

TEXACO STAR

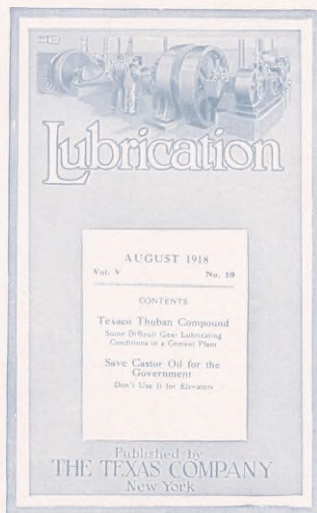
For Employees of The Texas Company



M. D. ANDERSON MEMORIAL

Published Monthly
in the Interest of
Efficient Lubrication

The August issue of "LUBRI-
CATION" contains an
article on
Texaco Thuban Compound



HAVE you ever considered the size of the possible market for THUBAN?

There are millions of automobiles and motor trucks which are daily wasting power and wearing away gears because they are not using TEXACO THUBAN COMPOUND in the gear cases.

The elevators that take you up into the office buildings would run more economically if the worm gears of the driving motors were lubricated with THUBAN.

By the way, the article in "LUBRICATION" tells why the Government does not want to see castor oil used for elevators—(some opening for the sale of THUBAN!)

And then it goes on to detail the long list of uses of TEXACO THUBAN COMPOUND.

The more you know about THUBAN the more you can sell and will want to sell.

The more your customer knows about THUBAN, the easier it will be to sell.

Moral:— Read this issue of "LUBRICATION."

Get your customers on the mailing list.

Address your requests to

LUBRICATION

The Texas Company, 17 Battery Place
New York



HE ALSO SERVES

SEEMED sort of hard, at first, I couldn't go

To fight beside the boys across the sea.

I tried, all right, but sergeant he says, "No.

You're over age for soldierin'," says he.

"Look here," says I, "I may be over age,

But see this chest, these muscles, an' these hands —

I ain't too old to earn a fireman's wage,

Why won't I do to fight in furrin' lands?"

"The kids is growed," I says, "an' Jim an' John

Is over there; I got a bit laid by,

The wife she wouldn't starve while I was gone;

I'd like to fight with my two boys, an' I

Could do my bit, I know." The sergeant smiles,

"I know you could," he says, "but man alive,

I'd get called down in fifteen diff runt styles

If I took you — you're over forty-five."

So I goes back to work — not feelin' gay,

An' thinkin', "Hell, it's fierce to be so old!"

But then it sort of comes to me next day

That after all, the guys that are enrolled

As soldiers ain't the only ones that serve,

An' us at home can do our bit, all right.

I guess a man can use his strength an' nerve

To *work* for Uncle Sam, as well as fight.

Here in the basement where the boilers hum

I have enlisted till the war is won.

There ain't no music of a fife an' drum

To cheer my spirits while my work is done,

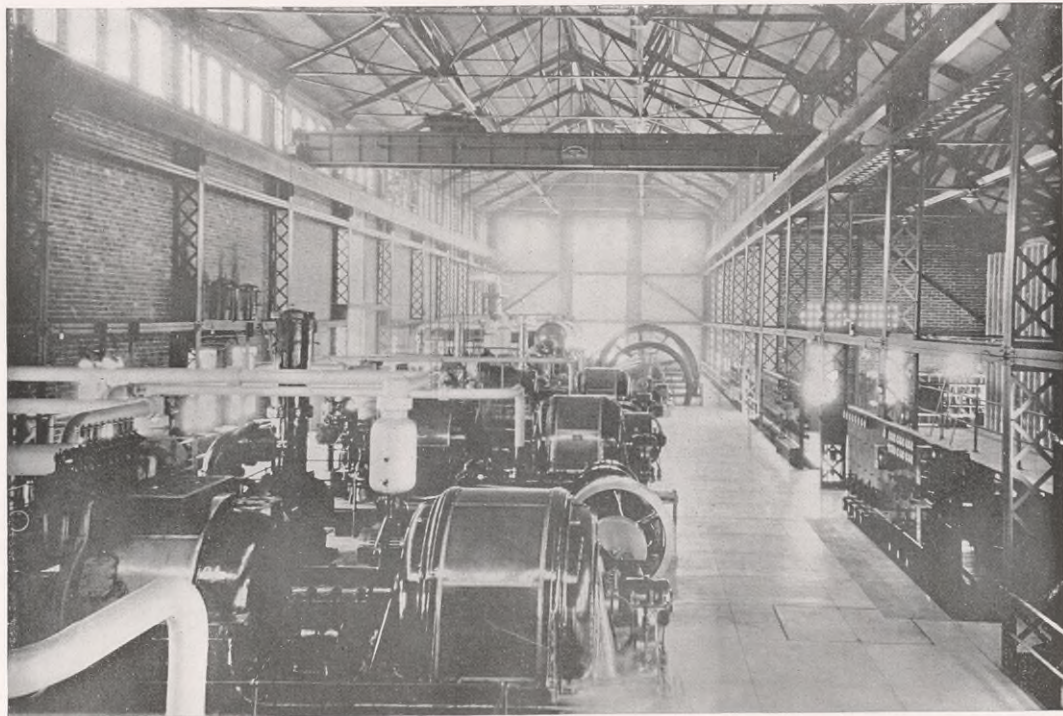
But with my shovel an' my slice-bar, too,

I toil an' sweat an' never make a yelp;

I'm in the service till the game is through,

Too old to fight, but not too old to help!

— *Berton Braley* in "Power."



Arizona Copper Company, Clifton, Ariz.—All the machinery shown and much that does not show has been lubricated with Texaco Products for a long time
This power plant of the Arizona Copper Company is about the "classiest" thing we are lubricating in the Western territory

TEXACO STAR

VOL. V

AUGUST 1918

No. 10

PRINTED MONTHLY FOR DISTRIBUTION TO EMPLOYEES OF
THE TEXAS COMPANY

"ALL FOR EACH—EACH FOR ALL"

Copyright, 1918, by The Texas Company

While the contents of this journal are copyrighted, other publications are welcome to reprint any article or illustration, provided due credit is given to The Texas Company

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

THE NET NUMBER of Stars in The Texas Company's Service Flag for July 1, 1918, was 2,171—a net increase of 315 during the preceding month.

Some of the best *thinking* for the country is being done by some of the men who are also fighting for it.

"It is a great thing to be able to go over there and fight for our country," said a man, whose duties to a young family had kept him at home, to a lieutenant recently returned from the front with his arm in a sling and a lame halt in one of his legs. It was said admiringly, almost enviously. "Yes," replied the soldier, "and it is also a great thing for you who must stay at home to make and keep it a country worth fighting for."

For individual welfare and for the commonwealth there is as much need for intelligence and courage and energy to curb pernicious fools at home, as to kill the enemy's warriors abroad.

Let us be more considerate builders, more skilled in spiritual architecture, when great reformation is expected.—*Milton*.

There are unlimited ways for you to train yourself for the bigger job if you are willing to sacrifice a portion of your time, energy and money. Nobody can push you ahead; your employer can open a path for you only when he is able to see increased value in your ability to handle the work. He may take a special sort of interest in you—but even this is of little help if he finds you are not training or assisting yourself. So it's up to you to make good. Many a man has been able to make himself so

valuable that his services are always in demand, and this sort of man, you will always notice, is a close student of his calling.—*Power*.

Such help as we can give each other in this world is a debt to each other; and the man who perceives a superiority or a capacity in a subordinate, and neither confesses nor assists it, is not merely a withholder of kindness, but the committer of injury.—*Ruskin*.

It is nothing to give pension and cottage to the widow who has lost her son; it is nothing to give food and medicine to the workman who has broken his arm. But it is something to use your time and strength to war with the waywardness and thoughtlessness of mankind; to keep the erring workman in your service till you have made him an unerring one, and to direct your fellow-merchant to the opportunity which his judgment would have lost.

—*Ruskin*.

The glory of a workman, still more of a master workman, that he does his work well, ought to be his most precious possession.—*Carlyle*.

Smooth team-work between "labor" and management is necessary to attain or to keep prosperity.

After forty years' close acquaintance, I have found that work is kind to its friends and harsh to its enemies. It pays the fellow who dislikes it his wages, and they are generally pretty small; and it gives the fellow who shines up to it all the money he wants and throws in a heap of fun and satisfaction for good measure.—*Old Gargon Graham, in B. P. & R. Ry. Employes Magazine*.

TEXACO STAR

FROM THE CHIN UP

From your chin down you are worth about a dollar and a half a day. From the chin up you are worth—anything. There's no limit. Without your headpiece you are just an animal, and about as valuable as a horse—maybe.

You have a mistaken idea. You think you are paid for your work. You are not. You are paid for what you think while you work. It's the kind of brain that directs your hands that gives you your rating. . . .

Where do you get your pleasures? From the chin down? Is it all dancing for your feet, and meat for your belly, and clothes for your back? And—is all your fun in the cellar? Don't you ever have any fun in the attic? . . .

What pains you most, a stomachache, or a lie?

How are you pulled? To what part of you is the cabletow fastened—to your loins, or to your forehead? . . .

Do you know that the gist of culture consists in transferring one's habitual amusements from below to above the nose?—*Dr. Frank Crane.*

* *

District Attorney Swann of New York is rounding up a swarm of charlatans practicing clairvoyant tricks by which they pretend to bring news from men fighting in France to their kindred here, and for which "news" they are being paid hundreds of dollars by gullible relatives of fighting men.

—*Leslie's Weekly.*

* *

"Chain" letters have been barred from U. S. mails.

* *

Says Governor Whitman: "More public money is wasted, a thousand to one, by incompetent public officials employing improper administrative methods than is stolen by the grafter." And the New York Secretary of State, Francis M. Hugo, declares: "Waste has defrauded the public treasuries more than graft, and extravagance more than dishonesty."

