieved in the distribution of relief supplies by the American Red Cross Commission for West Russia has been due to the use of native oil on the locomotives. The Esthonian authorities have kept their railway system going with oil produced from the Esthonian oil-shale deposits. Experts estimate that the shales of the country contain 45% crude oil, but the deposits are patchy and the seams for the most part thin. Their extent has recently been found to exceed earlier estimates. For a long time the shales have been used for heating purposes in Reval; but a short time ago tests were made on locomotives with pulverized shales, with promising results. This timely experiment has helped the Red Cross in dispatching supplies to various typhus hospitals. When thousands of typhus-infected soldiers crowded into the hospitals of Reval and other centers following withdrawal of the Yudanitch army, no time was lost in supplying those institutions with bed clothes, pajamas, medicines, and other hospital requisites.

Rumania tells a different story. When four American Red Cross camion drivers ran out of gas as they approached the Pitesti district, counted among the greatest oil-producing cen-

ters in the world, they could neither buy, beg, nor borrow a drop of the precious juice to continue their journey up the mountain. The local garages had none. The big tanks outside Pitesti were empty. Not until two hours later, when twelve tank cars under a French Guard rolled into the freight yard, was the oil drouth broken. Although the Pitesti country literally overflows with oil, Rumania's greatest industry has not been resumed in full force. Some of the most prolific of the wells were set afire by the Rumanians themselves in face of invading troops. And again the railway situation is to blame. With production at its pre-war level, it is feared the oil could not be moved to the ports or overland to Rumanian cities and neighboring countries. Rumanian oil is obtained partly from hand-dug wells 60 to 300 feet deep, and partly from boreholes averaging less than 2,000 feet. In the Carpathian regions, which contain the richest oil deposits in the country, primitive drills are still used. Exports promise big things if modernized methods can be introduced.

Europe's oil situation has so affected the Red Cross in its relief work that the promise of two new fields recently discovered in France has awakened keen interest. If the new French fields yield as much oil as experts predict, the problem of shipping gasoline from America for hundreds of Red Cross garages will be solved. The vagaries of trans-Atlantic shipping at the present time are as temperamental as the railway systems of the old world.

The Red Cross work in certain parts of Europe must continue, oil or no oil. According to Dr. Livingston Farrand, Chairman of the Central Committee of the A. R. C., who has just returned from a conference abroad, economic reconstruction is proceeding slowly, the food supply is improving, and there is no longer the overwhelming problem of a year ago, but relief must be continued until these countries reach a condition of stability. In Poland and Austria, especially, the coming winter will find a marked shortage in food and supplies, and widespread suffering is certain.

The children of Europe are a problem which must be faced by us. There are at least eleven million children in devastated countries today left fatherless from the war. They face the next few years without hope of adequate care unless outside assistance is given. Another all important problem is that of preventable disease. America is protecting herself in stopping these epidemics on the borders of foreign countries.

"It is evident," said Dr. Farrand, "that the American Red Cross cannot at this time withdraw from Europe as it had expected, but must remain to help save the children and fight disease to whatever extent the resources placed at its disposal by the American people make possible."

The Annual Roll Call of the American Red Cross will take place between Armistice Day and Thanksgiving, November 11th and 25th.

DEPARTMENTAL NEWS

The Managers of the respective Departments have assigned to the gentlemen 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. | C. K. Longaker, Houston |
| Natural Gas Dept. | D. P. Harrington, Fort Worth |
| Fuel Oil Dept. | E. B. Icyner, Houston |
| Railway Sales Dept. | J. A. Brownell, Houston |
| Marine Dept. | { A. L. Jimenez, Port Arthur |
| Legal Dept. | { H. Norris, New York |
| Treasury Dept. | { H. Tomfohrde, Houston |
| Comptroller's Dept. | { Lee Dawson, Houston |
| Insurance Dept. | { B. E. Emerson, Houston |
| Sales Dept. S. Territory | { P. A. Masterson, New York |
| Sales Dept. N. Territory | { Roy B. Wright, New York |
| Asphalt Sales Dept. | { R. C. Galbraith, Houston |
| Export Dept. | { Personnel Committee, N. Y. |
| Purchasing Dept. | { C. E. Murphy, New York |
| Railway Traffic Dept. | { J. B. Nielsen, New York |
| Producing Dept. | { J. A. Wall, New York |
| Pipe Lines | { J. T. Rankin, Houston |
| The Texas Steamship Co. | { J. M. Fleming, Houston |
| | { Otto Hartung, Houston |
| | { A. M. Donoghue, Houston |
| | { A. R. Weber, Bath, Me. |

Raymond Joseph Gill of Corning, N. Y., is a new member of the Shipping Department of Bayonne Terminal. He takes the place of Felix Jensen transferred to the New York Office. Don't worry, Felix, you may be gone, but you are not forgotten.

C. D. Darby, Ass't Foreman in the traffic department of Providence Terminal, has assumed his new duties as inspector at Albany, N. Y. His co-workers here took the occasion of Mr. Darby's leaving to present him with a handsome traveling bag, to the surprise of the recipient and to the keen pleasure of the men with whom he has worked under most amicable relations and from whom he has enjoyed the greatest respect. "Pop" Hallum, recognized at this shop as supreme for dry humor and ebullient wit, made a very suitable presentation speech expressing to Mr. Darby the satisfaction of us all at his advancement, our regret at having to sever the pleasant relations that have existed, and the confidence of the men here in his ability to handle his new job with the best of success. Mr. Darby in reply showed his grateful appreciation of what his fellow workers had done and his own regret at leaving, and reciprocated the wish that all should be successful in their future work.

Captain Mulligan of the Barge *Scott* on returning from an auto trip reported he had picked eleven bushels of huckleberries. He did not state where he was, but if the picking is that good we will pay that many dollars to find the patch.

Speaking of "stepping off," our beloved nurse, Miss Clara Crews, was united in marriage to Mr. G. E. Ansley on September 18. Port Arthur Works regrets its loss but extends heartiest congratulations to the fortunate Mr. Ansley. Mr. and Mrs. Ansley will make their home in Houston.

Miss Dot Palmer's resignation came as a complete surprise to every one—in fact, it was so unexpected that no one was particularly surprised to hear of her marriage to Dr. Swafford of Rockdale, Texas, on September 8. We offer them our congratulations and best wishes.

D. M. Phillips is enjoying his vacation at the National Convention of the American Legion in Cleveland. After an extensive trip in Colorado in his efficient Dodge luxuriously equipped for traveling, A. S. Bailey and family have returned to their home in Port Arthur. Vance N. Jenkins has accepted an appointment in Emory University at Atlanta, Ga., to teach chemistry.

WATER SHIPMENTS BY THE TEXACO COMPANY FROM PORT ARTHUR, TEXAS, MONTH OF SEPTEMBER 1920

Refined—Coastwise.....	855,092 bbls.
Refined—Foreign.....	332,542 bbls.
	1,187,634 bbls.
Crude—Foreign.....	3,486 bbls.
Total.....	1,191,120 bbls.

A gradual but marked improvement in railroad service is noted throughout the country, according to expert observers. Our own observation tells us that railroads using Texaco products show the greatest improvement in service.

All divisions of the Railway Sales Department are going strong on our specialty products for the railroads. Chicago Division, especially, is speeding up—with numerous orders for Qckwork Metal Polish, Front End Paint, and Texwax.

Lubricating Engineers Hennessey, Gibbs, and Cuning of New York Division attended the meeting of Railway Traveling Engineers Association in Chicago in September.

Atlanta Division makes mention of a meeting of the Southern and Southwestern Railway Club at Atlanta on September 16, subject for discussion "Modernizing an Old Locomotive."

Walter Greenwood and Jack Ryan met in Washington recently to confer with various railroad officials. According to Jack, Washington has the best ice water in the United States.

It appears likely that some of the World Series games will be played in Cleveland,—which means that there is unfinished railway business to be closed in that city by some R. S. D. people. Why can't all of us be "traveling men" some of the time?



The Texas Company's new Terminal at Gulfport, Miss.

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MARINE DEPT.

On August 21, at Saint Agnes Church, Rockville Center, L. I., Miss Carolyn A. Schutz became the bride of John J. Metzner, of the New York Marine Operating Office. The ceremony was performed by Rev. Peter Schutz, a brother of the bride. Immediately after the reception which followed the ceremony Mr. and Mrs. Metzner left for a two-weeks honeymoon in the Catskill Mountains. Congratulations!

Frank J. Smith of the Marine Operating Office has returned after having been in Saint Vincent's Hospital, New York for almost two months. We certainly were glad to welcome him back.

Harry Suydam has returned to New York after an extended trip through the Southern States on Company business. Most of his time was spent at Port Arthur and New Orleans.

SALES DEPT. HOUSTON DISTRICT.—We extend congratulations to **S. TERRITORY** Agent B. B. Braun of Weimar, Texas Station who was married on September 15.

Houston District continued to beat all previous records on its collections.



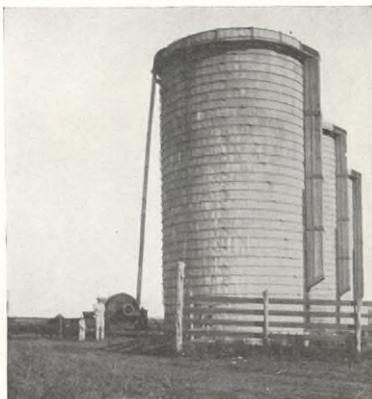
Agent W. J. Tomasco, Shiner, Texas

Note the road sign over the rear of his truck. He has his advertising matter, as well as other things, in good shape.

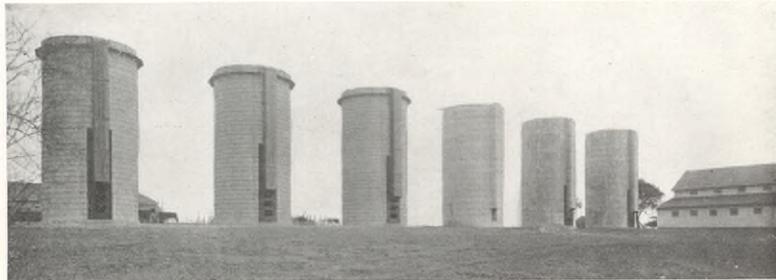
In baseball the record of every player is kept by means of the box score. When a player makes a hit it is recorded; likewise when he makes an error it is put down to his discredit. The box score is a record of his merits and demerits; it shows his strength and his weakness. The result is that every player does his best, and improves if he can; the poor player does not seek sympathy he is not entitled to, and quit trying because of his impudent assertion that he is already as good a player as there is in the league. It is a pity a box score is not kept on all of us. The world is rendered disagreeable by the conceit of men and women who make big claims that are not true, but as no box score is kept of their performances we cannot prove their claims are untrue, and we accept some of them.

—E. W. Howe.

A fair young girl of sixteen can say, "All my life" in a more impressive way than an old man of eighty.—Puck.



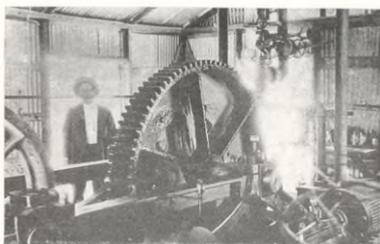
Ensilage Cutter and Gas Engine
Set for filling a silo.



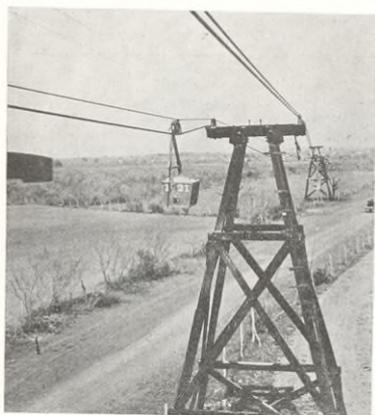
This is not a battery of stills—Just a few of the silos on stock farm of J. J. Waelder near Victoria, Texas

There are 38 of these silos within a radius of 2 miles owned by Mr. Waelder. Thousands of acres of sorghum are required to fill these silos. The Texas Company furnishes the lubricants and fuel for the many tractors, trucks, and ensilage cutters on these farms.

TEXACO STAR



Star Clav Products Co., Elmdorf, Tex.
Driving mechanism for cable transportation system 9 miles in length.



Supporting towers for cableway and carrier buckets
Capacity of each bucket one ton of clay. All lubricated with Crater Compound.

DALLAS DISTRICT.—Agent J. S. Leach of Wichita Falls, secured in August an order for nine tank cars of Lubricating Oil on open order from one concern.