* *

An anarchist organization in Saratov, Russia, recently passed a decree making all women from 17 to 32 years of age community property.

—*Leslie's Weekly.*

CRUDE OIL PRICES AT WELLS

August 1, 1918

Pennsylvania	\$4.00	Headton	\$1.45
Mercer Black	2.23	De Soto	2.15
Corning, O	2.85	Crichton	1.75
Cabell, W. Va.	2.77	Caddo Light	2.25
Newcastle	2.23	Caddo Heavy	1.25
North Lima	2.38	Vinton	1.35
South Lima	2.38	Jennings	1.35
Indiana	2.28	Spindletop	1.40
Princeton, Ill.	2.42	Sour Lake	1.35
Illinois	2.42	Batson	1.35
Canada	2.78	Saratoga	1.35
Somerset, Ky.	2.60	Humble	1.35
Ragland, Ky.	1.25	Goose Creek	1.35
California Light	1.57	Corsicana Light	2.25
California Heavy	1.23	Corsicana Heavy	1.30
Wyoming	1.50	Petrolia	2.25
Kansas and Okla.	2.25	Electra	2.25
Cushing	2.50	Markham	1.35

FOOLS—NATURAL AND PRESUMPTUOUS

The data of the biological sciences, especially psychology, need to be disseminated in these times as never before. If some parts of that knowledge could be incorporated into the general body of popular information, there would be reasonable ground for hope that the besetting follies of this generation may be checked before they issue in results which the wayfaring man although a fool would recognize as the cause of his miseries.

The statistical data are particularly important for their political and social significance. The records of the psychological examinations of the selective army draft should be published with candid analysis and explanation. The great stores of scientific knowledge should be used as far as practicable for popular enlightenment. Such things have been done with the sciences of mechanics. Some effective popular knowledge has been secured of heat and electricity and engines for their transformations, of chemical reactions, and even of physiological processes, sufficient for sane conceptions and safe use. *Reformers are not ignoring immutable nature in those spheres.* On the other hand, never before has that paramount injunction for the successful progress of "the interpretation of nature and the Empire of man," *Know thyself*, been so conceitedly ignored as now in our Western civilization.

The teachers and leaders whose voices are presently drowning better counsel, are assuming in all their proposals that there exists such a substantial uniformity among men that a counting machine can rightly evaluate policies and destinies. In their meager imagination uniformity seems a lovely thing, whereas it would be the night in which all cows are black. Nature, *life*, will not allow uniformity, it insists on differences. Even superficial uniformity would be possible only for a short time as the outward effect of an incessant mass tyranny,—in which masses, taught to admire uniformity and minute regimentation, with little respect for individuality and envious of every distinction of excellence, might set up as fixed dogmas the passions of the moment, and in every sphere impose the popular notions by law under fierce penalties.

The proper ideal of a healthy society is

(Continued on page eight)

TEXACO STAR

WELCOMING THE NEW EMPLOYEE

When you go into a country or a strange place you are grateful to the man who extends to you the hand of fellowship, to the one who makes you feel at home.

Remember the new employes. They are strangers within our gates. Especially at this time we have an opportunity of showing new employes that we are interested in them and that we are anxious for them to be satisfied. A little effort on your part can make the newcomers feel at home and will show them the feeling of cooperation you have helped to build up. You can do more in five minutes to establish the right spirit while their impressions are forming, than you can in many days after they have formed their opinions of you and your Company.

In case the newcomers are foreigners, there is even greater obligation to treat them as guests, and make them feel welcome. Treat them with the same courtesy and kindness that you would desire if you were a stranger in a foreign country. Your personal contact with foreign fellow-workers can help to unite all races in America to win this war.—*U. S. Bu. of Ed., War Work Extension.*

Wearry Wraggles—If yer had \$50,000, what would yer do?

Tired Tim—Same as now; only I'd do it in an ottermobile.—*The Three Partners.*

THE WORLD'S MERCHANT SHIPPING

There was a time within the memory of living men when the United States of America had the largest merchant marine in the world. That supremacy lasted over 20 years, from before 1840 to the outbreak of our sectional war. In the tonnage of ships in actual overseas traffic this country and Great Britain were practically equal and the rest of the world negligible. The following table, taken from *The Annalist*, July 8, 1918, gives the precise figures:

REGISTERED TONNAGE OF MERCHANT SHIPPING

Year	World	U.S.A.	U.S.%
1820	3,146,000	1,280,167	40.7
1830	3,050,000	1,191,776	39.4
1840	4,676,000	2,180,764	46.6
1850	6,995,000	3,535,454	51.2
1860	10,406,000	5,353,868	51.4
1870	15,576,000	4,246,507	27.2
1880	20,646,000	4,068,034	19.7
1890	22,151,651	4,424,497	19.9
1900	29,043,728	5,164,839	17.7
1910	41,914,765	5,058,678	12.0
1915	49,261,769	7,928,647	16.0
1916	48,683,136	8,469,647	17.3
1917 (Estimated)	45,000,000	9,500,000	21.1

Even if Mr. Schwab carries out his programme of one ship every twenty-seven days, he will leave unbroken the record established in the ancient arsenal at Venice. One is reminded by a paragraph in the *Manchester Guardian*, before the battle of Lepanto the arsenal built and launched one war galley per day for one hundred days.

—*Liverpool Journal of Commerce*



U. S. Bureau of Mines Petroleum Experiment Station at Bartlesville, Okla., as it will appear when the buildings are completed. These buildings are being erected by a fund donated by oil men of Oklahoma, handled by the Bartlesville Chamber of Commerce. The two structures will provide office quarters, laboratories, machine shop, and exhibition and library rooms. It is hoped that the library will become one of the best in the country on the subjects of petroleum and natural gas. This experiment station has been established by the Bureau of Mines for practical research for increasing efficiency and reducing waste. Problems concerning the drilling of wells, production of oil and gas, storage and transportation of oil and gas, refining of oil, and the utilization of oils and gases will be investigated. To find out what investigations are most needed circular letters have been sent to oil and gas men requesting their opinions. Much of the work is expected to be cooperative with companies engaged in the oil and gas industries.

TEXACO STAR

IN MEMORY OF CECIL SPRING-RICE

Stedfast as any soldier of the line

He served his England, with the imminent death
Poised at his heart; nor did the world divine
The constant peril of each burdened breath.

England, and the honor of England, he still served,
Walking the strict path, with the old high pride
Of those invincible knights who never swerved
One hair's breadth from the way until they died.

Quietness he loved, and books, and the grave beauty
Of England's Helicon, whose eternal light
Shines like a lantern on that road of duty,
Discerned of few, in this chaotic night. . . .

They shine like stars, unnumbered, happy legions,
In those high realms where all our darkness dies;
He moves, with honor, in those loftier regions,
Above this "world of passion and of lies."

For so he called it, keeping his own high passion
A silent flame before the true and good;
Not fawning on the throng in this world's fashion,
To come and see what all might see who would.

Soldier of England, perfect, gentle knight,
The soul of Sidney welcomes you tonight.

—*Alfred Noyes.*

I can make a lord, but only God Almighty
can make a gentleman.

—*King James I.*

It's getting so that it is harder to find
a gentleman than a genius.—*Elbert Hubbard.*

"The next thing to genius is the ability
to appreciate genius, but greater than
either is the ability to utilize genius,
whether your own or another's."

"At best a wise man can only bring in a
minority report."

Quacks pretend to cure other men's dis-
orders, but fail to find a remedy for their
own.—*Cicero.*

We cannot be guilty of a greater act of
uncharitableness than to interpret the af-
flictions which befall our neighbors as pun-
ishments and judgments.—*Addison.*

Though submerged in an ocean, a sponge
can absorb only as much of that ocean as
its size will permit. No more can you, were
you loved with a love as limitless as the
seas, receive more of that love than your
character will encompass.—*Harry C. Morse*

Art is an expression of men's joy in their
work.—*Ruskin.*

Style is what gives value and currency
to thought.—*Amiel.*

To say foolish things is injurious, but to
write foolish things is ruinous.

Page six

LIFE'S WEAVER

I sit today at the loom of life

And weave, and weave and weave;
The warp is laid by hands Divine,
But the weft is where I grieve.

For every moment in every day,
The shuttle flies through and through,
And the patterns I scheme with the dreams I dream
Are made up of the things I do.

I have naught to do with the warp I tread,

The threads are already set;
But my duty lies as the shuttle flies,
In the fabric I'm weaving yet.

Smiles and tears, kind words and fears,
Are wound on the bobbins I wind,
And every thoughtless word is there,
And every word unkind;
And every act I would fain forget
And the thoughts that were dark and vain,
I view in the fabric of life I weave,
And I see them and see them again.

But out of repining and soul recoil

I look in the future and see
My life stretch out in its future plan,
And a new hope come to me.

I know not the length of the warp I view,
I know not my given span,
But into the fabric I yet may weave
I'll put the best I can.

When the "throw" shall fall from my nerveless
hand,

And the shuttle lies at rest,
May I hear the Voice of the Master say,
"You've done what you thought was best."

—*William J. Robinson.*

LIFE WISDOM

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

—*Benjamin Disraeli.*

There are in the capacities of men three
varieties: one man will understand a thing
by himself; another, so far as it is explained
to him; a third, neither of himself nor
when it is clearly put before him.

—*Machiavelli.*

There is no real elevation of mind in a
contempt of little things. It is, on the con-
trary, from too narrow views that we con-
sider those things of little importance,
which have, in fact, such extensive conse-
quences.—*Fenelon.*

Life is made up of little things. It is
but once in an age that occasion is offered
for doing a great deed. True greatness
consists in being great in little things.