100% COLLECTIONS OF "A" ACCTS FOR AUGUST

Agent	Station	Agent	Station
B. W. Bullock	Abilene	Sam Kay	Hubbard
E. D. Lieb	Albany	J. W. Wells	Kaufman
A. F. Wood	Athens	T. J. Casbeer	Lampasas
F. L. Walker	Baird	W. E. Smith	Lone Oak
Lee Butler	Ballingler	S. Tomlinson	McKinney
F. W. Ashley	Big Springs	A. M. Heard	Mincola
L. B. Reeves	Brady	Robt. Wilson	Nacogdoches
I. N. May	Brownwood	T. H. Allen	Palestine
R. S. Millard	Canadian	W. M. Turner	Plainview
Mrs. R. M. Gilmore	Center	C. P. Winbury	Quanah
Wm. Reagan	Cisco	L. L. Rector	Ranger
J. W. Adams	Clarendon	B. C. May	San Saba
J. P. Goodman	Clarksville	T. S. Herrell	Seymour
R. D. Johnson	Coleman	A. M. Fox	Stamford
O. H. Conaho	Comanche	H. P. Cole	Stephenville
J. A. Brooks	Copperas Cove	R. P. Brown	Sterling City
		J. H. Housley	Strawn
		E. H. McGlaun	Sweetwater

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W. J. Cheney	Corsicana	R. L. Worden	Temple
C. W. Geizer	Denison	Hugh Cowan	Terrell
G. W. Andrews	Ennis	F. E. Holgood	Texhoma
J. L. Walling	Farwell	L. J. Bridges	Troup
H. R. Crumley	Ferris	C. Trencham	Waxahachie
Jim Burk	Gainesville	H. L. Tate	Weatherford
E. I. Weatherby	Goldthwaite	B. F. Ball	Wellington
C. R. Taylor	Hamilton	R. J. McLeo	Wills Point
Goode Abraham	Henrietta	C. H. Wilkerson	Wilmer
C. P. Cockrell	Hereford	J. G. Key	Winters
W. F. Graves	Honey Grove		

Engineer-Salesman G. M. Shanks has been transferred from Denver District to Dallas District, with headquarters at Dallas.

G. L. Martin, Stock Clerk, has been transferred to same position in Denver D. O.

C. J. Goodwin, formerly warehouseman Dallas Station, has been transferred to position with Refining Department at Port Arthur.

A. A. Davy, Stake Motorman at Leonard, has been promoted to Agent at that place *vice* C. T. Davis transferred to Traveling Salesman.

Mrs. Kathleen Coe, formerly Bill Clerk in Dallas D. O., has secured a position at Wichita Falls.

C. A. Forster, formerly Journal Clerk, is now with the Reserve Securities Company, Dallas.

Recently employed in D. O. Accounting: J. M. Strong.

R. D. Gilbert, C. E. Mosley.



Waco, Texas
Agent Wagoner, Clerk Miss Pearson,
Auto Inspector Lawson, Salesman Shipp.



Waco A. F. S. 2—Agent E. A. Denny—Morning Shift

The following from Denver District was received after the pages of Departmental News were made up. Some matter from adjacent pages was removed to make room for it, but the usual type could not be used.

DENVER DISTRICT.—The D. O. is stepping high these days; feeling something like a boy who has donned his first pair of long pants. Why? Well, the auditors have finished the annual audit and Denver District has established a record of 100% on Collections and Verifications—a record, we are told, not heretofore equaled by any District of the Company. The accomplishment is all the more remarkable in

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view of the fact that Denver District is larger in square miles than all the other Districts of Southern Territory combined, extending from Mexico to Canada and from Omaha, Nebraska, to Portland, Oregon. Credit for this showing is due to the 100% cooperation and efforts of the entire field and office force.

(Oklahoma District: Please note and "be extremely disappointed". We have consulted our office boy and he is unable to figure out just how you are going to "take the lead on percentage of verification", etc., as you "have done on all other matters," heretofore.)

The District Office enjoyed and profited by the visit of Department Agent G. M. Worthington, Sept. 2 to 9; as we did also that of F. C. Kern, assistant to General Lubricating Assistant, who spent several days with us in July. Superintendent Armstrong, Lubricating Assistant Barton, and Credit Man Knox are making a trip through the old El Paso District territory lining up the fall campaign.

Salesman S. A. Street has been transferred from the Butte, Montana territory to Pueblo, Colorado territory, his old stamping ground. Ex-Salesman A. J. Trimp has been re-employed in the Butte territory in the position he resigned to enter the army during the war.

Our heartfelt sympathy goes out to Joe Sena, clerk in accounting department, for the recent death of his mother at their home in Las Vegas, New Mexico.

All are glad to learn of the rapid recovery of accounting clerk Jack T. Walsh, who has been ill with typhoid fever.

W. K. Holmes, Superintendent West Tulsa Refinery, on the banks of the Platte River, 50 miles east of Casper, just after landing a 5 1/2-lb. Rainbow Trout. He and his brother caught 21 of these beauties. He says some of the biggest got away. This is a time when one wishes his esophagus were 15 feet long and he could taste them all the way down. Ask Mr. Holmes.



Mr. Holmes is spending a vacation in Denver District. He has been trying his hand at fishing out in Wyoming with his brother.

Whether the moon had any influence on his luck we do not know, but he seems to have had quite a successful trip. Come again another year, Mr. Holmes.

NEW ORLEANS DISTRICT.—Chief Clerk Phillips was injured in an automobile accident on the evening of Sept. 2. He was struck by an automobile as he attempted to cross Canal Street. "Phil" was very painfully hurt, suffering a twice-broken jaw bone, fractured shoulder, three broken ribs, and numerous bruises. We are glad to report that he is improving rapidly and it is hoped he will be back on the job in the near future. (We are all glad indeed to learn that Mr. Phillips is recovering from an accident that promised to be very serious.—R. C. G.)

J. C. Green and J. T. Downs have been doing excellent work in the state of Mississippi in renewing expiring contracts and securing new business. They recently closed contract calling for 500 to 600 barrels lubricating oil per year—new business. Downs was successful in renewing contract cover-

ing one of the largest pieces of business in Mississippi 15 days before the old contract expired.

Open Order Sales Contest is going strong and from the interest manifested and revised figures it looks like Agent Trowbridge, Shreveport, La., is determined to see what Port Arthur looks like.

From August figures it is observed that Agent McLaurin, Jackson, Miss., is being closely contested for first place in New Orleans District in gallonage and revenue by both Greenville and Vicksburg stations. Agent Neill, Vicksburg, Miss., expects to go ahead of Jackson in September business. A great deal of interest is being manifested by Mississippi agents, and Clarksdale and Meridian also are going ahead with rapid strides.

J. G. Broussard has been installed as Creditman and will soon be acquainted with the duties of that office: then watch our collection list expand to even greater proportions.

B. D. Carruth, recently appointed agent at Crowley, La., is showing his good qualities as agent by selling, first-day-out, a carload of roofing and getting back on the books one of our best customers in the town of Crowley.

City Salesman Jim Benzie, New Orleans, is very active these days in soliciting garage accounts, in which he has been quite successful.

Assistant Agent Harville is accomplishing good work in Central American sales, and is showing gratifying increases in revenue.

Good reports are being received from Agent Forgey at New Iberia, La. We show one day's sales by Mr. Forgey:

10 bbls. Draco Cylinder	3 bbls. Canopus Oil
10 bbls. Nabob Oil	3 bbls. Olympian Cylinder
2 bbls. Hydra Oil	2 bbls. Black Oil
1 bbl. Zenith Valve	1 bbl. Light Axle Grease
1 bbl. Dynamo Oil	

Stake wagon driver Savoie at New Iberia, in conjunction with his regular duties, manages to sell Specialties and other products and is a booster to be proud of.

ATLANTA DISTRICT.—It rained too much during August for the Lube department to make much progress. As our old Professor used to say: "Gloomy weather is conducive to a noticeable psychological depression." We believe that some of our salesmen know this; for Lube sales fell off some. But the sun has been shining enough in September, and the results so far look encouraging.

Before this reaches readers the Open Order Sales Contest will have become history. At present Salesman C. J. Weatherlow (Birmingham, Ala.) and Agent E. O. Griswold (Columbia, S. C.) have such commanding leads in their respective classes that nothing short of a miracle—or an intensive sales effort such as Gen'l Salesman L. B. Bennett occasionally puts forth—could dislodge them. We offer no premature congratulations, however, and shall wait until next month to announce the winners.

"Atlanta Always Ahead."—The Collection Campaign instituted by Atlanta District for month of August went over with flying colors. The collections for that month exceeded the amount set as a goal and broke all previous records for this District, which is equivalent to saying any District in

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the South or West. This was particularly gratifying, in view of a general tendency throughout the country towards tighter money and collections, and of the fact that Atlanta District is in the Cotton Belt and crops had not begun to move.

The following Agents collected every account on their July 31st collection lists—or missed doing so by so small a margin that they are entitled to a place on the Honor Roll:

R. H. Bradford	Tallahassee	P. G. Millen	Palatka
H. N. Shealy	Union	W. H. Scott	Brewton
A. N. White	Bessemer	R. E. Fairbanks	Orlando
W. H. Abrams	Tuscaloosa	P. A. Jones	Jacksonville
E. M. Grady	Orangeburg	R. S. Hudson	Selma
E. O. Griswold	Columbia	W. T. Jones	Dothan
V. E. Edwards	Johnston	H. J. Gibson	Waycross

At the home of Salesman Frank C. Pierce, Bastow, Fla., arrived August 20, a 10-lb daughter.



Hudson Essex and Ken Goodson—Test Run in Florida

Mr. Goodson writes: "I take this opportunity to tell you of the success I had in using your Extra Heavy and gasoline on my two record runs; Jacksonville to Miami, 379 miles in 8 hrs. 31 min.; and Sanford by way of Deland, Altoona, Eustis, Mt. Dora, Tavares, Muscotte, Winter Garden, Orlando, Kissimmee, and doubling back by Orlando to Sanford, round trip of 216 miles, in record time of 4 hrs. 23 min. I can not tell you how much I appreciate the quality of these products. From now on, Texaco goods every time."

One of two packages of photographs reported to have been sent from Sales Dept. N. Ter. was received entirely too late to be available for this issue, and as this form goes to press, the other, said to contain photographs and sketches from Philadelphia District, has not arrived at all.

NEW YORK DISTRICT.—
SALES DEPT. N. TERRITORY We extend to the men in the field, and those in the office who ably assisted, our sincere thanks for their splendid cooperation in the recent reconciliation campaign. New York District went over the top with 100%. We had the whole-hearted support of every man in the district. We do not list the names of agents and salesmen, as we would have to cover the whole roster.

We might call the attention of Houston District to the above, and also to the record made by Denver District, to whom we extend congratulations, as we were advised after we reached 100% that Denver had also hit the bull's eye with 100%.

Page eighteen

The Easy Pour Campaign, held during June, July and August, was gratifying in N. Y. District. We covered our allotment and did not stop at that, but very nearly doubled it. We would like to hear from Norfolk on this subject.

A meeting of the auto mechanics of the District was held Sept. 1. C. Brettell, Supervisor of Motor Equipment, presided. From the subjects brought up, and the manner in which they were treated, we are of the opinion that it marks a milestone in the better maintenance of equipment. Mr. Newton spoke on the maintenance of motor equipment, adequate repair shops for overhauling, and the duty of inspectors to educate and give proper instruction to those operating the motor equipment. Messrs. Sutton and Bryan of the Accounting office spoke on the accounting matters which our mechanics are required to handle and which had been giving some trouble.

HONOR MEN (18)—Earning 100%—AUGUST 1920

Everything on "A" List July 31 Collected in August

H. H. Wende	Ag't.	Buffalo	Buffalo Territory
A. E. Guffin	Ag't.	Amsterdam	Albany Territory
F. T. Spencer	Ag't.	Cobleskill	"
F. J. Gohl	Ag't.	Hudson	"
U. J. Delahay	Ag't.	Saratoga Spgs.	"
B. J. Schwalbach	Ag't.	Kingston	Newburgh Ter.
Fred Peck	Ag't.	Monsey	"
G. W. Pitts	Ag't.	Middletown	"
W. W. Bauer	Ag't.	Port Jervis	"
V. T. J. Knapp	S'n.	Middletown	"
A. J. B. Carver	Ag't.	Huntington	Long Island Ter.
Robert Lahy, Jr.	Ag't.	Patchogue	"
G. A. Jackson	Ag't.	Riverhead	"
F. C. Mott	Ag't.	Sag Harbor	"
C. F. Burney	Ag't.	Bradley Beach	Newark Territory
H. A. Shipman	Ag't.	Elizabeth	"
L. H. Wolff	Ag't.	Port Amboy	"
H. B. Gould	S'n.	Red Bank	"

Record Delivery.—Truck L 193, capacity 500 gallons, Hudson, N. Y. Station, Sept. 18, 1920, Frank J. Gohl Driver Agent. 4,150 gallons, 38 miles covered, 9 hours, 9 trips.