—*George MacDonald.*

Free men freely work: whoever fears
God, fears to sit at ease.—*Mrs. Browning.*

TEXACO STAR

STATIC ELECTRICITY AND THE MOTOR DRIVEN VEHICLE

J. C. McCULLOUGH

Superintendent Equipment and Construction Division, Sales Department S. Territory

Much danger lurks in the association of gasoline with the automobile or motor truck used in handling and distributing gasoline, and the causes of many of the fires and explosions occurring at garages, filling stations, and elsewhere are considered mysterious and inexplicable. For the consideration and benefit of all owners of motor-driven vehicles I am submitting the following, which, I believe, will be of interest and may be the means of at least reducing the number of these so-called mysterious accidents.

Have you ever stood on a crisp cold winter morning on one of our asphalt streets and watched automobiles whizzing past? If so you doubtless have heard a peculiar swishing sound not unlike the sound produced by escaping steam, the sound being apparently produced by the wheels of the automobile. It probably occurred to you that this sound was totally unlike the sound you hear at other times of the year, as, for instance, on a warm summer morning or on a wet day. If you are at all observant you must have wondered at the great difference in sounds.

There is, of course, an explanation. On a cold crisp winter morning the conditions for static electricity are ideal. Any possessor of a static electric machine will readily confirm this. Hence, we find that an automobile (which is nothing but a huge static machine on rubber rollers rubbing against a highly electrified asphalt pavement) produces static electricity in an abundant quantity. As any owner of a static machine knows, if the crank is turned and the electricity escapes, a peculiar hissing sound is observed which is due to the fact that the static electricity escapes into the air. The same thing happens when an automobile runs at high speed along the asphalt, the electricity emerging from the rubber tires and escaping into the surrounding air with the aforementioned swishing noise. In this case the automobile is negatively charged, while the ground (asphalt) is positively charged, and the high speed of the rubber tires rolling along the asphalt produces an electrostatic stress which may amount to several

thousand volts. This, of course, charges or electrifies the automobile to a high degree. It has often been noted by motorists that long sparks can be drawn from such an electrified automobile the moment it comes to rest.

Static electricity does not exist in damp places. Very dry and cold is most favorable for static; but dry hot days are also full of danger. Static electricity is also generated in an auto or motor-driven vehicle by friction on cushions, woodwork, springs, etc. This is held in storage by the rubber tires, and therefore when metal hose connections are about to be made for filling the tank, a spark from $\frac{1}{8}$ " to 1" and longer will leap the span to discharge into the ground and this spark may ignite the gas vapor. It is scarcely possible that there is any charge in the filling equipment, as it is naturally grounded some place and has a chance to discharge, or never has a chance to accumulate at all.

Sometime when you have driven your auto a long distance on a dry cool day, or even at times on a dry hot day, get out of the auto without touching the frame, that is, jump off with both feet (not step off), then bring your finger nearer and nearer to the metal work while standing on the ground: if conditions are favorable you will see and feel a thin blue spark jump from the frame to your finger. If you use a piece of metal, held in your hand and wet with gasoline, it will fire as soon as the spark jumps to it. This does not happen on a wet or moist day for the reason that the tires would be moist and the static would leak off as fast as it is generated, having no chance to store up a charge.

Of course, this charge in the car is dissipated and lost a few minutes after the car comes to rest. While there is no danger, as a rule, in thus highly electrifying an automobile, it sometimes happens that if a person who has not been riding in the same car and who stands on the ground should touch the gasoline tank (which perhaps had been leaking) an explosion follows. The reason for this is that the car is still highly charged while the body of the third person presents a good path for the elec-

TEXACO STAR

tricity to surge into the ground, and if the spark made is anywhere near the gasoline tank results are apt to be disastrous.

Using anti-skid chains on auto wheels obviates these dangers, or if a small chain is carried on the car with one end securely attached to the steel frame of the car and the other end dropped to the ground when the car is stopped, all danger from this source is immediately removed. A device even more reliable is to drive a steel rod into the ground close to where the car or truck tank is to be filled and attach to this rod one end of a copper wire. When the car or tank truck drives up to be filled, attach or hook the other end of the wire to the steel frame of the car and all danger will be eliminated.

Charles M. Schwab, manager of Emergency Fleet Corporation, has adopted as the slogan of the ship-builders: "More calking—less talking."

According to the Wisconsin Food Administration, on June 15 there were 17,000,000 bushels of potatoes in bins and storehouses in that State, and they will rot if they are not consumed within the next three months. To use up this surplus there will have to be a consumption of about 1 bushel per capita over normal until Sept. 15.—*U. S. Food Admin.*

If you will not eat potatoes now when they are cheap and plentiful, and when the grower is in danger of actual loss on his crop, what right will you have to complain of potato prices next year, when the grower turns to some other crop in order to make up his losses?

The Irish earned the name of the fighting people of the world—and the Irish diet has often been milk and potatoes.—*Agricultural Extension Service, Wis.*

Whale meat was the principal article served at a luncheon given to 30 members of the American Museum of Natural History, New York City. Henry Fairfield Osborn, president of the museum, states that 15,000,000 pounds of meat from more than 1,000 whales caught yearly on the Pacific coast, now used chiefly as fertilizer, is equal in food value to beef, and should be marketed in New York City at about 12½ cents a pound.

—*U. S. Food Administration.*

The Food Administration, finding that the use of sauerkraut has been curtailed as a result of ill-advised patriotism, explains that the dish is of Dutch rather than German origin and is urging its use as a valuable food.—*Leslie's Weekly.*

An old king required every cook to be tested before hiring by having him boil a potato. Even a good potato may be spoiled by a poor cook.

If you have a watch that's keeping good time don't monkey with its works.

(Continued from page four)

not one of persons becoming increasingly like each other in all respects, but of persons specialized (*by individual achievement*) in work and rewards. It has been well said that a society of equals or similars, each as complete as any, would be like a heap of sand composed of particles which do not cohere, and that any political house built upon it must fall; whereas a society of dissimilars is like the rock composed of particles which complement and cleave to each other, and a political house built upon it may stand. A little true knowledge of the essential biological facts would suffice to keep practical enterprises within limits of possibility, and more knowledge would keep us on safe roads.

Among the biological facts, which—like all truth—should be faced and studied calmly, steadily, and kindly, is the fact that mankind produces a *large* percentage of natural "fools"; always has done so; and apparently always will, even in the "best regulated families." I am not referring at all to the comparatively small number of half-wits, imbeciles, and congenitally insane, but to recognizable mental deficients to whom psychologists have applied various "botanical" names, as Mrs. Partington would say. Scientifically there is no relation between this fruit of nature and that product of overweening conceits known in literature as the presumptuous fool to distinguish him from the fool natural. It is always plain enough which sort is spoken of. "The (presumptuous) fool hath said in his heart there is no God." This sort may learn better and depart from his folly. The psychologists should not announce as a modern discovery that the natural fool is incurable; wise men have always known it: "Though thou shouldst bray a fool in a mortar among wheat with a pestle, yet will not his foolishness depart from him." I recommend as a preliminary study that you take a Bible Concordance and read all the passages referred to in the long list under the word "fool." Then keep alert to read such reports by psychologists as may be made.

Natural fools, although incurable in their natural deficiencies, may be happy and useful and of true human worth and dignity. We are all too much touched with like infirmities not to be companionable, and so we might be, humorously so

TEXACO STAR

in mutual esteem, were it not for the endeavors of the presumptuous fools to make men deny natural differences and maintain deceitful claims to uniform worth and rewards.

It is the presumptuous fool, whose folly results from no native defect but is the product of miseducation and undisciplined conceits, who is the injurious and dangerous member of society. It is he who continually agitates and misleads the weaker brothers, driving or luring them to responsibilities for which they are not fitted. It is the presumptuous fool, for instance, who by seniority rules and other mechanical methods, or by inappropriate elections, etc., takes persons from places in which they are useful and puts them in positions where they do harm.

As examples of the psychological data which should be made public and receive general thoughtful attention, I mention two investigations, not as models but because they happen to be at hand.

Dr. Adler reports in *Mental Hygiene* his analysis of 100 men selected as having frequently lost their jobs. He found 43 to be what he calls "paranoid personalities." "Paranoid" must not be confused with *paranoiac*. A *paranoid* is not insane, but has certain mental defects: "Is egotistic, loving the lime-light; may be a 'reformer';—if thwarted becomes surly and suspicious. Lasts on an average 20 months." He found 33 "inadequate personalities:" "Lack energy, application, and intelligence—Fired because not worth wages." Nearly all the rest were "emotionally unstable": "Can do the work, but have tendency to explode; not dependable." With understanding and sympathy the last class could get along very well. With the incompetents and the "bumptious" 43 per cent. "very little can be done"—under present customs.

In two issues of the *Journal of Education* (Boston) Dr. W. E. Chancellor recently described the "hyper-moron," or "superior fool," identified as arrested youth. At 15 years we are all this sort of fool. Normal individuals outgrow the stage, but a great many do not. This is the type always diagnosed by common sense as "puerile"—*boyish* men. Dr. C. "tested" 10,000 persons. Among various alleged characteristics of the "incurable big boy" are: May have wit but cannot have humor, whose essence is appreciation of personality. Cannot handle the complex compound sentence. Never suffers moral shock—does not overcome it, never feels it. Avoids the abstract. Is typically a "joiner"—of every kind of group; but seldom holds office of any importance. Is in a hurry. Perseverant—does not know when to quit. Brain-storm anger. Incapacity for self-government. Cannot learn from experience of others—from lack of constructive imagination. The proportion of hypermorons was found to be relatively large among manual laborers, domestic servants, army privates, sailors, school teachers, college instructors, telegraphers, stenographers, preachers, actors, farm hands, and small farmers. Attempts to elevate the harmless hypermoron from routine to independence are mistaken, "the def-

iciency is physical, the brain areas do not coordinate." They "need direction by others in order to be happy, and he is no friend of theirs who proceeds otherwise in dealing with them." Dr. Chancellor's study lacks judiciousness at many points, but it has at least the merit of an important subject.

A farmer, in great need of extra hands at haying time, finally asked Si Warren who was accounted the town fool, if he could help him out.