Dave Horan, Clerk in Accounting Department, has been transferred to the new Pittsburg District. All the boys wish him the best of luck.

BOSTON DISTRICT.—The annual meeting of Boston District was held on Sept. 15 at Boston City Club and every Agent and Salesman and City Solicitor was present when Superintendent Hopkins called the meeting to order at 10 a. m.

Mr. Hopkins gave a brief address in which he outlined the policies he intends to pursue as Superintendent and asked the men to continue to work with as much "pep" as he had noted during the short time he had been here, saying that if they did so he would be assured that the District would soon lead all others. He was assured of the cooperation of all by long and continued applause.

Asst. Manager F. D. Gatchell gave a talk on The Texas Company, Its Origin and Its Aims, which was very enlightening to the men—that they were not working for any small company and that the possibilities and opportunities with The Texas Company were much greater than we may have believed. We hope to have Mr. Gatchell with us more often in the future.

J. T. Groves was called upon next and gave a Sales talk to Lubricating Salesmen and also clearly

TEXACO STAR

and concisely explained the activities of the Personnel Committee. He dwelt upon the necessity of the Salesmen devoting considerable time to selling stocks of which we had plenty, thereby eliminating any old stock at our Stations. His explanation of the working of the Personnel Committee was much appreciated, as it gave us an opportunity to know to what extent the Company and its executives were willing to assist employees.

We were much disappointed in not having C. H. Parker with us, who was scheduled to give us a talk on Present Lubricating Conditions. Owing to a recent operation for throat trouble he was unable to come. J. R. Bolt, however, made an able substitute. He informed the men how far the Company would go in meeting the competitive conditions in Boston District, information which the men have looked forward to for some time.

E. A. Beverly chose as his topic Motor Oil Development. He dwelt upon the characteristics of The Texas Company Motor Products as compared with those of our competitors. He also impressed upon the men in the field the necessity of pushing Easy Pour Cans in order to get this package before the public, as it is a package that no other concern has and its convenient shape should make it a ready seller. As Mr. Beverly was affected with a bad cold W. B. Cope was called upon to answer questions concerning the Easy Pour Campaign.

The men then adjourned to the dining room where, without approved S-20's, they filed up. After luncheon L. A. Jacob gave an interesting talk on advertising, followed by A. E. Sandford of the Providence Terminal who explained the difficulties of operating the Terminals. L. V. Newton spoke on Motor Equipment, and Creditman C. W. Fuller on Credits and Collections. J. H. Morrison discussed Station Operation and called upon different Agents to explain the difficulties they encountered in securing new customers. This part of Mr. Morrison's talk proved of great value, as it gave each Agent an opportunity to learn the difficulties his co-workers were meeting and in the discussion that followed plans were outlined to overcome these difficulties.

On September 16 employees of the District assembled at North Station at 8:30 a. m., and led by F. D. Gatchell, J. W. Hopkins, and J. H. Morrison, followed by a band of twenty pieces, took the train for Sountag Lake Inn, Lynnfield, Mass., there to celebrate our 3rd Annual Outing. After arriving at Lynnfield the party paraded from the railroad station to the Inn, headed by Superintendent Hopkins.

The Ball Game between the married and single men, which took place shortly after our arrival, was won by the married men—score 5 to 4.

In the Special Relay race between Sales and Accounting for the possession of the silver Loving Cup presented by James W. Brine Athletic Co., the Sales were winners thereby giving each department one leg of this Cup.

We then repaired to the dining room and enjoyed a chicken dinner and the Sountag Lake Inn singing Orchestra.

After luncheon the field events were run off:
100 yd. Dash for Men.—T. C. Hayes, 2nd T. F. Kelly.
50 yd. Dash for Women.—Helen F. Murray, 2nd B. L. Duffy.

Ball Throwing for Women.—Mrs. J. E. McDonough, 2nd E. Buckley.

Ball Throwing for Men.—W. O'Leary, 2nd J. F. Doherty.
Potato Race.—Miss Irene Preston, 2nd Mrs. Kadlec.
Tug of War.—Accounting Division.

Fat Man's Race.—T. F. Cawley, 2nd J. T. Snow.
Cracker Eating Contest.—W. E. Murphy, 2nd H. F. Bessom.

Prizes for the field events were presented in the Dance Hall

by J. L. Rolley, of Lawrence, North Andover Station, who proved himself an able orator.

In the midst of the presentation speeches we were all surprised by the arrival of Walter (Pud) Boon, who three months ago left us to go to California. He got homesick, and arrived at Boston the morning of the 16th. Learning that The Texas Company was on its annual outing he lost no time in getting to Lynnfield where he was royally received.

From the enthusiasm shown at the outing and the cooperative spirit of all, Superintendent Hopkins can feel assured that the District is going to push forward under his supervision.

We departed from Sountag about 5:30, arriving at North Station about 6 p. m. Before leaving the Station the band played three or four songs, and the rest joining in on the chorus. Needless to say we attracted the attention of the entire station. After three rousing cheers for The Texas Company and its Superintendent the gathering dispersed. People in the Station were heard to remark to the effect "that it was some lively bunch and no doubt would successfully carry through to a conclusion anything they were interested in, work or play."

L. M. Henderson was General Chairman of the Outing Committee and deserves a great deal of credit for the success of the occasion.

COLLECTIONS—HONOR MEN—90% OR BETTER
100% means every item of Agent's or Salesman's "A" List on July 31 was collected in full during August:

A. Jarvis	Ag't.	Putnam	100	%
J. L. Rolley	Ag't.	Lawrence	98.4	%
H. F. Snow	Ag't.	Swampscott	97.3	%
J. W. Riley	Ag't.	Fall River	95.8	%
D. B. Hayden, Jr.	Ag't.	Springfield	95	%
C. S. Blanchard	Ag't.	Sos. Braintree	91	%
N. A. E. Boudreau	Ag't.	Burlington	90	%
J. A. White	Ag't.	Lowell	90	%

J. L. Rebholz from C. H. Parker's office is now Chief Clerk of our Lubricating Division.

Texations.—Anybody desiring to know the difference between a Kewpie Doll and a Splash-Me Doll, kindly ask Bill Murphy of the Operating department. Carrie Wilkinson says he knows.

We all wonder why Herman Mongeau is so quiet this year. Probably that girl of his has tamed him. How about it, *Herm?*

Watch this column for The Pyrene Tragedy, or The Necessity for Having a Pyrene in the Accounting Division. Principal Characters: 1. Dimples. 2. Pyrene. 3. Wait a Minute. 4. Thunderbolt.

If anybody wants to know who Santa Claus is kindly ask Carrie Wilkinson.

We wonder why Ray Crowley didn't go to the Outing. Probably Miss Laundry could tell us.

Where did Frank McKee go after the Outing? Who was she, McK?

Easy Pour Cope certainly believes in easy pours. He is some specialty man.

We all wonder whether the single men had an unusually bright array of talent or whether P. D. Gatchell's arm has gone back since last year; for one inning was sufficient this year. Possibly P. D. could enlighten us regarding that Million Dollar arm.

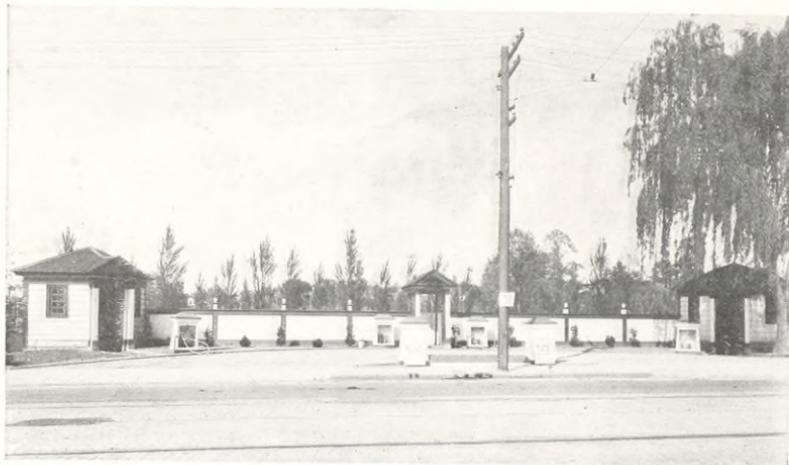
We are all wondering why J. Joseph Keefe is so anxious to work in a drug store. Not all the nurses visit drug stores, Joe.

We didn't forget our Former Superintendent, G. L. Clifton and the Proprietor of Sountag won't forget him either, for the windows shook with the three rousing cheers we gave him and which we hoped would be heard in Pittsburg.

PHILADELPHIA DISTRICT.—J. K. Murphy of Philadelphia D. O., formerly right-hand man to Ass't Sup't E. N. Nielsen, has been placed in charge of Distributors on the District. We congratulate Mr. Murphy and extend best wishes; we feel sure he will be successful.

The Camden, N. J. station is a very busy place

TEXACO STAR



Barringer Service Station, Charlotte, N. C.

This station is located in the fashionable residence section of Myers Park, Charlotte, N. C., and is a new type of filling station. It consists of four 550-gallon gasoline tanks together with lubricating oil tanks. The gasoline and lubricating oils are handled by compressed air. The gasoline is measured through meters.

these days. Ass't Agent Carr will be glad when the railroads lift embargoes so that he can keep his warehouse properly stocked. During the last year business has increased over 100% in every line. Salesman Scott is "knocking 'em dead" with E. Z. Pour Cans and Thuban. Salesman Bunting has broken into the carload class, and Salesman Barefoot considers the day lost if he has not sold at least five barrels. Agent Byrnes is proud of his Camden "Special Delivery"—two brand new teams with new drivers. Good luck to them.



Brookland Auto Supply Co., Washington, D. C.

NORFOLK DISTRICT.—The Sales Organization is vitally interested in the operation of the Terminals, not only because of the effect on sales when Terminals have tieups, but because the Terminals and the Sales organization compose a cooperative force for the expansion of The Texas Company's business, working side by side to give the Company's patrons the best

service possible. The following account of the efficient manner in which a fire alarm was taken care of at the Norfolk Terminal is of interest to us all.

On August 14 Ass't Sup't J. W. Thompson of Norfolk District was at the Terminal on business, and while there witnessed a very interesting fire drill. At 11:43 a. m. Ass't Sup't Drake, of the Terminal, instructed the engineer to blow the fire siren. At the first sound of the siren, given so as to indicate that the fire was in the tank yard, the men composing the firefighting force, without any confusion whatever, without turning around even to see what others might be doing, without the loss of a moment, dropped their work and headed for their respective stations. At 11:44 a. m., one minute after the first general alarm sounded, the firefighting apparatus of the Terminal was on the scene of the supposed fire (real, so far as any of the participants knew); the hose were connected to the hydrants; the nozzles were attached; the axe-and-pick brigade were ready for action; water was pouring from the hose. This, in one minute's time from the first sounding of the siren.

The Sales Department will realize the value of such efficiency at our Terminals,

TEXACO STAR



Fleet of trucks operated by F. R. Joseph & Company, Detroit, Michigan
This fleet, 14 Bull Dog Macks, 3 Packards, and 1 White, entirely lubricated by Texaco Products.

and what such training will mean in case a real fire threatens. But best of all is the thought that if such efficiency exists in the firefighting force, then the same kind of efficiency must exist in the regular work of the Terminal; in the refining of crude; in the cooping of barrels; in the cleaning of returned empty barrels and tankcars; and in the preparation of case goods and the loading of shipments out to the Sales stations.

The Norfolk Terminal is to be heartily congratulated on having such a well organized force of workers, and the Sales Department wishes to assure them of its hearty cooperation and assistance in all efforts looking to the betterment of service to the Company's patrons or that may result in any added benefit to the Company itself or its employes.

In July Driver H. C. Britt of Asheville, N. C. Station with his 690-gallon truck, earning the title Solicitor, Bulk Delivery Service. Our Solicitors, Bulk Delivery Service, with the gallonages put out in their record months, are:

H. C. Britt, Asheville, N. C.	95,384 gallons
D. B. Fitzgerald, Greensboro, N. C.	88,450 gallons
Lloyd C. Eaton, Charlotte, N. C.	87,444 gallons
J. T. Thomas, Norfolk, Va.	82,630 gallons
J. F. West, Richmond, Va.	79,300 gallons

A newsboy had a huge bundle of the Sunday's editions. He would walk a few steps, stop, and yell: "Pyaper!" with a woe-begone expression that showed his load was too great. A man buying one of his papers said:

"Don't all those papers make you tired, son?"
"Naw," returned the boy with supreme contempt, "I can't read."