"What'll ye pay?" asked Si.

"I'll pay what you're worth," answered the farmer.

Si scratched his head, then announced decisively: "I'll be darned if I'll work for that!"

MARINE DEPARTMENT

(Received too late to be properly placed.)



Frederick Curtis Smith

Frederick Curtis Smith, formerly of the Marine Department and familiarly known as Fred Smith, at the outbreak of the war enlisted in the Navy, and through hard work and application has won the commission of an Ensign in the Navy.

Ensign Smith comes of a fighting family. His brother, W. Russell Smith, is with U. S. Marines in France. Lieut. Commander James Mulhall Tarr of the British Royal Navy is his uncle. Sergeant Harry MacIlwaine of the Royal Irish Rifles, his cousin, was recently awarded the British War Cross for valor under fire. Russell Dormer, another cousin who fought with the Irish Rifles, has been a prisoner in a German camp since March 21, 1918.

SAFETY AND SANITATION

V. R. CURRIE

Chairman Central Committee of Safety

DEFECTIVE VISION

H. L. GOODWIN

Efficiency and Safety Engineer of Merry Optical Company

The employers of labor, as well as the superintendent and his safety engineer, are striving each day, week, month, and year to cut down the percentage of accidents. I wonder if it ever occurred to many of these executives or men who have jurisdiction over men that the causes of trivial accidents, larger accidents, and even fatalities can often be checked up against what has been positively found out as defective vision. I wonder if they ever realize that the causes of the human grouch in the industry, the causes of workman or laborer carrying a chip on his shoulder, can also be checked up in part to defective vision.

The eyes have been referred to as the "windows of the soul," "the cameras of the brain," and even that does not tell the whole story. Our eyes are the windows which permit the light to enter. They are the cameras which photograph the objects we look at, and they are the "telegraph station of the brain" that notifies the brain that a picture has been taken and of what it consists.

To understand how different conditions can affect the eyes, let us consider of what the seeing apparatus consists and how it compares with the commonplace camera. The front transparent portion of the eye is the "cornea,"—this is the window through which the light must enter; and if this window is clouded or marred, vision is interfered with. If we now consider the camera we find that light on entering it must first pass through the lens to be focused on the sensitive film or plate. So with the eyes. The light passing through the "cornea" next reaches the "crystalline lens" and is focused on the "retina" of the eye, which corresponds to the plate or film of the camera. Here the resemblance ends, because Nature has made the sensitive plate a screen of delicate nerve fibres which come together as the "optic nerve," and through this the brain receives the message of what the eye has seen. In the cam-

era the instrument is made longer or shorter so that the picture shall be clear. The length of the "eyeball" cannot be changed, but Nature has provided a little muscle which automatically adjusts the focusing power of the "crystalline lens." If the plate of the camera is defective the picture will be bad; if the "retina" of the eye or the "optic nerve" be in any way affected the picture that the eye forms will be poor.

We are then forced to the conclusion that any factor which causes any derangement in the mechanism of seeing, whether it be in the transmission of the light, the forming of the picture, or the notifying of the brain (any one of these conditions), interferes with the eyesight.

Among people working under present day conditions, probably as much as 95 per cent of the eyes are "not perfect." Glasses nowadays are a necessity, and it is folly for a person to try to "just get along some way" without them, when at a slight expense they may enjoy absolute comfort with their eyes and freedom from eye-strain, and at the same time get rid of a certain nervous irritability which usually accompanies eye-strain.

But remember that you must be careful to whom you intrust your priceless eyes for examination and fitting of glasses. Anyone may claim to be an expert eye man, and even have a fine big diploma to show you, but do not let these things fool you. Investigate carefully into the merits of optical men before you decide. It costs you not one cent more for skilled and superior service than for the inferior kind to be had in so many optical places in any city.

Petromortis.—This is an affliction caused by inhaling the exhaust from a gas engine and results in loss of consciousness and even death, under certain circumstances. There have been a number of cases where an automobile owner will enter his garage, close the doors, and start up his engine with the idea of making some adjustments before starting out. Presently he will experience a form of vertigo or extreme dizziness and, if he does not at once seek fresh air, will soon fall unconscious to the floor.

The cause of this malady is the presence in the exhaust of carbon mon-oxide, due to incomplete combustion. The gas is extremely poisonous and cannot be inhaled without evil results.

—The Three Partners.

A great many foolish persons allow false pride to rob them of many comforts.

TEXACO STAR

BY THE WAY

The following views should be of interest as showing the nature of some of the country in which Texaco products are distributed in South Africa. The photographs were taken by Mr. Hodgson, our local manager in Rhodesia:



In Rhodesia—Crossing the Sebakwe River near Umvumi
Our local manager, Mr. Hodgson, seated beside
the driver of the Overland Six



Crossing the bed of the Shangani River near Gwelo



Typical veldt scenery between Gwelo and Gatooma



A "good" piece of main road between Gatooma and Que Que



Sand and stones and steep gradient at the Que Que River drift



The drift across the Umniati River—Reported to be impossible for car to cross without assistance—Crossed unaided in spite of deep loose sandy bed and steep rocky gradient—Started again on own power from position shown

TEXACO STAR



Northern Transvaal—Lub. Engineers Kirkham and Holliger stuck at the second crossing of the Nyl River between Nylstroom and Piet Potgeitersrust—Note Red Star mascot



Stuck in mud on the road to Warmbaths about three miles from Pienaar River—Lub. Engineer Kirkham and Mr. Leon of Pretoria Office



J. A. Guthrie, one of the representatives of the Durban branch of The Texas Company (So. Af.) Ltd., helping to load a mule for a mountain journey in Basutoland—Photo taken 8,000 feet above sea level and several days' ride from rail head



Texaco Paraffine, Zenith Motor Spirit, and Motor Oil E. H. loaded for transport to a mountain station in Basutoland—Native leader or "voorloper"



J. A. Guthrie starting out for a trip through Basutoland from A. E. Spalding's Station at Senekals Teyateyaneng—Native guide carrying dispatch bag—There are no roads in Basutoland, only bridle paths, and a native guide is absolutely necessary

TEXACO STAR

Captain E. H. Oakley, U. S. Air Service, formerly General Assistant, Norfolk District, sends a copy of *The Call Field Engineer*, for June 15, 1918, published monthly by the Engineering Department of the U. S. Aviation School at Call Field, Wichita Falls, Texas, containing an article entitled "The Battle of Lubrication" by F. E. Stewart, A. M. E., formerly one of our Chicago District Salesmen. It is a little story of camp song and dance in which the author manages to include information about "viscosity," "gravity," "flash" and "fire" and "cold" tests, and "carbon residue."



1st Lieut. F. M. Golding, Q. M. C., now in France, formerly of Port Arthur Works, later Agent at Laurel, Miss. Station



His dog "Texaco"—Lieut. Golding writes on "Texaco's" picture: "Everyone loves him"

The following letter is printed, partly in kindly compliance with its writer's expectation, and partly to inform a great many new employes that regularly no attention is given to anonymous communications. Your name will not be used if you do not wish it to appear, but it should be given to the editor.

In speaking of getting off a car our correspondent mentions "the handle at the right of the step," evidently meaning at the right of the step as one gets on. As for the meat of the lady's query, this editor will "pass the buck"—unless the suggestion is acceptable, that, inasmuch as the tables are so often turned the other way in the domestic experience of mere men, the worm turns sometimes when an opportunity is offered:

New Orleans, July 18, 1918.

Editor Texaco Star.—Again I see the same old question. "Why does a woman get off a car backward?"

I am a woman, and I can get off a car when it is going at a reasonable rate of speed, and have done so. Yet I have often been almost compelled by the conductor to get off backward. In preparing to get off I take hold, with my left hand, of the handle that is at the right of the step. The conductor immediately takes hold of my right arm, and pulls on it, and so swings me around enough to bring my back toward the front. And what can I do but get off backward? In nine cases out of ten it is the conductor's fault, and yet the woman always gets the blame. Why?
A T. T. Co. Employee.

A young man complains to us that he always liked rosy cheeks until recently, when some of them gave him painter's colic.

"The greeting, 'How are you?' doesn't seem to me to represent any sincere and sensible inquiry," remarked the man who thinks hard about trifles.

"That is true," replied Miss Cayenne. "When I meet several people I know, I am always tempted to say 'why' instead of 'how.'"—*Washington Star*.

Lt. Golding writes: "We have a great deal of oil stored in our yards and most of it is *Texaco*. The Government is buying from every oil company I ever heard of, and then some, but less kicks are made about *Texaco* oil than any other of the many used. Most of the other oils thin out when they are set out in the sun and some of them look milky, but our product has held its own so far. I was at an aviation field not long ago, and many of the aviators spoke most highly of *Texaco* products."

Labor unions were strong in his city. On Hal-lowe'en the boys pulled a lot of pickets off the fence of the union barber and made a bonfire of them. The barber bought some pickets and nailed them onto his fence himself. Whereupon he was fined \$50 by the council, for doing carpenter work which should have been done by a union carpenter.

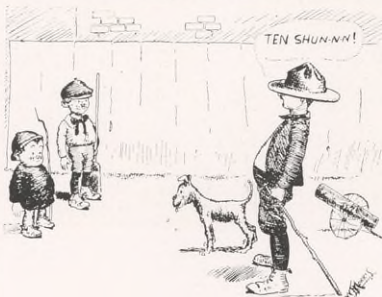
The barber thought this over for some time. Then he presented the carpenters' union with a bill for \$1,375.

"What's this for?" asked the chief of the carpenters' union.

"Why," the barber replied, "that's what's due the barbers because the carpenters shave themselves." His fine was remitted.

—*Pittsburgh Chronicle-Telegraph*.

With all the new-fangled what-nots and the patent time-savers, thinking still has to be done in the good old-fashioned way.—*Texas Utility News*.