One good thing about bein' a tight-wad—you don't have to appear before a campaign investigating committee.—*New York Morning Telegraph.*

CHICAGO DISTRICT.—L. A. Jacob recently paid the Chicago District a very welcome visit spending a few days in the District Office. From here he visited The Texas Company's exhibit at the Minnesota State Fair, accompanied by Superintendent H. T. Snell. The Texas Company's exhibit was easily the most attractive exhibit there and drew a large number of visitors daily. Much credit is due to Agent Morris and his loyal followers for the showing made at this Fair.

Supervising Engineer Geo. R. Rowland spent a few days with us looking over the street railway situation and engineering matters in general. He was joined later by Superintendent G. L. Clifton of Pittsburgh District. From here they left to attend a N. A. S. E. meeting in Milwaukee.

The Purchasing Agents Association of St. Louis on August 11 had their Second Moonlight Excursion on the Steamer *St. Paul*. The night was ideal and the spirit of good-fellowship reigned.

Life is sweet just because of the friends we have made and the things which in common we share,
We want to live on, not because of ourselves, but because of the people who care;
It's giving and doing for somebody else—on that all life's splendor depends,
And the joy of this world, when you've summed it all up, is found in the making of friends.

All too soon was heard the dull blow of the whistle, signaling the end of a perfect evening, and "Home, home sweet home" rang out. The Texas Company's entire Sales Organization was represented, those present being: Miss J. B. Cooke, A. G. Buttweiler, J. M. Luke, F. D. Hiller, Jr., J. H. Leaver, L. L. Richardson, A. E. Irwin, C. D. McCollom, T. A. Ruler, R. J. Baker, J. H. Steiber, and T. T. Kruger, Lb'n Engineer in charge of Sales at St. Louis.

TEXACO STAR



Texaco Asphalt being used for the famous Cary Link of the North Carolina Central Highway
Work being done by R. G. Lassiter Company, whose organization uses Texaco Products exclusively.

ASPHALT SALES DEPT.

Under and above, in and out, around and about, outside and inside, on and upon, morning and evening, sunny-time and cloudy-time—any place and any time, everywhere and every hour—they use *Texaco!* Just look at this list of Texaco Products used by R. G. Lassiter Company:

TEXACO Asphalt	TEXACO Nabob Oil
TEXACO Fuel Oil	TEXACO Cup Grease No. 3
TEXACO Motor Oils	TEXACO Thuban Compound
TEXACO Crusher Oil	TEXACO Crater Compound
TEXACO Draco Cylinder Oil	

This is the story: Robert G. Lassiter Company, contractors, of Oxford, N. C., are building the Cary Link of the North Carolina State Highway, which link will extend from Raleigh to Cary. Not only are they using Texaco Asphalt to build this important highway, but they also are using exclusively other Texaco products, from fuel oil to Crater Compound—as you see listed above.

The Asphalt Sales Department has furnished Texaco Asphalt for this entire highway, which is 18 feet wide, with a 2-inch asphaltic wearing surface; while the Sales Department has supplied the Lassiter Company with all the other Texaco Products it has used on this extensive work.

H. P. Dortch, salesman of the Sales Department, sent to Superintendent Williar Thompson of the Norfolk District a set of excellent photographs of the work the Lassiter Company is doing; and W. R. Macatee, Representative of Asphalt Sales Department at Richmond, sent in some splendid pictures of the asphalt work.

It is "no mean record" for one of the largest companies in the South to use Texaco products exclusively. But then, it is no unusual record for Texaco.

F. V. Widger, Superintendent of Middle Western Division, has been kind enough to send us copies of a few complimentary letters received from his customers. An excerpt from one reads:

"We wish to take this opportunity to thank you for the mighty good service you have given us up to the present time during this year in the way of deliveries of asphalt."

"We have no other company from whom we purchase raw materials that has shipped the material on to us as well and as promptly as you folks have."

"We hope that your service along this line will continue as it has been in the past, which is a credit to your organization."

After announcing these letters from Mr. Widger we began to receive baskets of similar letters from others in the Department.

We take great pleasure in announcing the appointment of A. R. Young, Engineer of Western Division, to be Chief Engineer of Asphalt Sales



Mixing concrete for base of the highway

The great contracting firm is not only using Texaco Asphalt for the highway construction, but uses Texaco Products exclusively—Motor Oil to Crater Compound.



Asphalt mixer for the Highway Construction

Texaco fuel oil, lubricating oils, and greases are being used on the Asphalt Mixer; Texaco motor oils and greases for the motor truck.

TEXACO STAR

Department—in addition to being Chairman of the Engineering Committee of the Department.

E. D. Sherrick, formerly Representative in Kansas City District, is Ass't Sup't of Western Division.

Among those present this month is an addition to the family of John J. Gartland, Jr., Superintendent of Eastern Division, whose entire household is rejoicing over the arrival of a baby girl.

Fred W. Cocks won the finals in Tennis Tournament of Asphalt Sales Department in New York City, and has received the proverbial "brown derby" in recognition thereof.

The writers of Departmental News for the Asphalt Sales Department have received a letter asking them to tell of how William J. King, representative in Philadelphia, presented himself to James J. Corbett, the noted vaudevillian and former heavyweight champion, on a recent occasion when they met in the Quaker city. It is a long story, but Bill simply put one over on a competitor by introducing a prospective customer to Mr. Corbett as his very best friend. The funny part of the story is that Bill did not know Jim Corbett, but camouflaged the situation so as to make it appear that he was an old time friend of the famous pugilist.

EXPORT
DEPT.

W. G. Moore left New York on the Steamer *Guiana* September 18 for the West Indies.

C. H. Hobart, until recently in charge of the Australian and African Division, sailed for Australia, accompanied by his family, on September 21. He took passage for Sydney on the S. S. *Sonoma*, sailing from San Francisco. Mr. Hobart carries with him the best wishes of his former associates for his success in the Australian field.

J. R. Pouncey, Department Agent, and W. H. Becker, Chief Accountant, sailed for Europe on the S. S. *Mauvretania* Sept. 2, to visit our European offices in connection with accounting matters.

We give the following item from the August issue of *Motoring in South Africa*:

TEXACO STARS

These genial young bloods sprang a pleasant surprise and a magnificent gold cigarette case on Mr. S. H. Wallace, who lately relinquished command of The Texas Company's forces on the South African front to return to headquarters duty, adding a handsome travelling bag to show that there was no ill-feeling. The cigarette case was inscribed with the recipient's monogram and bore the superscription: "Presented to S. H. Wallace from the Texaco Stars of the South African constellation—July 1920." Mr. Hinman, his successor, in handing over the gifts, recalled a similarly unfortunate occasion eight years ago when they had to bend to circumstances and bid good-bye to Wallace *per se*, and expressed the regret of the whole organization and many outside of it at the son's departure. Like the poor blighter who had just heard his death sentence, S. H. W. "seemed to feel his position acutely," but he made a good speech complimentary to the staff and expressive of genuine sorrow over leaving our "great, free, open country" to face the prospect of a New York winter. I understand that Mr. Wallace still remains a director of The Texas Company (S. A.), Ltd., and will continue to be interested in its development.