"A Stitch in Time Saves Nine"
—W. J. Morris, Producing Dept., Denver Office.

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 25th day of each month, reports of departmental news and other items of general interest. Suggestions and information for this purpose should be sent to them before the 20th day of the month. All are invited to cooperate.

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.	G. A. Toups, Port Arthur
Legal Dept.	A. K. Weber, New York
Treasury Dept.	J. S. Ballard, 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
Export Dept.	M. G. Jones, Houston
Purchasing Dept.	S. Slattery, New York
Railway Traffic Dept.	J. B. Nielsen, New York
Producing Dept.	J. E. Byrne, New York
Pipe Lines	J. T. Rankin, Houston
	J. W. Painter, Houston
	Delbert Leggett, Houston
	A. M. Donoghue, Houston

REFINING DEPT. Jno. S. Gallagher, formerly in charge of Safety and Sanitation at Port Arthur

Works and news correspondent for the *Texaco Star*, who joined Co. E. 37th Engineers, has arrived in France. He was a sergeant at last writing.

W. C. Pyeatt writes that he has finished his course at Aberdeen Proving Grounds and is waiting impatiently to cross. He submits a description of tests at the Proving Grounds in an Aberdeen, Md., newspaper, from which the following excerpt may be interesting:

The railroad mount is the most imposing gun on the reservation. It reminds me of the immense disappearing guns at the forts along the Atlantic Coast. In fact, the long black barrel, which stands out in contrast to the freshly painted brown of the carriage and the car, was removed from a sea coast emplacement and modified for railroad mounting. It was built at West Point in 1890. It is a real "heavy." The carriage is an American model, a high platform arrangement erected on a long flat freight car of steel construction. The car is fastened with giant timber "props" to the cross-ties of the tracks. The object of the part of the test I am witnessing is to make the gun fire a big projectile a certain number of miles down the bay with, if possible, no movement of the car from the terrific recoil. In the shots that I witnessed it— But I almost forget. I am not allowed to tell that. This proving ground is a place where, along with the regular work of testing cannon and ammunition, surprises are prepared for the enemy. There are surprises, I am informed, in the railroad mount. There is a still greater surprise in the trench mortar. And there are others.

We regret to note that one evening recently in a heavy rain storm Miss Emma

Platt, of Chief Clerk Saint's office, while on her way to town was stopped by an officer for speeding; and, further, to note an advance in cost for this class of luck from \$6.85 to \$10.05.

J. F. Parrish, efficiency clerk; J. D. Toler, stenographer; J. N. Paxton, telegraph operator; W. I. Gilbert, time keeper at the Gate, have recently joined the army. H. A. Smith recently left for training in S. M. A. School at Austin, Texas.

The flags at the Can and Casing Plant, Port Arthur Terminal, were placed at half-mast on July 8 because of word from France indicating the death of Hugh G. Martin. Hugh left the Casing Plant May 1, 1917, to enter the Navy as yeoman. He completed the course in the Great Lakes Training Station, and was transferred to France. He made his rating in April and was about to receive appointment as Chief Yeoman. One of the gold stars in the Service Flag of The Texas Company will stand for Hugh G. Martin, who served and died for his country.

W. R. Odell, sergeant in Coast Artillery Corps, formerly in the Case and Package Division, writes:

When Battery F had its final examination for overseas a number of men in it fell down and volunteers were called for from the C. A. C. companies to fill the gaps. Four sergeants and seven corporals 'busted' themselves to go.

Odell, a sergeant, volunteered and in so doing was necessarily reduced to a private, sacrificing the rank of sergeant to accompany the battery soon to go across. This is an illustration of what may be expected of all our boys.

Recently left C. & P. Div. for service with the colors: H. H. Chandler, P. W. Woolum, David Todd, now at Camp Travis; Oscar Tryer, at Fort Sam Houston; W. B. Kennedy, at Camp Mabry, Texas; W. P. Irwin, Ben Erickson, and E. L. Banks-ton, in draft contingent July 5.

The 36th (Panther) Division of the U. S. Army, which has been in training at Camp Bowie, Texas, is now doing service across seas. A number of boys formerly connected with The Texas Company at this point are members of this division.

Letters received from our former employes now at Camp Travis indicate that The Texas Company boys are all doing exceptionally well and like the service. The training received as members of Company A seems to have been of special benefit in helping the boys along.

On Saturday, June 29, the "Badger" won his third victory at Morgan City Shook Mill, this time going up against a well backed varmint dog. There was something doing while it lasted. The Badger was in fighting trim and was ably placed by Chief Clerk W. L. Lansford. Censorship forbids any details of the action.

TEXACO STAR

WATER SHIPMENTS BY THE TEXAS COMPANY FROM
PORT ARTHUR, TEXAS, MONTH OF JULY, 1918:

Refined—Coastwise.....	805,367 bbls.
Refined—Foreign.....	834,397 bbls.
	<hr/>
	1,639,764 bbls.
Crude—Coastwise.....	0 bbls.
Crude—Foreign.....	9,286 bbls.
	<hr/>
	9,286 bbls.
Total.....	1,649,050 bbls.



Temporary bridge over Trinity River at Fort Worth, Texas, built by Co. C, 111th Engineers, U. S. N. G.—Many members of this unit are Port Neches boys—This picture is contributed by Capt.-Adj. R. A. McClenaghan who advises that the address of the 111th Engineers is soon to be A. E. F., France



2nd Lieut. R. M. Schornstein, of Engng. Div. Port Neches Works, left our service for Officers Training Camp at Leon Springs in Sept. 1917—Before entering our service Lt. Schornstein graduated from A. and M. College of Texas in June 1916 with degree of B. S. in Architecture



1st Lieut. W. T. Adkisson, C. E., of Engineering Division at Port Neches Works, attended Officers Training Camp at Leon Springs, Texas, in August, 1917—He was commissioned in Artillery but is now in Aviation Service—Picture taken outside of Port Neches Works Office Building



G. M. Brock, stenographer at Port Neches Works, left April 11, 1918, to enlist in U. S. Navy—He writes that he is well pleased with Navy life and hopes soon to get a shot at a U-Boat

Good manners procure respect.

TEXACO STAR



Sgt. J. H. Stevens, 374th Aero Squadron, U. S. Air Service, London, England—Was Acting Chief Clerk at Morgan City Shook Mill

Northern Terminal Division Office associates presented Wm. Hartley, transferred to Norfolk Terminal, with an umbrella and their best wishes for his continued success.

Emil Skrivaneck writes from Jacksonville, Fla., that army life is great but he wishes the folks back home would write more often. It is safe to say he will receive a flock of letters in the future.

V. J. Romeo recently paid us a visit. He is enjoying army life, and has been made Army Field Clerk attached to U. S. Field Service, Hoboken, N. J.

H. M. Belford has been made a corporal at Camp Dix.

The Texas Company A. C. of N. Y. had a taste of defeat handed out by the soldiers at Bedloe's Island. It took 12 innings to do the trick: Score, 7 to 6. We are to have a return game and hope to reverse this decision. Our team has been hard hit in spots by the draft, but we have so far been able to fill the gaps very satisfactorily.

At a recent Clerks' meeting at Delaware River Terminal a plan was adopted by which the employes at this Terminal will correspond with our boys in military service. It has already met with great success and some very interesting letters have been received from the boys with the colors.

We extend our sympathy to Miss Jean Hollywood for the death of her father.

Robert Volkhardt, storekeeper, was presented with wrist watch and fountain pen on his leaving for military service. His new address is 5th Pioneer Infantry, Co. C, Camp Wadsworth, S. C.

COMPTROLLER'S DEPT.

With deep regret we report the death of Jo R. Greenhill, Jr., on July 5, 1918. Mr. Greenhill had been a bookkeeper in the General Office for a little less than a year when his untimely death came at the age of 29. Our heartfelt sympathy is extended to the bereaved family.

SALES DEPT. S. TERRITORY

M. G. Jones, Assistant to Manager of the Sales Department Southern Territory, passed from this life on July 17, 1918. His spirit left



M. Gordon Jones

the body without a struggle during quiet slumber. He lay down for a nap between 5 and 6 o'clock in the afternoon and was found shortly after 6 as if sleeping peacefully—but lifeless.

AN APPRECIATION—BY AN ASSOCIATE

Gordon Jones won his way into our hearts by the daily practice of those virtues which go to make up our best estimate of a true man and he shall long live in our memory, for we loved him.

His sphere of influence and activity was wide, embracing contact with general commercial and social life and with the many departments of The Texas Company as well as the numberless details of all divisions of his own department. His position was no sinecure but he met all difficulties and tangled situations with uniform equanimity and unflinching cheerfulness, thus taking the ideal and truly efficient method of disposing of the daily tasks which so often prove a burden to the non-adaptable.

His extended term of faithful service in New Orleans District established him in the love and admiration of all his associates and in our general knowledge of his sterling qualities, winning for him literally hosts of friends in all walks of life whose acquaintance it was his fondest pleasure to renew at every opportunity.

During more than three years in the general offices at Houston Gordon Jones consistently exemplified those principles of character which aroused our admiration and won our esteem, and he leaves a shining record for fair dealing and broad upright determinations and that rare quality, human consideration, which has endeared him to us.

Often is it remarked that no one man is

TEXACO STAR

essential to the progress or success of a large organization, and that idea is not controverted, but it is possible for one man to so build himself into an organization that its progress and success is measurably enhanced by his active connection with it. Gordon Jones' constructive efforts and admirable personality has for years been identified with the advancement of this Company and he leaves us a heritage of splendid achievement, as well as example, which will continue actively to our betterment and progress altho Gordon has passed on to a broader and happier existence untroubled by the physical burdens which he bore so bravely and so cheerfully without complaint or murmur.

Brave comrade, we bid you a fond adieu and look forward hopefully to that happy time when "we shall meet again."

HOUSTON DISTRICT.—G. H. Hein, formerly Voucher Clerk in Dist. Off., has enlisted in U. S. A. and is now at Camp Travis, and W. J. Ambertin, Stock Clerk, has been drafted for the Army.

Miss A. M. Ricke has been appointed Book Machine Operator No. 2. We're sorry to learn of the recent death of Miss Ricke's mother and we extend our sympathy.

On June 20, T. W. Murray, salesman out of Bay City, married Miss Anne Foulks of Amita, La. Mr. and Mrs. Murray are now living at Bay City.

DALLAS DISTRICT.—Supt. W. H. Noble, as President of The Texas Company War Savings Society of Dallas District Office, has reported to Dallas County Chairman:

W. S. S. now owned..... \$1,203.50
Pledge to purchase, June-Dec.... 1,806.00

Total..... \$3,009.50

Stations and Agents showing 100% efficiency in Collections for month of June 1918, having collected every outstanding item on their lists:

STATION	AGENT	STATION	AGENT
Anson	C. T. Harper	Hennietta	F. E. Murrell
Baird	F. L. Walker	Lone Oak	W. E. Smith
Ballinger	Lee Butler	Paris	J. W. Perry
Childress	C. T. Jones	San Saba	B. C. May
Corsicana	W. J. Cheney	Sterling City	R. P. Brown
Gainesville	Jas. Burk	Terrell	H. D. Wells
Goldthwaite	W. B. Jackson	Winters	B. E. Low

Stations and Agents showing 100% efficiency in handling Tank Cars during month of June 1918, having unloaded and billed out all tank cars the same day they were received:

STATION	AGENT	STATION	AGENT
Albany	L. F. Hatcher	Hereford	C. P. Cockrell
Brownwood	C. L. Crawford	Hulburg	G. C. Sharbutt
Canadian	R. S. Millard	Jacksonville	W. R. Allen
Carthage	W. B. Sims	Kaufman	E. J. House
Childress	C. T. Jones	Lampasas	T. J. Casbeer
Cisco	Wm. Reagan	McKinney	S. S. Tomlinson
Clarendon	A. J. Dobson	Mineola	W. T. Touchton
Copperas Cove	Jno. H. Jansen	Paris	J. W. Perry
Corsicana	W. J. Cheney	Pilot Point	J. C. Gahagen
Dallas	H. D. Deason	Flubbard	A. M. Beardton
Denton	J. W. Young	San Saba	B. C. May
Dublin	F. A. Weiser	Seymour	R. K. Whiteside
Gainesville	Jas. Burk	Strawn	J. H. Housley
Greenview	H. A. Strickland	Tahoka	W. G. Tarrance
Hennietta	F. E. Murrell	Temple	R. L. Worden



Agent R. P. Brown, of Sterling City, Texas, on his annual hunt last fall—Black tail deer in the mountains on the Rio Grande, alt. 5,500 ft.

Agent Brown writes: "I have never had an account transferred since I have been agent at this station, five years last February."



Salesman J. W. Perry and his "Lizzie" after returning to Dallas from one of his trips to his home in Paris—"Axle Grease Jim" sold 48,109 lbs. of Texaco Axle Grease in the month of May 1918. Mr. Perry is now Agent at Paris

OKLAHOMA DISTRICT.—The entire Oklahoma District wishes to extend the hand of good fellowship and cooperation to our new Superintendent, Mr. H. W. Dodge.

Oklahoma District employes presented former Superintendent, Mr. A. T. Smith with a gold watch and fob as a remembrance of their long and pleasant associa-

TEXACO STAR

tion with him and an expression of their regret at his departure.

George Ware, clerk and warehouseman at Oklahoma City Station, announces the arrival of a fine young soldier at his home, the first cry being "On to Berlin."

EL PASO DISTRICT.—The importance of the work of the U. S. Reclamation Service in the Rio Grande Valley could not be overestimated. The dredge shown in the first of the following snapshots is a Bucyrus Drag-Line Dredge, class 9½, with 6-cylinder Twin City Motors rated at 93 h. p., boom length 50 ft., bucket capacity 1½ cu. yds., equipped with caterpillar tractors, total weight 60 tons. Owing to the weight of the machine and sandy soil it is necessary to lay timber roads for the dredge to travel on—6"x12" timbers put together with hinges. There are four of these dredges



Dredge laying its own road—Agent J. W. Mitchell of El Paso Station and son in the distance

now at work in the valley and the Service has six more coming. Texaco lubricants are used exclusively on these dredges. The motors are lubricated with Texaco Motor Oil Extra Heavy. Chief Engineer Burkholder has a very high opinion of our Motor Oil E. H. for this equipment.

General Lubricating Assistant R. C. Galbraith received the following letter from Sgt. Gus M. Shanks, formerly Engineer-Salesman in El Paso District, who left about a year ago to enter an aero squadron. Mr. Galbraith says: "The understanding is that Shanks went to Italy first and was then sent to France. He is working hard and studying and I am satisfied that before long he will have a lieutenant's commission."

Paris, France, June 10, 1918.

Dear Mr. Galbraith: Received your letter last week and was certainly glad to hear from you. Since leaving the States we have been in three camps; at the third we got into the real work for which we came. Until then we were only drilling and hiking over the roads once trodden by troops of Caesar and Napoleon, but in an entirely different manner for we had no guns. The French were curious to know how we fought the enemy and with what weapons or instruments of torture.

The first of last March a number of men from the 101st, including myself, were transferred into the 30th Squadron and put in the machine shops working on all types of rotary motors.

I came here the 15th of last month on detached service, and am now keeping records of shipments of gasoline and lubricating oils to the shipment stations for the Air Service. Of late Paris has not been visited on air raids, but the French are always on the alert and their barrage has been so effective since March that the Boche have been unable to get through to drop bombs in the city and the only places they raid are the suburbs. The long range guns drop a shell once in a while, but it does not amount to much.

Have a lot of news to tell you, but can not write it. Write me as often as you have time even though I do not answer promptly.

Sincerely yours,
Sgt. Gus M. Shanks,
Air Service, Material Division,
A. E. F., U. S. A. P. O. 702.



Dredge at work



Canal constructed with this dredge—The canal is 10 feet deep and 45 feet wide at the top



Caterpillar and main gear lubricated with Texaco Crater Compound

TEXACO STAR

DENVER DISTRICT.—With deep sorrow Denver District received the news of the death of Assistant Manager M. G. Jones. We sympathize with the bereaved family.

The boys at Denver Station are working a war garden and we expect their crop to do its bit in food conservation.

We welcome J. C. Griffith back to the fold, after an illness of several months.

Jack Smith, clerk and cashier, Trinidad, Colo. Station, enlisted in U. S. A.

C. L. Moore, T. W. Driver, Helena, Mont., and D. K. Linn, filling station clerk in selective draft.

Private Ray Keeble, formerly tank wagon driver at Butte, Mont. Station, now in military service at Camp John Wise, San Antonio, Texas



NEW ORLEANS DISTRICT.—Lub. Asst. T. L. Morris and Engr.-Salesman J. T. Downs are to be complimented on their success in closing a 1,000-bbl. lubricating contract with one of the largest chains of saw mills in Louisiana.

P. V. Blanchard, clerk at Donaldsonville, La., has been promoted to agent at Clarksdale, Miss. Big things are expected of Mr. Blanchard.

We congratulate Agent C. W. Lee on the good showing he is making at Alexandria, La.

Agent R. A. Jahrans, of Meridian, Miss., one of the youngest of our agents, deserves credit for the manner in which he is handling his station.

W. T. Barcelo, Jr., formerly voucher clerk in Dist. Off., has been appointed City Salesman at New Orleans Station. From the capable handling of his former work the best is expected of him in his new position.

R. W. Allen, head bookkeeper in Dist. Off., was called to U. S. A. in the selective draft. We wish Bob all success and good luck.

ATLANTA DISTRICT.—Atlanta District was greatly shocked and grieved at the news of the sudden death of Assistant Manager M. G. Jones at Houston.

Called to the colors in July: J. R. Kinnett (Navy) and D. M. Webb (Infantry), of Dist. Off.; C. F. Fourmy (Aviation), Agt. at Huntsville, Ala.; G. J. Roberts (Navy), Agt. at Columbus, Ga.; E. F. Taylor (Infantry), Birmingham Station.

To F. G. Smithson,
Birmingham, Ala.

From "The Bunch,"
Atlanta District Office.

To-day I visited the den
Where dwells the famous stork;
from whence his flights
o'er moor and fen
are

winged in Nature's work. It was a wondrous sight to see; Of cherubs, score on score, All waiting for their destiny, To go forth and explore. Then from the dormitory's scene, With many a backward look, He took me to his office clean, To see his Order Book.

That was a busy place to view; Each ledger had a clerk; Some handled shipments P. D. Q. and others "Future Work." I looked at Record "P. D. Q." (Of these were quite a jag), And as I looked, I vow to you, He wrote a Smithson tag. I was amazed. I looked once more If this could truly be; And saw your name, just as before, Initialed with "F. G." And so I hasten to relate This news to you, For you might not know what glorious Fate has got in store for you. So we are watching every mail From Birmingham afar, Expecting that you will not fail To send a good cigar.—J.H.H.



S. L. Ross, formerly chauffeur at Mobile, Ala. Station, now private in Co. B., 305th Battalion, Heavy Tank Corps, Gettysburg, Pa.

"Can you wait on me immediately?" demanded the richly dressed woman. "I'm in a great hurry."
"Yes. Let me have your prescription," said the busy druggist.

"I have no prescription. I want you to look up a number for me in the telephone book."

—Chicago Herald.

TEXACO STAR

SALES DEPT. NEW YORK DISTRICT.—
N. TERRITORY Salesman David E. Duff,
of Metropolitan Territory,
compares two great games:

GOLF AND SELLING

No game of pleasure and sport has attracted more men to membership than the 'Old Scotch' game of golf, and no game of livelihood has called more men into service than the game of Selling, and while played under entirely different circumstances there are many analogous conditions that go to make up a successful player.