Typical of the beautiful scenery of South Africa
Snapshots of Table Mountain and Lion's Head
from windows of our Capetown Office.

PURCHASING
DEPT.

F. S. Henshaw, who has been with the Company for the last five years, has

resigned to take a position with The Texas Hotel Supply Co. He has changed his field of endeavor from buying to selling, and he will be a member of the Houston Trade Trip into Mexico during October. The Purchasing Department wishes Mr. Henshaw the best of success.

J. H. Steen who has been with the Port Arthur Storehouse for the last seven years has been transferred to the Purchasing Department at Houston to fill the vacancy created by F. S. Henshaw's resignation. He is a very worthy successor, and we are pleased to have Mr. Steen with us.

There are 2,000,000 railway employees whose pay is amply sufficient to allow saving \$5 a month. The engineers and conductors who are getting between \$300 and \$400 a month ought to save much more. If they would invest such savings in railroad stocks, these men could buy control of all the important railroads of the United States in a few years. Would not that be simpler than the Plumb plan?

And another trouble with the country is that too many are trying to satisfy a bricklayer's appetite on a school teacher's salary.

Honking your horn doesn't help so much as steering wisely.—Wayne Winners.

TEXACO STAR

PRODUCING DEPARTMENT



Sup't A. D. Doyle and Ass't Div. Sup't M. J. McGrigan



Boiler for power drilling C. Birk 27 well



Morgan Power, Morgan Lease, N. W. Burkburnett Field



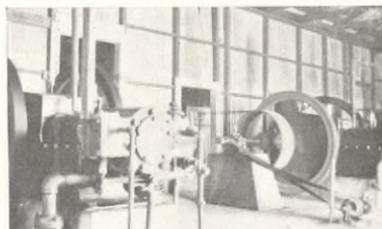
Sup't Doyle's home at Fields Warehouse



Morgan Vacuum Plant, Morgan Lease

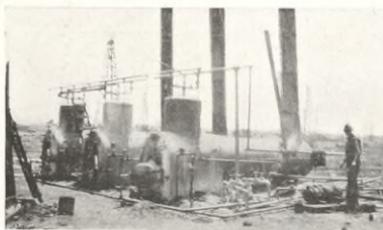


Fields Warehouse, Burkburnett Field



Bickley Vacuum Plant in Electra Field

PIPE LINES



Battery of Boilers, N. W. Burkburnett Field



Manville, Texas, Pipe Line Station

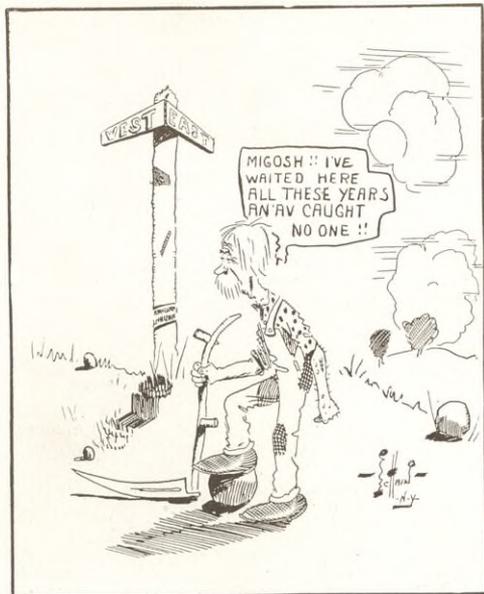
In course of construction. Continuous rains flooded the surrounding country, and the boilers are suspended.

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 journal 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.

- TREASURY** Reconciling Depreciation and Appraised Values of Industrial Equipment, by Lester G. Hawkins.—*Industrial Management*, September 1920.
- PRODUCING** Practical Methods of Testing for Water In Producing and Drilling Wells, by A. W. Ambrose.—*National Petroleum News*, Sept. 1, 1920.
- Determination of the Source of Water in Producing Properties, by A. W. Ambrose.—*National Petroleum News*, Sept. 8, 1920.
- Repair Work on Wells to Correct Water Trouble, by A. W. Ambrose.—*National Petroleum News*, Sept. 22, 1920.
- Operation of the Trailer in the Oil Fields.—*Oil Trade Journal*, September 1920.
- SALES** Proper Storage for Industrial Users Is Protection to the Oil Company, by John Rome Battle.—*National Petroleum News*, Sept. 1, 1920.
- Suggestions for Handling Storage for Oils at Industrial Plants, by John Rome Battle.—*National Petroleum News*, Sept. 22, 1920.
- LUBRICATING** Names and Phases of Lubricants, W. F. Parish.—*Petroleum Magazine*, September 1920.
- SHIP YARD** Production Methods in Shipbuilding—III, by William B. Ferguson.—*Industrial Management*, September 1920.



"HE TRIED TO FIND A DISSATISFIED TEXACO CUSTOMER"

GENERAL The Trend of the Oil Industry During the First Half of 1920, by Joseph E. Pogue.—*Automotive Industries*, Sept. 2, 1920.

Texas Co.'s Abrams Takes Rank as Wonder Saline Dome Well.—*Oil Trade Journal*, September 1920.

Interest of the Worker is Necessary to Production, by Harry Tipper.—*Automotive Industries*, Sept. 9, 1920.

Getting the Office Work Done—III, by Wallace Clark.—*Industrial Management*, September 1920.

Inspection: The Control of Quality, by George S. Radford.—*Industrial Management*, September 1920.

Comparison of Wage Incentive Systems, by L. V. Estes.—*Industrial Management*, September 1920.

A Practical Talk to Foremen, by George D. Halsey.—*Industrial Management*, September 1920.

Renew Your Membership



WHERE DISASTER STRIKES, THE RED CROSS OF PEACE IS THERE
THE ANNUAL ROLL CALL OPENS NOVEMBER 11, 1920

MEMBERSHIP FEES: ANNUAL, \$1.00

CONTRIBUTING, \$5.00 SUSTAINING, \$10.00 LIFE, \$50.00 PATRON, \$100.00