The "professionals" and the "dubs" alike all agree that the player must first be temperamentally evenly balanced, slow to anger, and strongly determined to win. He must be physically fit. He must be enthusiastic. He must keep his mind on the game. He must strike at the right moment. He must use the right club (oil) at the right time and place. He must improve every day's game by the mistakes of yesterday. He must execute a telling blow and follow through (up) with another. He must have confidence in himself and what he wants to do and back it up with good judgment. He will surely get into some trouble by his mistakes, but he must not walk on to the next tee (customer) leaving his last in deep difficulty or disappointment, but like a man with real grit he must niblick himself out to the best advantage. He must not allow himself to grow stale and indifferent. He must talk about the game with those who know more than he about it. He must be willing to play (work) a few extra hours to reach a decision. He must never give up, since the last hole (customer) records the final result of the day's game. He must use his head as well as his hands and feet. He must make his put (ting) squarely and fairly into the cup of success, and not be satisfied to rim the cup and finally by a little luck fall in. He must study his

stroke on his way to the ball (customer) and not keep his opponent (prospect) waiting for a definite decision or feel lack of confidence in his purpose to "deliver the goods." He must be fair with and considerate of the other player (competitor) and at the same time prove his superiority with his clubs (oils) and his knowledge of the game (*Texaco Correspondence School, Lubrication, and Texaco Star*), and always win 10 up and 8 to play. When the last hole (customer) has been played and won, he will then return to the club-house (N. Y. Office), meet with pleasure all the other players, and there report and discuss his master strokes—to be incorporated into helpful booklets of rules and recommendations (circular letters)—and his will be an "efficiency reward."

BOSTON DISTRICT.—Oliver Bonin reports heavy sales of War Thrift Stamps but believes we could do better. We hope next month Oliver will report a big increase.

Ed Brady doesn't forget the Texaco boys, as is evidenced in a letter recently received by Supt. Reinhardt:

Dear Mr. Reinhardt: In today's mail I received the April issue of the *Texaco Star* and it is needless to say that I have read it from cover to cover and that I thoroughly enjoyed it. The Boston District news brought me nearer home today and the picture of Frank Lill "dolled" up in the most popular uniform in the world sure does look natural.

I have been over here for some time now and am continually coming across cases and barrels marked with the Red Star and Green T. Coming over on the transport *Antilles* I had the pleasure of eating mess using a Texaco barrel for my table.

Over here our division, the 26th, known as the Yankee Division, has made a great showing and



Sgt. Dick Hampton, formerly Stock Clerk Boston Dist. Off., giving his men their usual morning call down—
The original was drawn in the trenches

TEXACO STAR

our machine gun company has made the *Boche* on numerous occasions realize that we are over here *on business*. We are going to make them know soon that we will do more than our bit; we are going to do our "damndest."

The weather over here is fine now, the good old hot sun having dried the trenches, raising the spirit of the boys, also making them a little homesick. I am feeling fine and outdoor life agrees with me.

We all appreciate the inconveniences people back home are suffering for us and we are looking forward to the days when conditions will again allow us all to resume our positions in a world free from militarism. Trusting to hear from you soon, I am,

Sincerely yours,

Prv. Edw. G. Brady.



Agent J. L. Rolley, Lawrence-North Andover Station

There was a time when John Rolley was rooting hard for one of the Lawrence base ball teams, which he was managing, to lead the league in batting. Since joining the ranks of The Texas Company he has headed the District in the matter of collections—his batting average being 1000. He has not lost one cent since the Lawrence-North Andover Station opened. This is some record to have in a town of 100,000 inhabitants and we congratulate Mr. Rolley. He is being pressed closely, however, for leading honors by Agent Riley of Fall River and Agent Lamb of the Boston Refined Station. We congratulate our agents generally for the improvement shown in collections during the last few months, and we are hoping that their efforts will result in the District showing 100% by the time the next issue of the *Texaco Star* is printed.

We congratulate "Hink" Curtice, our cashier, on the arrival of a daughter at his home. From last reports mother and babe are getting along nicely but it seems to us there is trouble ahead for little Miss Curtice, as we can not figure how daddy will be able to hold her on his lap,—Hink can't boast of such a thing.

John Burley is back at his desk after a sojourn at Camp Upton. Jack was drafted and after staying three weeks at the Camp was disqualified for

physical reasons. He was much impressed with the little training he did get, and looks in the pink of condition although the army doctors think differently.

Yeoman "Bill" Curley, former clerk at Boston Lub. Station, has been home from Washington on a short furlough. He dropped in on his old boss, "Pud" Boone, and they had some reunion.

John Tracy is lonesome these days, as John O'Brien, our champion debater, has been drafted and is now at Fort Slocum.

Leo Gray when called to the colors made his last request on leaving the Office: "Make sure I get the *Star* each month."

Others recently called from Dist. Off. to Military Service: "Pete" McLoughlin, J. J. O'Brien, W. A. Ryan, E. A. Baker,—the last two taking special courses at Rhode Island State University in Aviation Engineering.

PHILADELPHIA DISTRICT.—Philadelphia District expects to lead all other Districts in a clean slate on collections, and if present records are maintained Philadelphia will come out leader in the Motor Oil Contest. Norfolk papers please copy.

William T. Herbert, clerk at Atlantic City, N. J. Station, and Miss Cecilia Fenton, of Pleasantville, N. J., were married on June 29. Congratulations.

We have received several letters from Wm. K. Jones, formerly of the Lubricating Division, now at A. & M. College, Texas, and he appears to be putting in a busy time of it, studying from early in the morning until late at night, with a few hours for drilling thrown in between—not to speak of temperature of about 108 degrees. We are sure "Bill" does not mind this heavy work, and it is a well known fact that all Texaco employes now in the Army are delivering the goods.

NORFOLK DISTRICT.—The safe arrival in France of the 111th Field Artillery, formerly the Norfolk Light Artillery Blues, has been reported. There are with this battery four former Norfolk District boys: Corp. N. O. Kilpatrick; Privates R. O. Dozier, W. H. Moore, C. E. Austin. Here's luck to you boys.

C. A. Thompson, formerly of the Houston offices of the Company, now on the U. S. S. *Tenadores*, was a welcome visitor at the District Office on June 25. He had just returned from France and said that the Red Star and Green T on the cases of Neptune Oil aboard the *Tenadores* made him feel at home all the way across, and the same on the other side. We enjoyed Mr. Thompson's visit very much and hope many of the boys from other Districts, as well as our own, will call on us whenever they are in Norfolk.

TEXACO STAR



Wilmington, N. C. Station—Front row, left to right: Retiring Agent C. F. Guerke; Agent E. Y. Wooten; Chauffeur W. H. Sheppard. Rear row, left to right: Clk. and Cash. S. M. Breen; Salesman A. B. Chesson; Driver B. N. Horne; Driver Holmes Perdy; Driver Oscar Edwards; Warehouseman J. S. Edwards—The flower bed composed of Red Star and Green T has caused much favorable comment

C. L. Short, with The Texas Company for a number of years, who recently left us to conduct a Ship Chandlery business in Norfolk, has rejoined the Texaco Family as Staff Engineer. We are glad to have Jack with us again.

Mrs. Gertrude Sanderlin, telephone operator in Dist. Off., has been granted leave of absence on account of her health and is spending the time at Asheville, N. C. We hope that she will soon be fully recovered and back on the job with the Texaco Family.

J. H. Murfee, of Dist. Off., has joined U. S. Naval Reserve Force and is stationed at Norfolk Navy Yard. The work he is doing is something similar to our sheet reporting system and "Pat" says his training with The Texas Company stands him in good stead.

The Texaco Stars' Base Ball Team has lost so many players that we have thought it best to disband. Our record for the season was five wins and three losses, and we defeated some of the best amateur teams in Norfolk.

M. M. Simpson, formerly of Dist. Off., now in the Field Artillery at Camp Eustis, Va., visited us on July 20 and C. G. Wright, former drum chaser, now an Infantryman at Camp Lee, Va., visited us on July 15. We were glad to see both of these boys looking so well.

CHICAGO DISTRICT. — Superintendent Snell is recuperating slowly. He was able recently to pay us a short visit. We hope he will be able to take up the reins in about another month.

Agent F. L. Richardson, Des Plaines, Ill., is the proud father of a 10-lb. baby girl, born July 13.

H. M. J. Johnson, clerk in Dist. Off., is the proud father of a daughter born July 10.

Word has been received from H. C. Jernegan that he was leaving for France.



H. B. Van Amber's Filling Station Joplin, Mo.—Well known Texaco booster in Southern Missouri handling our products exclusively

TEXACO STAR

EXPORT DEPT.

Ben. F. Wright returned from Hayti July 13.

P. J. Dalie has joined The Export Department (Roofing Division) Asiatic Territory, and left July 20 for the Far East.

The Texas Company Export Accounting team defeated the Consolidated Gas Company team of New York (14-13) at Bayside Park, N. J. The Gas Company boys piled up a big lead in the early innings, but good hitting by Pierce, Grojean, Eden, Smith, and Enge tied the score in the eighth inning. The winning run was put over in the ninth inning, before any men were put out. Next Saturday the Accounting team will play the Bayonne Refinery team at the same grounds

—*The Jersey Journal, July 1, 1918.*

WHERE TEXACO ROOFING REIGNS SUPREME



Freight Receiving—Havana Terminal Station—United Havana Railways.

This building was formerly covered with galvanized iron, which was found to bring up the temperature so high that the sugar would melt. It was decided to change the roofing. The galvanized iron was taken off and 1½" ship-lap, planed on one side, was applied. This was coated with Texacoat, and our No. 1 Roofing was laid before the Texacoat set. Over this was laid French flat roofing tiles. The temperature was considerably reduced and the roofing made perfectly satisfactory and watertight. 81,250 sq. ft. (7549.75 sq. meters) Texaco Roofings.



Grand Stand—Cuban-American Jockey Club—Oriental Park, Havana, Cuba.

Probably the greatest Winter Racing Track in the Western Hemisphere. Steel frame; concrete base; seating capacity 5,000; has held 10,000 on "Big Days." 65,000 sq. ft. (6,038.50 sq. meters) Texaco Roofings.



Club House—Cuban-American Jockey Club—Oriental Park, Havana, Cuba.

Concrete building 10,500 sq. ft. (975.66 sq. meters) Texaco Roofings.



Field Stand—Havana Race Track, Cuban-American Jockey Club—Oriental Park, Havana

25,600 sq. ft. (2,378.75 sq. meters) Texaco Roofings.



Havana Race Track—Cuban-American Jockey Club—Oriental Park, Havana, Cuba.

42,900 sq. ft. (3980.69 sq. meters) Texaco Roofings.



Oriental Hotel, Havana, Cuba.

5,000 sq. ft. (464.6 sq. meters) Texaco Roofings.



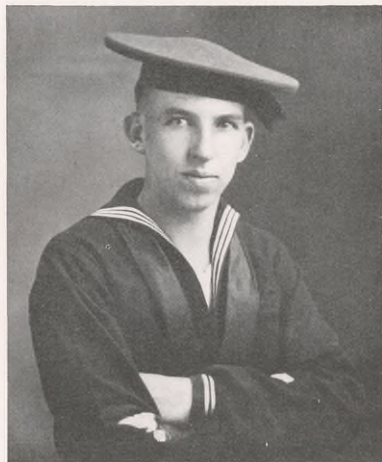
Building or shelter on the Malecon, Havana, Cuba, near Santa Clara Battery, where the Relics of the Battleship "Maine" are stored, pending the completion of the driveway and park. They will be used in connection with the erection of a monument commemorating the event of the blowing up of the "Maine" which precipitated the Spanish-American War, the birth of "Cuba Libre."

TEXACO STAR

PIPE LINES

Among the many new employes replacing our men who have entered military service is James L. MacDonald, bookkeeper in Houston Office. Mr. MacDonald served 14 months in France with the Canadian Army, was wounded in March 1916, and spent one year and a half in hospitals in England and Canada. Being unfit for further military service, he has taken up office work.

Earl E. Griffin and J. D. Dorbant, of the Houston offices, recently enlisted respectively in the Air Service and the Marines.



Moncel M. Middaugh, four years ago in Engineering Division of Pipe Line Department, now in U. S. Navy—One of Oklahoma's first volunteers, enlisted January 1917, at 19 years of age—He recently spent a 16-days leave from his ship, U. S. S. "Minnesota," with his parents at Tulsa—W. C. Middaugh, his father, is in the Tulsa Office of The Texas Pipe Line Company of Oklahoma

(Received too late to be properly placed.)

LEGAL DEPT. Capt. R. C. Craft, who resigned from the Legal Department to enter military service, left on July 31 for Hoboken, N. J., to embark for France. Captain Craft was active in the organization of the San Jacinto Volunteers, being captain of Company A, and the members of that organization, as well as numerous friends, will be glad to learn that he has realized his ambition to serve his country Over There.

Baldwin Williford has resigned to enlist in the Aviation Section. Baldwin is stationed at Ellington Field.

"Don't you ever change your mind about anything?"

"Not often, now. I've found that I am just as liable to be wrong the second time as the first."

—The Three Partners.

Page twenty-four



Pvt. S. L. Griffin, Q. M. C. Bakery Co. No. 4
Fort Sam Houston, Texas

"I am from The Texas Pipe Line Company of Oklahoma. My last work was at West Tulsa Station, but have worked at Armstrong, Stuart, and Cushing stations. When things are settled up in our favor I hope to return to the Okla. Div. I am at present attached to Q. M. C. Bakery Co. No. 4. From telegraph operator to army baker is quite a step. If any of the boys care to write me I shall be glad to hear. Address: Care B. & C. School, Ft. Sam Houston, Texas."

(Received too late to be properly placed.)

"Charles F. Ashley III—July 11, 1918—Mr. and Mrs. Chas. F. Ashley, Jr." This birth announcement will interest many friends of the proud father, now of the West Tulsa Works Laboratory, formerly of Port Arthur Laboratory where he entered the Company's service in 1909.

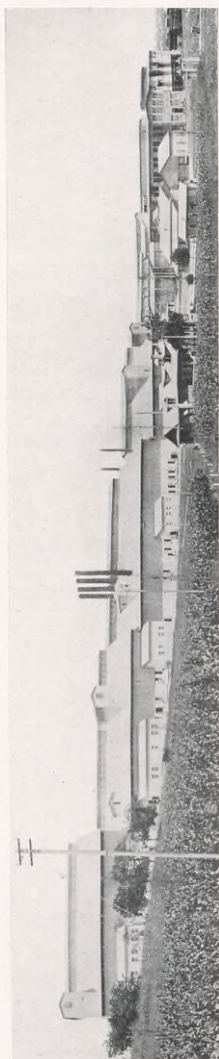
R. D. Mooney, office assistant to Mr. W. E. O'Neill, Roofing Division, gave his friends a pleasant surprise July 28 by joining the Benedicts. Miss Evert Persons of Houston is the fortunate partaker of his joys and sorrows. Everyone wishes them the very best things in life. They are at home to their friends at 1820 Rusk Avenue, Houston, Texas.

The 50th anniversary of the striking of oil by Col. E. L. Drake in 1859 near Titusville, Pa., will be celebrated by the Drake Day Association on August 27 at Monarch Park, Oil City. The event commemorated is of universal interest and importance and the invitation is extended to everybody, the only requirement being the fitting exercise of the spirit of good-fellowship.

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.



The Dallas Plant of Texas Portland Cement Company—For years good lubricating customers of The Texas Company

Chemistry in the Petroleum Industry, by William M. Burton, Ph. D.—*Oildom*, July 1918.

What I Would Do if I Were a Foreman, by Mark M. Jones—*Industrial Management*, July 1918.

Mastering Power Production—VII, by Walter N. Poloakov—*Industrial Management*, July 1918.

How to Move Materials by Machinery, by Henry J. Edsall—*Industrial Management*, July 1918.

Ten Ways to Meet Our Car Shortage, by H. M. Johnson—*System*, July 1918.

The Problem of Labor Turnover, by M. C. Hobart—*American Machinist*, May 16, 1918.

Junk, by Remsen Crawford—*The Nation's Business*, July 1918
 "A \$2,000,000,000 industry has come to the forefront as the greatest agency for organized thrift."

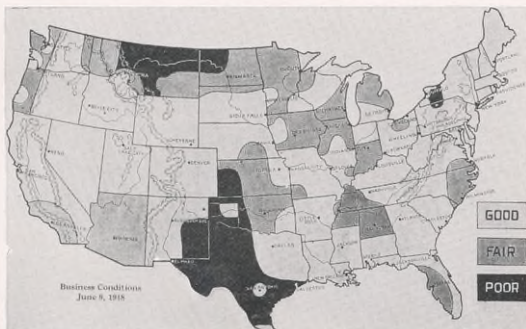
After Four Years of War—*System*, July 1918.
 Experience of a British concern in replacing employees called to military service.

Allies Grapple with Petroleum Problem—*The Annalist*, July 8, 1918.

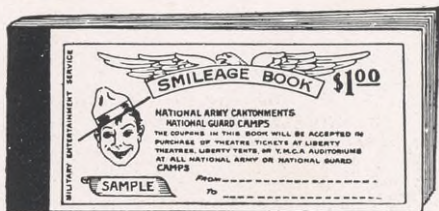
The Question of the Permanency of Our New Merchant Marine—*The Americas* (Nat'l City Bank of New York), June 1918.

England Plans to Regain Maritime Supremacy—*The Annalist*, July 22, 1918.

Britain's Ship Industry—Recommendations of Committee of Board of Trade for Its Rehabilitation after the War—*The Nautical Gazette*, July 20, 1918.



Business Conditions as Estimated by Chamber of Commerce of the United States, in *The Nation's Business*, July 1918.



Send a Smileage Book to your Soldier

HERE'S a royal gift for soldiers in training camps. A "Smileage Book" of tickets to "Liberty Theatre" entertainments.

Splendid attractions—top-notch vaudeville acts, concerts, lectures, motion pictures, etc., etc. Under government supervision. Clean, wholesome entertainment—laughter and fun galore. Your soldier will be delighted to receive a "Smileage Book."

Don't fail to send him one.

On sale at banks, cigar stores, drug stores and 5 and 10 cent stores or apply to

Military Entertainment Committee, Washington

Facts About Smileage Books

1. Smileage Books are books containing coupons entitling a soldier to admission to any entertainment held in Liberty Theaters, Liberty Tents, etc., National Army Cantonments and National Guard Camps in U. S. A.
2. Smileage Books are issued by Military Entertainment Committee, under supervision of War Department.
3. Smileage Books containing 20 coupons cost \$1.00 each, smileage Books containing 100 coupons cost \$5.00 each. The prices of entertainments range from five to twenty-five cents.
4. Smileage Books are for use in Liberty entertainments in National Army Cantonments and National Guard Camps only. They do not apply to naval training stations or other camps.
5. Smileage Books are on sale by local Smileage Committees everywhere throughout the country.
6. There is space on each book for name of soldier and name of person sending book. Smileage books are transferable to soldiers in uniform. They can be used by Civilians only when accompanied by a soldier.
7. Sixteen theaters have been built. Chautauqua tents erected. A complete schedule of entertainments arranged.
8. Smileage Books are needed for our million of soldiers. Buy yours to-day—send it at once to your soldier.

Contributed through the Division of Advertising



United States Government Comm. on Public Information

This space contributed for the Winning of the War by

THE TEXAS COMPANY — Petroleum and Its Products

NEW YORK CHICAGO HOUSTON